Local Cycling & Walking Infrastructure Plan

West Berkshire COUNCIL

Contents

Foreword

West Berkshire Council is pleased to present our Local Cycling and Walking Infrastructure Plan (LCWIP) to act as a blueprint for future active travel routes in our district. It sets our ambition to create a network of high-quality interconnected cycle routes and walking zones to encourage greater uptake of sustainable travel modes.

By adopting the long-term approach provided by the LCWIP we can ensure that planning policy, public health, highway improvements, regeneration and developments are better linked to a coherent strategy that will attract future funding and lead to its full implementation. The delivery of the LCWIP will support the Environment Strategy and the Council's goal to be carbon neutral by 2030.

Last year we worked in collaboration with Reading and Wokingham Borough Councils to produce an LCWIP for the eastern area of our district. This joined-up approach covered cross-boundary routes and commuter zones on the urban fringe of Reading. We have adopted a similar approach identifying walking and cycling routes in the settlements of Newbury and Thatcham and this report will prioritise the improvements of both urban areas together in a comprehensive strategy for investment.

The LCWIP has focused on identifying key corridors connecting residential areas (both existing and proposed) to destinations such as town centres, local centres, schools, employment sites and transport hubs. In the past investment in active travel infrastructure has often come as a by-product to larger highways schemes or development sites. The LCWIP instead identifies routes where it is possible to construct high-quality infrastructure to the minimum standards set out by the Department for Transport in its 2020 Local Transport Note for Cycle Infrastructure Design.

1. Introduction

1.1 Background

1.1.1. This is West Berkshire's Local Cycling and Walking Infrastructure Plan (LCWIP). It provides a new, strategic and long-term approach to developing cycling and walking improvements. The LCWIP reflects our shared ambition with central government to make cycling and walking the natural choices for shorter journeys and for part of longer-distance journeys.

1.1.2. Increasing the numbers of cycling and walking journeys is central to tackling many of the country's pressing challenges, including carbon emissions and the climate emergency, poor air quality, physical inactivity, poor public health and levels of traffic congestion. Better active travel infrastructure can also improve access to jobs, education and facilities, enhance economic vitality, improve mental wellbeing, reduce social isolation and better placemaking improves the quality of the lived-in environment. The LCWIP is one of the key means by which West Berkshire Council is seeking to address these issues.

1.2 LCWIP Scope

1.2.1. The West Berkshire LCWIP will be developed over time, through an iterative process, improving active travel networks and aligning to corporate objectives, transport and planning policies. The council will focus on working in partnership with local stakeholders to identify priority areas and locations for planning and providing infrastructure, to enable more cycling and walking journeys to be made.

1.2.2. This iteration of the West Berkshire LCWIP focuses on routes in the following areas:

- Newbury and Thatcham, with network planning and analysis undertaken in 2020; and
- Eastern Area settlements – including Calcot, Pangbourne, Purley-on-Thames and Theale – as part of the Reading LCWIP , which was prepared and adopted during 2019. This was prepared jointly by Reading Borough Council, West Berkshire Council and Wokingham Borough Council. The relevant proposals are summarised in this document.

1.2.3. The LCWIP process has a focus on creating walking and cycling networks that connect people with places and activities. It focuses on areas which have the highest existing demand and greatest future potential for growing cycling and walking trips. This typically means that plans are focussed on built-up areas, which contain most key trip origins and destinations.

1.2.4. The LCWIP process has a particular emphasis on utility journeys. These are everyday journeys made for a purpose, such as commuting to work, accessing education, healthcare or retail attractions. Directness and journey times are often important considerations when making utility journeys. However, the West Berkshire LCWIP also identifies leisure corridors to be developed. These were informed by public feedback from previous council consultations and stakeholder comments submitted to date.

1.3 LCWIP Methodology

1.3.1. The LCWIP was developed in accordance with technical guidance published by the Department for Transport (DfT). Transport consultants WSP were appointed to undertake the technical aspects of planning the cycling and walking networks, and a subsequent assessment of individual routes identified for improvement. Network planning and auditing tools provided by the DfT were used for this purpose.

1.3.2. The LCWIP Technical Guidance sets out a recommended methodology for the development of LCWIPs. This involves six stages, summarised in Table 1.1.

[1] https://www.reading.gov.uk/council/policies-finance-and-legal-information/transport-schemes-and-projects/transport-strategy/

Table 1.1 – LCWIP Development Process

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Source: LCWIP Technical Guidance for Local Authorities, DfT, April 2017

1.3.3. The key outputs of the LCWIP are:

- a network plan for walking and cycling, which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment; and
- this report, which sets out the process and underlying analysis carried out and draws together our LCWIP outputs.

1.4 Engagement and consultation

Engagement to date

Eastern area

1.4.1. LCWIP engagement for the Eastern Area comprised:

- Reading Local Transport Plan 4 consultation events, including meetings, public drop-in sessions and responses to an online survey;
- The Reading Cycle Forum's Requested Schemes List and workshop;
- Feedback from other user groups;
- Feedback from initiatives, including personalised travel planning, the European Union-funded EMPOWER project and workplace cycle challenge; and
- Site meeting with Access and Disabilities User groups.

Newbury and Thatcham area

1.4.2. Throughout development of the LCWIP West Berkshire Council engaged with ward members, local town and parish councils and a range of local groups. Council officers provided updates throughout the process to the Transport Advisory Group, Cycle Forum and Mid and West Berkshire Local Access Forum. Key events comprised:

- July 2020: workshop held online in July 2020 to present and discuss the proposed LCWIP methodology. The workshop session discussed the key issues and opportunities affecting cycling and walking in Newbury and Thatcham, the important origins and destinations to use for network planning and consideration of routes to be taken forward for development.
  - A briefing note was issued in advance proving background information about LCWIPs, the

[2] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

proposed methodology and the programme.

- Attendees comprised West Berkshire Council ward members and officers and representatives from Mid and West Berkshire Local Access Forum, Newbury Town Council, Thatcham Town Council and West Berkshire Spokes. The minutes and online whiteboard link were then forwarded to parish councils for comment.
- Newbury Road Club were consulted via the Cycle Forum.

- September 2020: presentation given to the Mid and West Berkshire Local Access Forum members. This summarised the LCWIP process and described the shortlisted strategic cycle routes and key walking routes to be audited during the autumn; and
- January 2021: Update presentation by WSP in January 2021 to the West Berkshire Cycle Forum. This outlined the proposed strategic cycle routes and the supporting network of local and leisure routes.

1.4.3. The draft LCWIP was considered by the council's Transport Advisory Group on the 28 January 2021. The report was approved by members with some amendments added.

FORMAL CONSULTATION

1.4.4. Subject to council approval, formal consultation on the LCWIP will take place in Spring 2021, including the proposed cycling and walking route network plans for Newbury and Thatcham. The consultation materials will be published at on the council webpage https://info.westberks.gov.uk/article/37939/Active-Travel-Consultation , and will be available in other formats.

1.4.5. Formal consultation on the LCWIP proposals for the Eastern Area took place between May and August 2020[3] .

1.5 REPORT STRUCTURE

1.5.1. The report is structured as follows:

- Chapter 2: Integration with Active Travel Policy;
- Chapter 3: Geographical Scope of West Berkshire LCWIP;
- Chapter 4: Active Travel Context;
- Chapter 5: Network Planning for Cycling;
- Chapter 6: Network Planning for Walking;
- Chapter 7: Infrastructure Improvements; and
- Chapter 8: Prioritisation, Integration and Next Steps

[3] As a sub-strategy of the Reading Transport Strategy 2036 https://consult.reading.gov.uk/dens/reading-transport-strategy-2036/

2. Integration with active travel policy

2.1 Alignment with national policy and strategy

2.1.1. The LCWIP contributes towards many important national policies and strategies, including those relating to transport, public health, planning, air quality and carbon. Key relevant documents are set out in Figure 2.1, with commentary in Appendix A, describing how the LCWIP will help achieve local policy and strategy.

2.1.2. 'Gear Change: a bold vision for cycling and walking' was published by DfT in July 2020. This national policy document presents a vision for how active travel infrastructure, incorporating the latest design principles, will be delivered across the country.

2.1.3. Cycle Infrastructure Design (Local Transport Note (LTN) 1/20) was published alongside Gear Change. All new government-funded highway schemes are expected to be implemented in accordance with these design principles. LTN 01/20 states that in areas with high pedestrian or cyclist flows, people cycling and people walking should be provided with separate, segregated paths which may require the reallocation of road space from motorised traffic where necessary.

2.2 Alignment with local policy and strategy

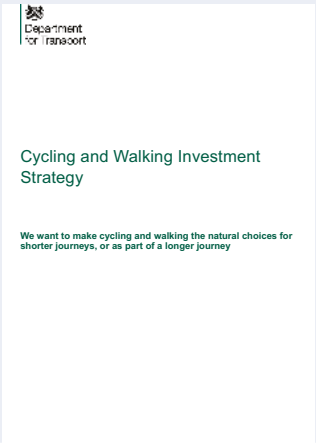
2.2.1. The LCWIP also supports West Berkshire's policy and strategy documents, particularly those illustrated in Figure 2.2.

2.2.2. It is a key means of achieving the council's 2030 carbon neutral target outlined in the Environment Strategy. It supports the council's priorities, including for communities, the economy, the environment, health and wellbeing, housing and transport. Commentary is provided in Appendix A, describing how the LCWIP will contribute to achieving these local policies and strategies.

Figure 2.1 – Key relevant national policies and strategies supported by the LCWIP

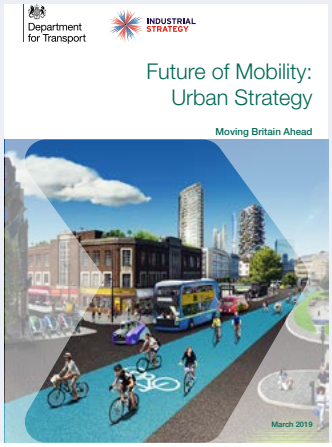
Clean Air Strategy (2019)

Cycling and Walking Investment Strategy (2017)



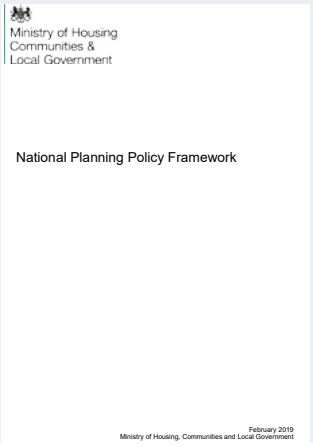
Everybody Active, Every Day (2014)

Future of Mobility: Urban Strategy (2019)



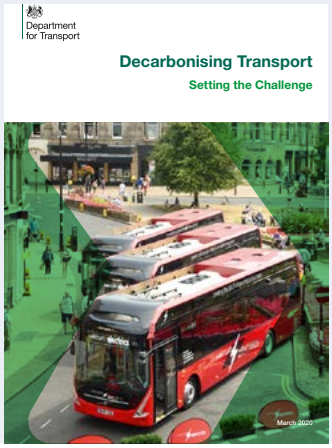
Gear Change: A bold vision for cycling and walking (2020)

National Planning Policy Framework (2019)



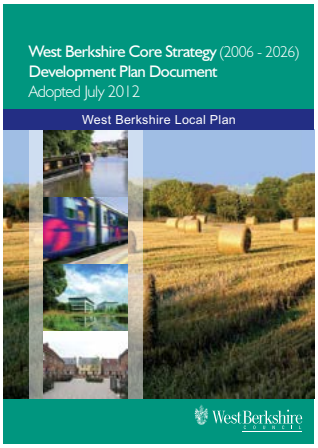
The Inclusive Transport Strategy (2018)

Transport Decarbonisation Plan (in preparation)

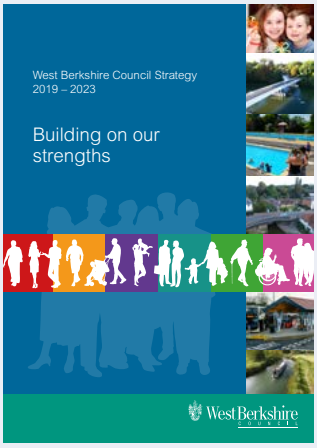


Environment Strategy for West Berkshire 2020-2030

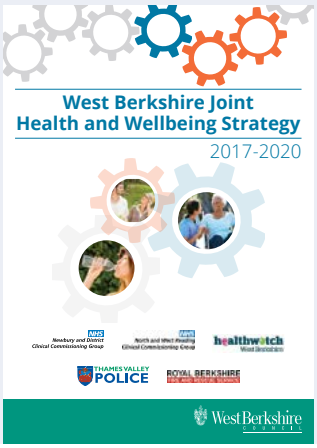
West Berkshire Core Strategy: 2006-2026 (2012) and other planning policy



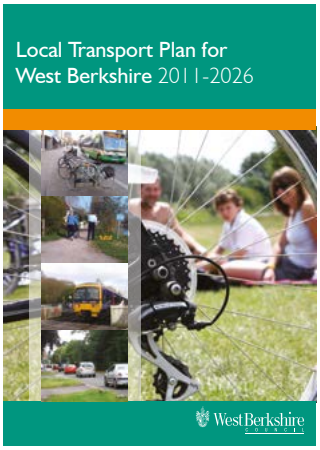
West Berkshire Council Strategy 2019-2023



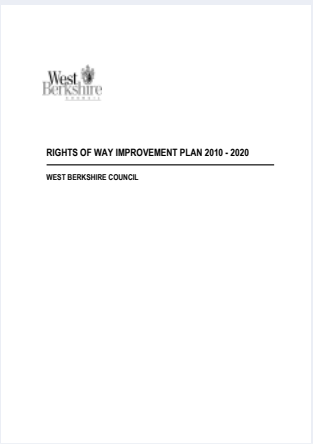
West Berkshire Joint Health and Wellbeing Strategy 2017-2020



West Berkshire Local Transport Plan and supporting Active Travel Strategy



West Berkshire's Rights of Way Improvement Plan: 2010-2020



3. Active Travel Context

3.1 Existing travel patterns

3.1.1. Using the case study of the Newbury and Thatcham area, existing data on travel patterns indicate that there is substantial scope to increase walking and cycling levels in West Berkshire. Key headlines are as follows:

- The 2011 census provides the most comprehensive overview of travel patterns by all modes, albeit for journeys to work only.
  - Data for commuting journeys with both the trip start and end points in the Newbury and Thatcham area[4] is shown in Figure 3.1. The data indicates that **walking and cycling comprised 30% of usual commuting to work journeys by people who live and work in the Newbury and Thatcham area;** however, commuting by car or van was the largest mode share. Many of these trips made by car or van will be less than 5km in length, distances which can easily be walked or cycled by many people.
  - When commuting journeys by Newbury and Thatcham residents to all locations are considered, the proportion by cycling and walking is lower. The 2011 census indicates that 12% of Newbury and Thatcham residents walked to work, 4% cycled, whilst 74% drove by car or van[5].
  - Data for commuting journeys with both the trip start and end points in the Eastern Area[6] is shown in Figure 3.2. The data shows a similar picture to the Newbury and Thatcham area, with **walking and cycling comprising 26% of usual commuting to work journeys by people who live and work in the Eastern Area.** However, more than 60% of these commuting journeys were made by car or van and many of these will be less than 5km in length, distances which can easily be walked or cycled by many people if conditions were suitable.
  - When commuting journeys by Eastern Area residents to all locations are considered, the proportion by cycling and walking is lower. The 2011 census indicates that 6% of Eastern Area residents walked to work, 3% cycled, whilst 71% drove by car or van.
- **The highest peak period cycle flows are recorded on the east-west corridors connecting Newbury to Thatcham**. West Berkshire Council conducts surveys three times a year in February, June and October at 17 locations across the council area. From the last summer counts prior to Covid-19 pandemic, 118 people were recorded cycling on London Road west of Lower Way, 100 people were recorded cycling on Kiln Road and 90 on Love Lane. However, this equates to a very small proportion of overall movement on these corridors.

[4] https://www.nomisweb.co.uk/census/2011/wu03EW Based on Middle Layer Super Output Area references West Berkshire 012, 013, 014, 016, 017 019, 020 and 021. These cover the urban areas of Newbury and Thatcham and some surrounding settlements. To ensure the analysis focused on short-distance trips the Middle Layer Super Output areas covering large rural areas surrounding the towns were excluded. Note that the analysis therefore excludes journeys to the Colthrop employment area, which falls within West Berkshire 018, as this statistical area extends as far as Aldermaston and Bradfield

[5] https://www.nomisweb.co.uk/census/2011/qs701ew Analysis based on adults aged 16 to 74 in employment at time of census. Excludes people recorded as working from home.

[6] https://www.nomisweb.co.uk/census/2011/wu03EW Based on Middle Layer Super Output Area references West Berkshire 003, 004, 005, 006, 008 and 009. These cover the main Eastern Area settlements but, in some cases, extend to cover areas further west as well.

Figure 3.1 – Method of Travel to Work by Residents who live and work in the Newbury and Thatcham area (2011 census)

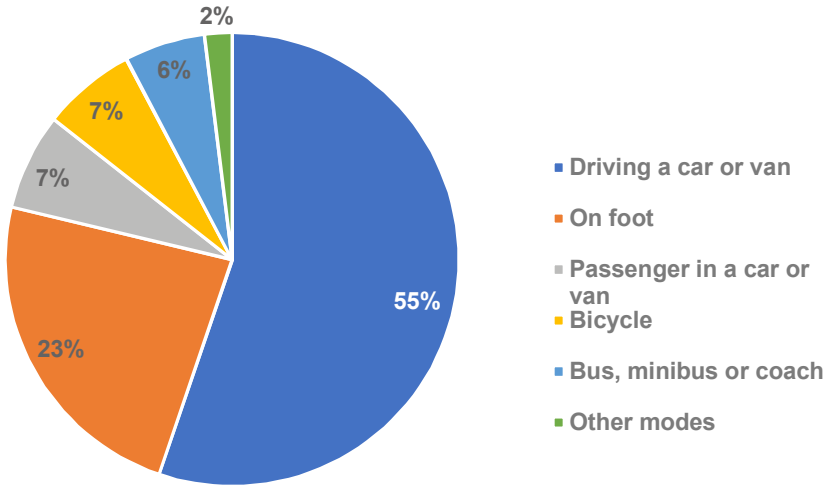
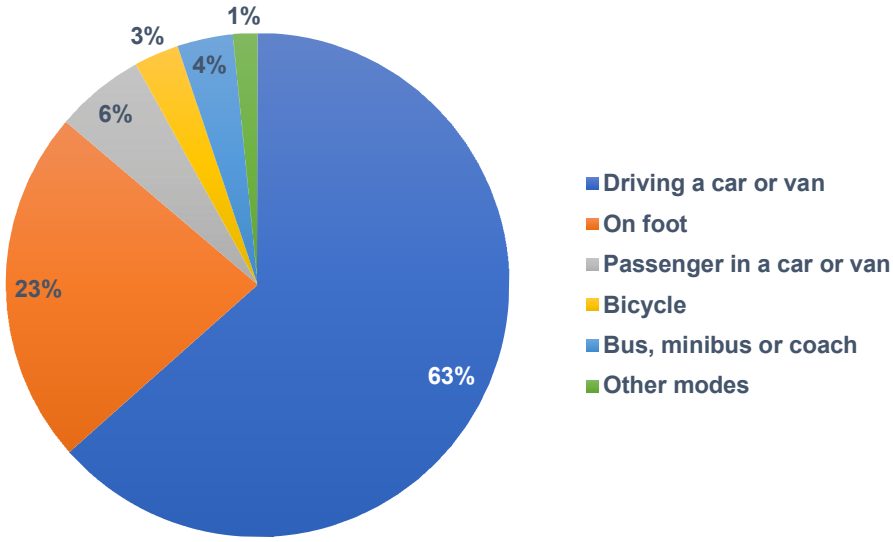


Figure 3.2 - Method of Travel to Work by Residents who live and work in the Eastern Area (2011 census)



3.2 Factors influencing cycling and walking journeys

3.2.1. Geographical features can discourage or prevent people from making cycling and walking journeys. These tend to be linear features in the urban environment, often man-made, which have limited opportunities to people cycling and walking to cross.

3.2.2. The main linear physical barriers to active travel movement in the Eastern Area are:

- The M4 motorway, which has limited safe crossing opportunities for people cycling and walking between Theale, Calcot and the Greater Reading area;
- Other major roads with high traffic volumes and a limited number of safe crossing opportunities for people walking and cycling (including the A4 corridor);
- Limited opportunities to cross rivers (River Thames, River Kennet and Holy Brook), the Kennet and Avon Canal and railway lines.

3.2.3. The main barriers to movement in the Newbury and Thatcham area (shown in Figure 3.3) are:

- The A339 dual carriageway: there are limited safe crossing opportunities for people walking and cycling;
- Robin Hood Roundabout (A339 / A4 junction): the current highway

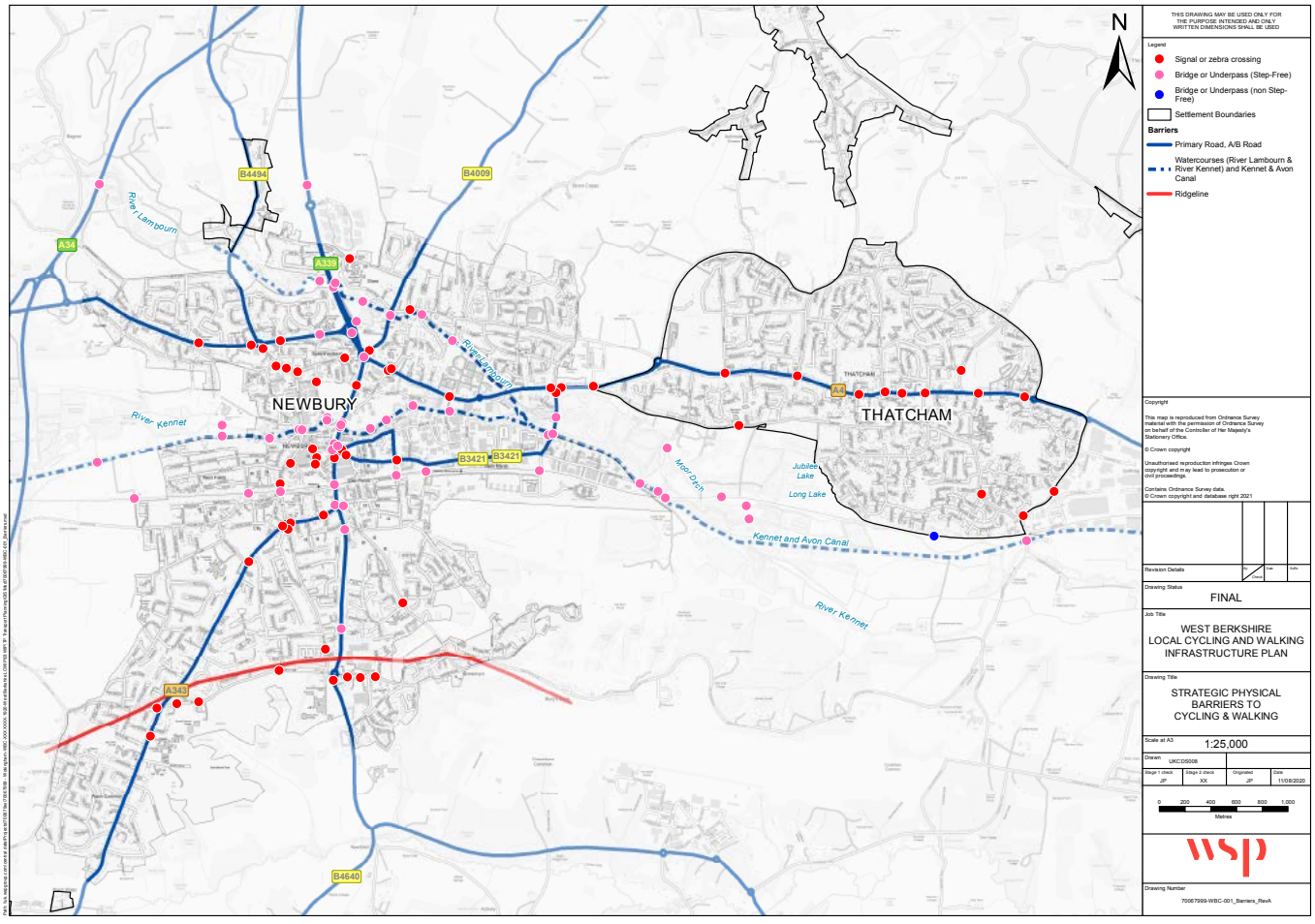
arrangement and its limited safe crossing opportunities present a barrier to pedestrian and cycle movements between Newbury town centre and areas to the north and east. People cycling and walking are required to either use subways or deviate substantially from the most direct routes to reach surface-level signal crossings. There are design and personal security issues associated with the subways, including the lack of natural surveillance (overlooking), which can deter many people from walking or cycling[7] ;

- Other roads with high traffic volumes and a limited number of safe crossing points, or where crossing points do not connect to safe cycling routes; and
- Limited opportunities to cross the rivers, canal and the railway line.

3.2.4. The street layout of urban areas means that some areas have dense networks of routes for cycling and walking, whereas in others the network is more disjointed, which can result in less direct journeys. One example of a missing link is the current absence of a direct north-south connection from Newbury Railway Station to Newbury town centre. This is intended to be addressed as part of the Market Street regeneration scheme.

3.2.5. Hilliness is another important factor which influences walking and cycling trips. While Newbury and Thatcham town centres are situated within a valley, the gradients encountered to access the town centres from the residential suburbs and surrounding settlements are likely to be an important factor for many potential cycling and walking trips. The take-up of e-bikes (and use of e-scooters, subject to government authorisation) offers a means of overcoming gradient issues.

Figure 3.3 – Key Physical Barriers to Cycling and Walking in Newbury and Thatcham



Note: controlled crossing is a collective term referring to signal crossings and zebra crossings.

[7] https://gov.wales/sites/default/files/publications/2017-09/active-travel-design-guidance.pdf. Active Travel (Wales) Design Guidance notes that subways can deter walking through perceptions (real and perceived) of crime and personal safety.

3.3 Potential for growth in cycling and walking

3.3.1. The DfT funded research to understand the potential levels of cycling growth under different scenarios. The Propensity to Cycle Tool (PCT)[8] is an interactive website map which forecasts which travel to work and school trips could most easily switch to cycling. The forecasts are based on factors such as trip distance and topography, and the potential contribution of e-bikes. The scenarios are based on journey to work data from the 2011 census and 2011 school census data respectively.

3.3.2. The PCT indicates that 22-27% of commuting trips and between 35-50% of school trips would be cycled by Newbury and Thatcham residents if Dutch levels of cycling were attained. These forecasts consider current trip distances and topography and vary by neighbourhood.

3.3.3. In terms of forecasting the potential growth in walking, there is currently no publicly available equivalent to the PCT for walking journeys.

3.4 Cycling and walking infrastructure investment

3.4.1. The following schemes to develop and enhance the cycling and walking networks have been progressed in recent years:

- **A4 upgrades (Newbury & Thatcham):** Funded by the Thames Valley Berkshire Local Enterprise Partnership, this scheme widened footways, introduced on-carriageway cycle lanes, upgraded crossings and redesigned side road junctions;
- **Active Travel Fund phase 1 schemes:** In summer 2020, West Berkshire Council was awarded £124,000 to provide enhanced cycling and walking infrastructure as part of its Covid-19 response. A significant part of the fund was used to introduce light segregation along the A4 between Colthrop and Thatcham to enforce mandatory cycle lanes and protect people cycling from motor traffic. The light segregation comprises wands either side of junctions and Orcas (low-level rubber features attached to the road surface);
- **Active Travel Fund phase 2 proposals:** In January 2021, West Berkshire Council consulted on a series of further measures to enable more cycling and walking journeys. The proposed schemes were: (1) permanent cycle tracks along a section of the A4 at Crown Mead, Thatcham; (2) cycle tracks along a section of the A4 Western Avenue; (3) a school streets pilot in Calcot; and, (4) 'quietway' proposals to prioritise cycling and walking on Lawrence's Lane, Thatcham and Deadman's Lane, Theale;
- **Hampstead Norreys to Hermitage Path Phase 1:** The council worked with West Berkshire Spokes to plan and construct a new off-road connection between the two villages along the former railway alignment. The unbound, all-weather surface path opened in 2020, having secured funding from Highways England. Further phases are intended to connect to Newbury and settlements to the north of Hampstead Norreys;
- **Kennet & Avon Canal Towpath Upgrades:** Works between the A339 and Hambridge Road were completed in September 2020, with widening in places and surfacing upgrades throughout. Further east, works to the section east of Colthrop and west of Midgham Lock were completed in Autumn 2020, funded in partnership by the Canal and River Trust, Englefield Charitable Trust, the Greenham Common Trust, Thatcham Town Council, West Berkshire Council and West Berkshire Spokes;
- **King's Road Link Road:** This highway scheme will provide a new route for through traffic between Sainsbury's and the Boundary Road junction. Its delivery is related to planning permissions for development which will border the new route. On completion, the

[8] https://www.pct.bike/

parallel section of King's Road will no longer be used by high volumes of traffic, making it more conducive for cycling and walking;

- **Newbury Town Centre Wayfinding:** This scheme introduced a comprehensive system of pedestrian signage and wayfinding across the town centre, comprising fingerposts and 'monolith' map boards; and
- **Newbury Railway Station Cycle Hubs:** The Cycle Hub on the south side (platform 1) is complete, with the second hub for the north side (platform 2) to be completed at the same time as the Market Street development.

In addition, the Newbury Town Centre Masterplan[9] envisages investment in the streets and market square, and improvements to cycling and walking infrastructure.

3.5 LCWIP Objectives

3.5.1. Based on the objectives in the government's Cycling and Walking Investment Strategy, the objectives of the West Berkshire Council LCWIP are to:

- Increase cycling activity, by doubling the number of cycling stages made by 2025;
- Reduce the rate of cyclists killed on seriously injured on the district's roads;
- Increase walking activity, in terms of walking stages per person; and
- Increase the percentage of children usually walking to school.

[9] https://www.newburytowncentremasterplan.co.uk/

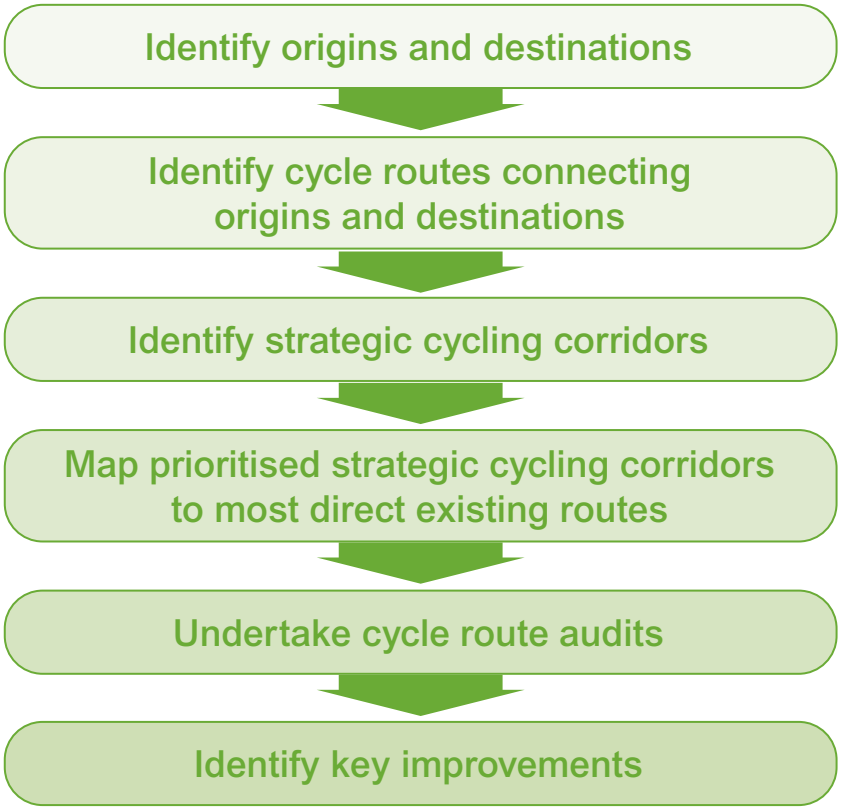
4 Network planning for cycling

4.1 Methodology

4.1.1. Figure 4.1 summarises the key steps for network planning for cycling. These are described in the following paragraphs below.

4.1.2. For this iteration of the LCWIP, a selected number of strategic corridors were taken forward for further development. Additional corridors will be developed as resources allow.

Figure 4.1 – Process for Network Planning for Cycling



4.2 Origins and destinations

4.2.1. The LCWIP technical guidance states that identifying demand for a planned network of cycle routes should start by mapping the main journey origin and destination points across the plan area. Straight line connections (known as desire lines) should then be plotted between the origins and destinations. Directness is an important factor influencing the suitability of cycle routes, meaning that corridors connecting origins and destinations are shown as straight-line routes. These are mapped to the highway network later in the process.

4.2.2. The focus of the LCWIP is on enhancing cycling connections between important journey origins and destinations. Significant journey origins and destinations were mapped as set out in the sections below.

Journey origins

4.2.3. The LCWIP technical guidance notes that trips usually originate from the main residential areas. The network planning process took account of potential cycle demand from both existing and planned future residential areas. Existing residential areas were represented by geographical areas created by the Office for National Statistics with populations between 1,000 and 3,000 at the time of the 2011 census (known as *lower-layer super output areas*[10]) . Each output area has its own node, known as

[10] https://www.ons.gov.uk/methodology/geography/ukgeographies/censusgeography#super-output-area-soa

a population-weighted centroid[11] . This represents where most people live in an output area.

Eastern Area

4.2.4. The residential areas within West Berkshire included in the Reading LCWIP are shown in green on Figure 4.2. This includes Calcot, Pangbourne, Purley-on-Thames and Theale. Future residential developments identified in the Reading Local Plan and in the emerging local plans for West Berkshire and Wokingham were considered as part of the cycling and walking network planning. The relevant sites are shown in Figure 4.3.

Newbury and Thatcham

4.2.5. Figure 4.4 illustrates the residential origins used for the LCWIP network planning, covering established residential areas and major strategic sites (which will not be reflected in the census 2011 data). The strategic sites represent:

- Strategic sites allocated in the West Berkshire Core Strategy[12] (Sandleford Park and Newbury Racecourse) and the large unallocated site granted on appeal (North Newbury); and
- Potentially developable sites identified by West Berkshire's Housing and Economic Land Availability Assessment[13].

4.2.6. The origins shown in Figure 4.4 were also used for the network planning for walking (described in chapter 5).

Destinations

4.2.7. The network planning was based on a range of destinations, including those with high levels of trip generation. These are summarised in Table 4.1.

Table 4.1 – Destination Categories used in LCWIP cycle network planning

Newbury and Thatcham	Eastern Area (Reading LCWIP)
• Primary schools, secondary schools and Newbury College • Key employment areas • Town centres and other major retail sites • Major healthcare sites (West Berkshire Community Hospital) • Transport interchanges (railway and bus stations) • Indicative leisure routes connecting into the surrounding countryside	• Further and Higher Education establishments • Secondary schools • Areas of high employment • Major Local and District Centres • Transport interchanges, including major bus stops

4.2.8. The destinations used in the network planning for the Eastern Area are shown in Figure 4.3 and for Newbury and Thatcham shown in Figure 4.5. The destinations within the urban areas were also used to form the basis for the walking network planning (chapter 5).

[10] https://www.ons.gov.uk/methodology/geography/ukgeographies/censusgeography#super-output-area-soa

[11] https://data.gov.uk/dataset/2c5695f2-39d0-457f-a03c-1f4d3617bb48/population-weighted-centroids-guidance

[12] https://info.westberks.gov.uk/corestrategy

[13] https://info.westberks.gov.uk/helaa. The Housing & Economic Land Availability Assessment makes a preliminary technical assessment of the suitability and potential of sites. It does not allocate sites for development or add weight to the site for the purpose of planning application decision-making. The allocation of future sites for development will only take place through the statutory plan-making process (eg Local Plan or Neighbourhood Plans) which undergo public consultation and independent examination.

Figure 4.2 – Origins for Cycle Network Planning in the Eastern Area - Existing residential areas

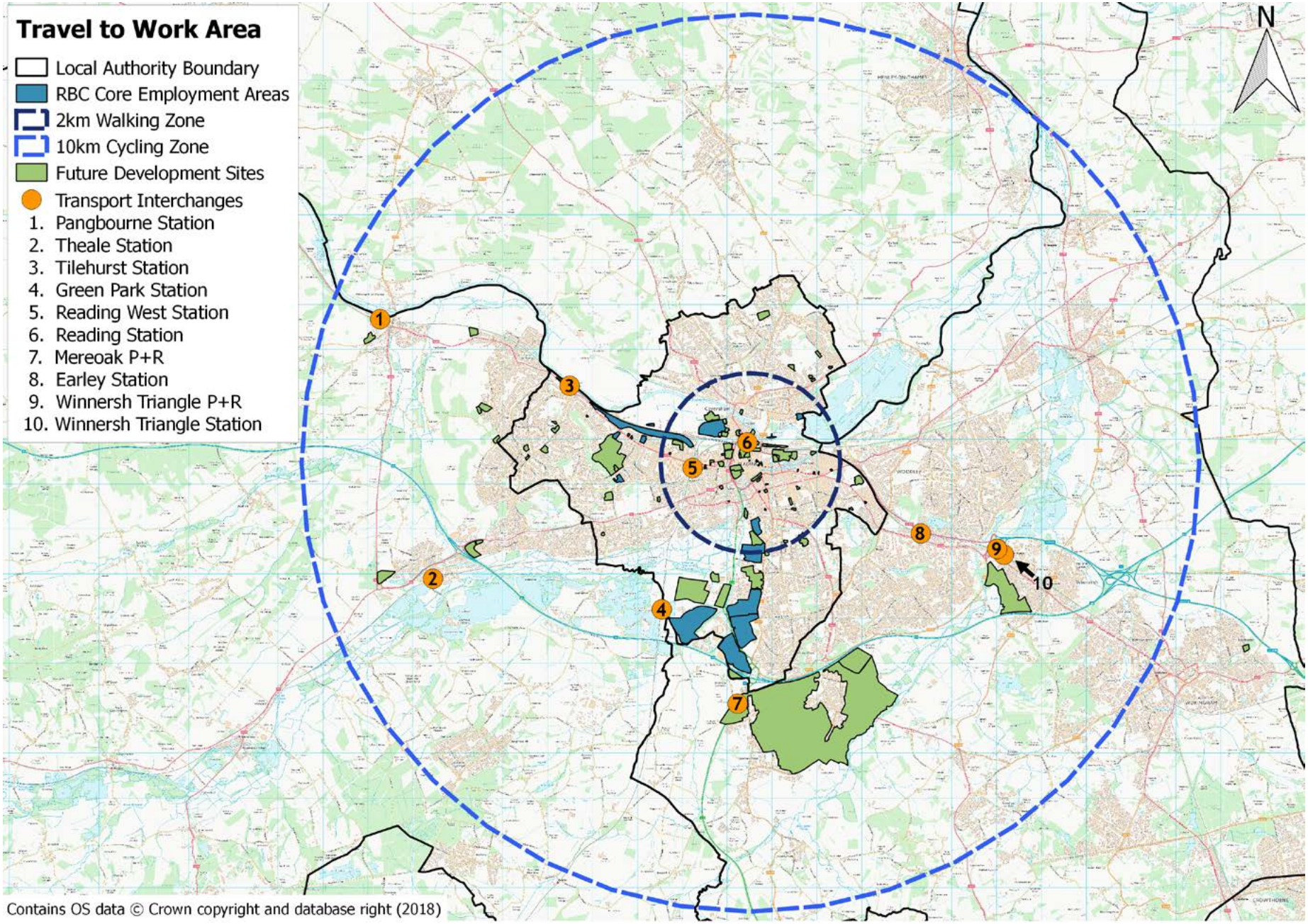


Figure 4.3 – Origins and Destinations for Network Planning in the Eastern Area - Future residential sites and current and future key destinations

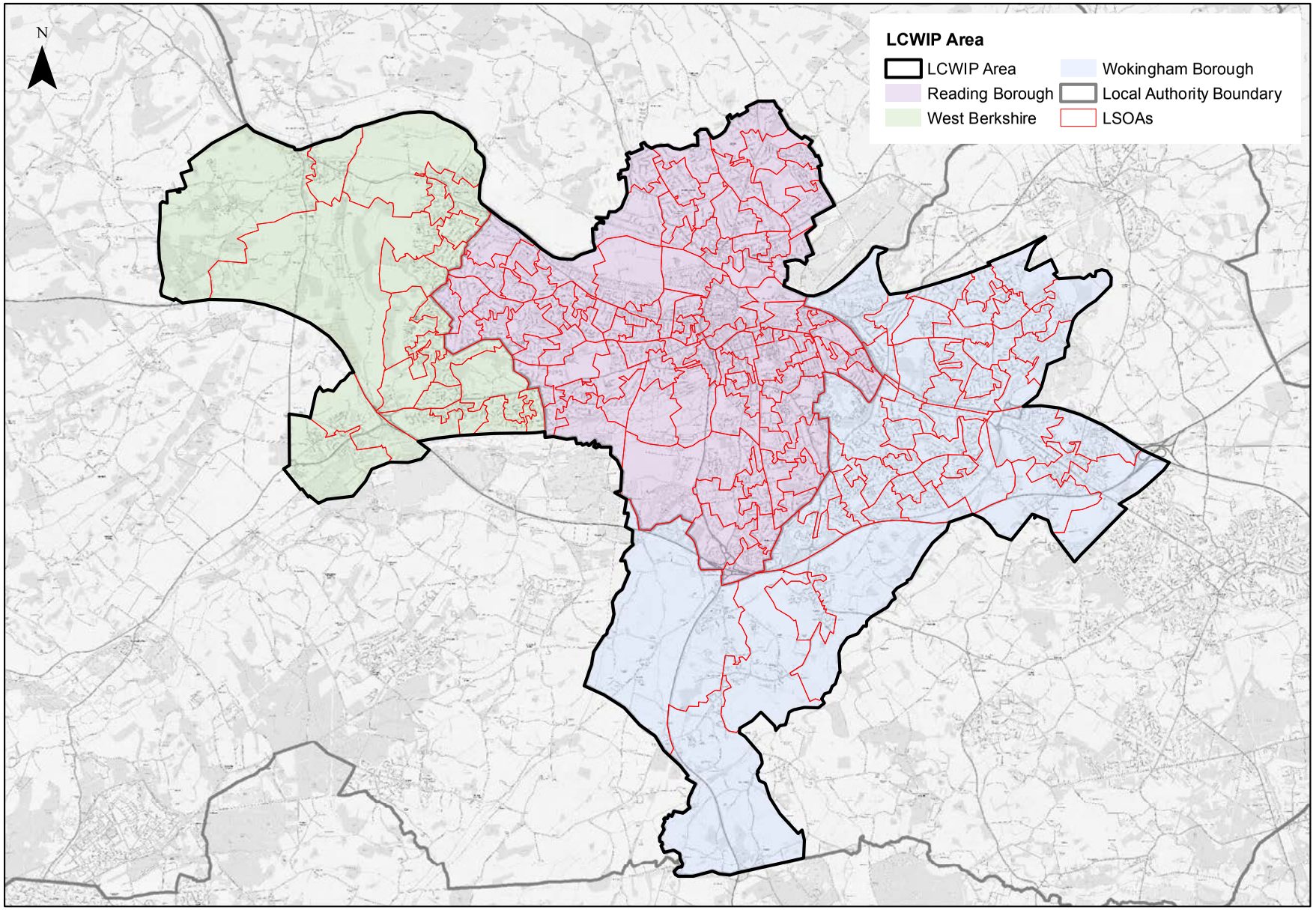


Figure 4.4 – Origins for Network Planning in Newbury and Thatcham

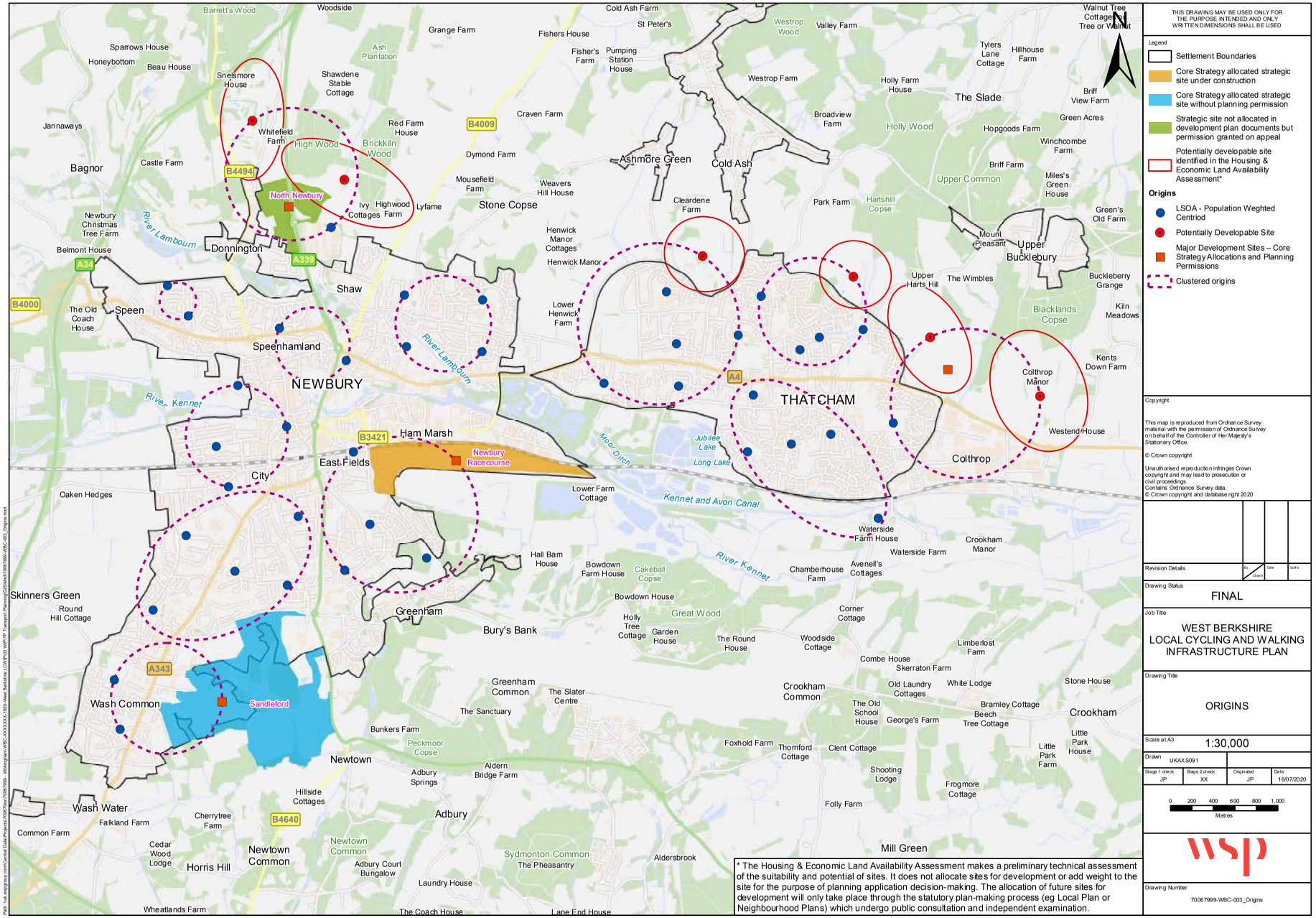
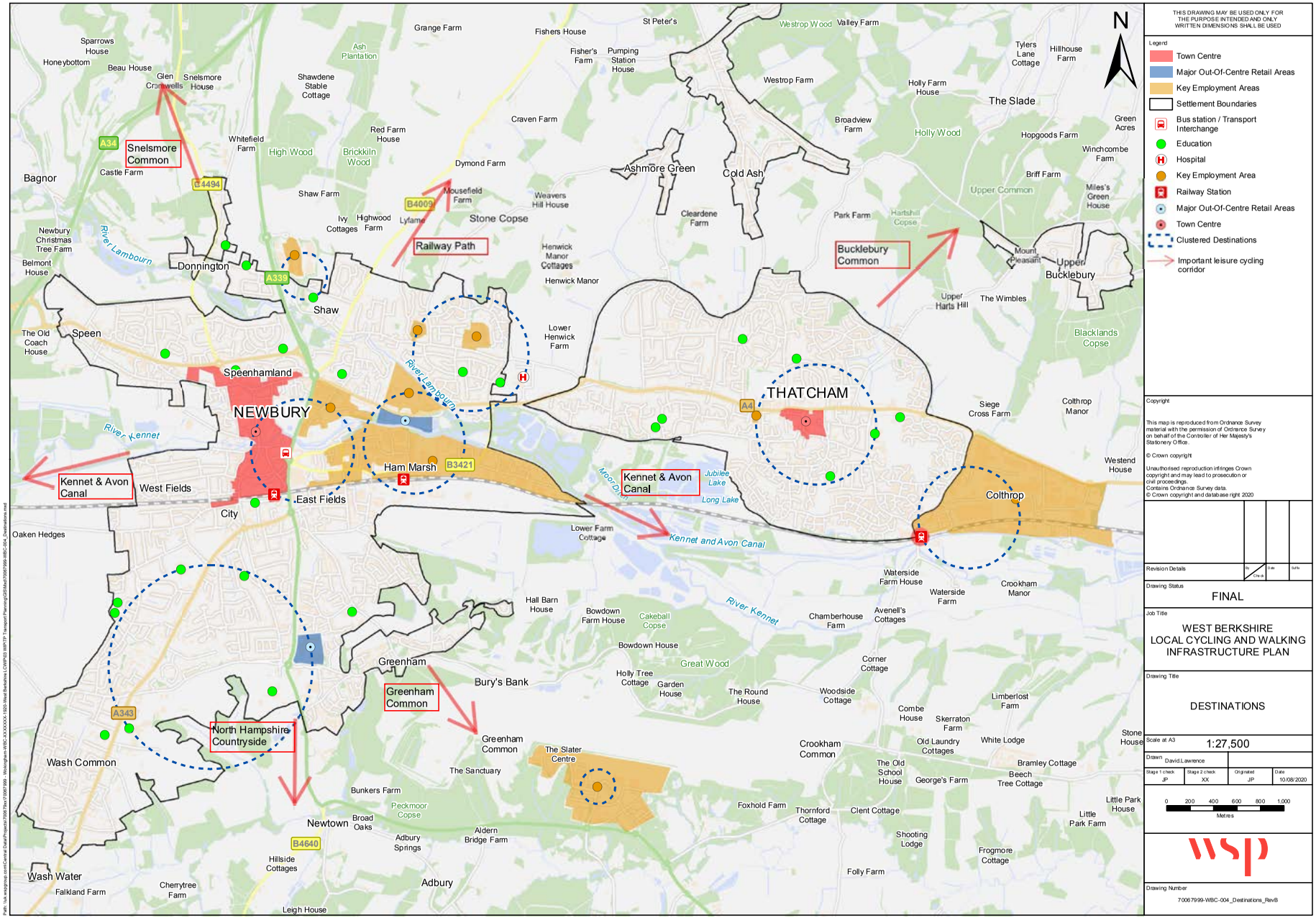


Figure 4.5 – Destinations for Network Planning in Newbury and Thatcham



4.3 Identifying strategic cycle routes

4.3.1. Following the identification of key journey origins and destinations (outlined above), a combination of methods was used to identify a suitable network of strategic cycle corridors for the two plan areas (summarised by Table 4.2 below).

4.3.2. A network of strategic cycling corridors does not constitute a full cycle network on its own. The sections below outline the other categories of route which constitute the two cycling networks.

Table 4.2 – Methods used to Develop Network of Strategic Cycle Corridors

Methods used to Identify Strategic Cycle Corridors	Eastern Area	Newbury and Thatcham
Identify corridors with most significant potential demand for journeys to a range of destinations **How identified:** Clustering of desire lines (straight-line connections between origins and destinations) to identify key trends	✓	✓
Identify corridors with most significant forecast demand **How identified:** Propensity to Cycle Tool data (based on commuting flows from 2011 census)	✓	✓
Identify routes with greatest forecast potential for increased levels of cycling **How identified:** Propensity to Cycle Tool data (forecast future cycle flows under the 'Go-Dutch' scenario	✓	✓

4.4 Classification of cycle corridors

4.4.1. The LCWIP technical guidance suggests that cycle corridors are classified according to their significance and likely future cycle demand. Table 4.3 describes the categories applied to cycle routes in the West Berkshire LCWIP.

Table 4.3 – Categories of Cycle Route

Methods used to Identify Strategic Cycle Corridors	Eastern Area	Newbury and Thatcham
Strategic Cycle Routes – direct, safe, high-quality routes serving major destinations with segregation from motor traffic in many places	✓	✓
Orbital Cycle Routes – providing access between strategic cycle routes. High-quality routes with segregation from motor traffic in many places	✓	
Local Cycle Routes – providing links to local destinations and feeder connections to strategic cycle routes. Emphasis on streets with low traffic flows and speeds plus traffic-free links and segregation from traffic where required	✓	✓
Leisure Cycle Routes – routes with a focus on leisure journeys, alongside watercourses, through rural areas, with an emphasis on traffic-free links or quiet roads	✓	✓

Eastern Ares

4.4.2. The network plan covering the Eastern Area, and illustrating the four categories of cycle route, is contained in Appendix B. It includes routes which extend across the greater Reading area.

4.4.3. In terms of routes within West Berkshire, the plan comprises:

- **Strategic routes S4** (Oxford Road (Pangbourne Railway Station to central Reading)) and S5 (Bath Road (The Green, Theale to central Reading));
- **Orbital route O3** (Tilehurst Railway Station to Bath Road / Old Bath Road junction);
- **Leisure routes L1** (Sulham village to Calcot via Nunhide Lane) and L2 (Kennet and Avon Canal towpath east of Theale);
- **Local routes across West Reading (reference L5)**, such as Pincents Lane, Calcot and Long Lane, Purley-on-Thames.

4.4.4. The draft cycle network was developed in partnership with stakeholders. This included discussions the Reading Cycle Forum in March 2019, including a member of the public who considered the proposals from a pedestrian point-of-view. Further discussions took place at a workshop with the Cycle Forum in May 2019, attended by the Member of Parliament for Reading East, ward members, Reading Cycle Campaign members and a representative from the University of Reading. Further workshops were held with Reading, West Berkshire and Wokingham Council officers.

4.4.5. All of the identified strategic routes, including the routes with sections in West Berkshire, were audited during 2019.

Newbury and Thatcham

4.4.6. Appendix B contains a network plan showing the proposals for strategic, local and leisure cycle routes serving Newbury and Thatcham.

Strategic routes

4.4.7. Following consultation between council officers and stakeholder groups, seven strategic corridors were chosen for initial development, as follows:

- Wash Common to Newbury town centre;
- East Thatcham to Newbury town centre;
- Thatcham town centre to North Newbury;
- Thatcham railway station to Thatcham town centre;
- South Thatcham to Newbury town centre;
- North Newbury to Newbury town centre; and
- Speen to Shaw.

4.4.8. These will connect several key current and future residential areas to a range of destinations, including the two town centres, employment areas and secondary schools. Other strategic corridors will be taken forward for development in future iterations of the LCWIP, or as funding opportunities arise.

Local cycle routes

4.4.9. A network of secondary, or local, cycle routes was identified to complement and integrate with the strategic cycle routes and connect each main residential area across the two towns. Many of the local routes were recommendations from the 2016 Cycle Working Group report.

4.4.10. Many sections of the identified local routes follow residential streets which are broadly suitable for people of all ages or abilities to cycle along (low traffic flows and low traffic speeds). Where traffic flows or speeds are higher, measures can be identified to create the conditions to enable people to cycle safely (see chapter 6).

4.4.11. The proposed local cycle network will also require a network of new and improved crossings to safely connected residential neighbourhoods to each other across the busiest roads. Many of these will be signal crossings or parallel zebra crossings with space to cater for people cycling and walking.

Leisure-focused routes

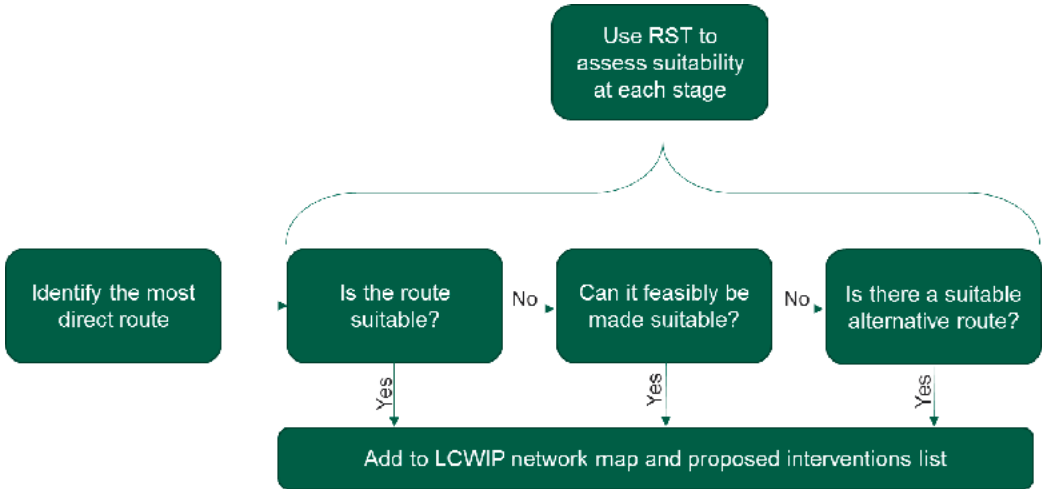
4.4.12. Feedback from the West Berkshire Covid-19 Residents' Survey[14] and LCWIP workshop attendees highlighted the absence of safe leisure cycling routes to access open spaces and the countryside surrounding the district's main settlements. The LCWIP network plans therefore also identify indicative leisure routes for people cycling. These were identified by attendees at the LCWIP workshop and comprise the following routes:

- The Kennet and Avon Canal towpath;
- Links to Bucklebury, Crookham, Greenham, and Snelsmore Commons;
- Links south and west into the quieter lanes of Hampshire and West Berkshire; and
- An indicative link representing the proposal for a cycling and walking route on or close to the former Newbury to Didcot railway line.

4.5 Route selection process

4.5.1. The first iteration of the LCWIP identifies a shortlist of strategic cycling corridors for further development. These were mapped to existing routes available for cycling and assessed in accordance with the route selection process set out in LCWIP technical guidance (see Figure 4.6 below).

Figure 4.6 – Route Audit Process outlined in LCWIP technical guidance



(Source: LCWIP Technical Guidance for Local Authorities, DfT, 2017)

4.5.2. The quality and suitability of these routes were then assessed against the five core design criteria of the DfT Route Selection Tool (RST) - directness, gradient, safety, connectivity, and comfort. In addition, junctions were identified which were considered to have characteristics hazardous to cycling (referred to as critical junctions).

4.5.3. The RST was used to identify and assess how improvements could make the selected routes more suitable for cycling. There was an emphasis on identifying improvements for route sections with safety and/or comfort scores of less than the minimum recommended score in the RST for each route section, although improvements were identified for most route sections.

4.6 Route audit findings

Introduction

4.6.1. Audits and site visits of the strategic routes were undertaken to gather information on (i) the quality and suitability of existing infrastructure and (ii) the potential for, and feasibility of, route improvements (considering any apparent constraints). These were

[14] http://info.westberks.gov.uk/CHttpHandler.ashx?id=49030&p=0

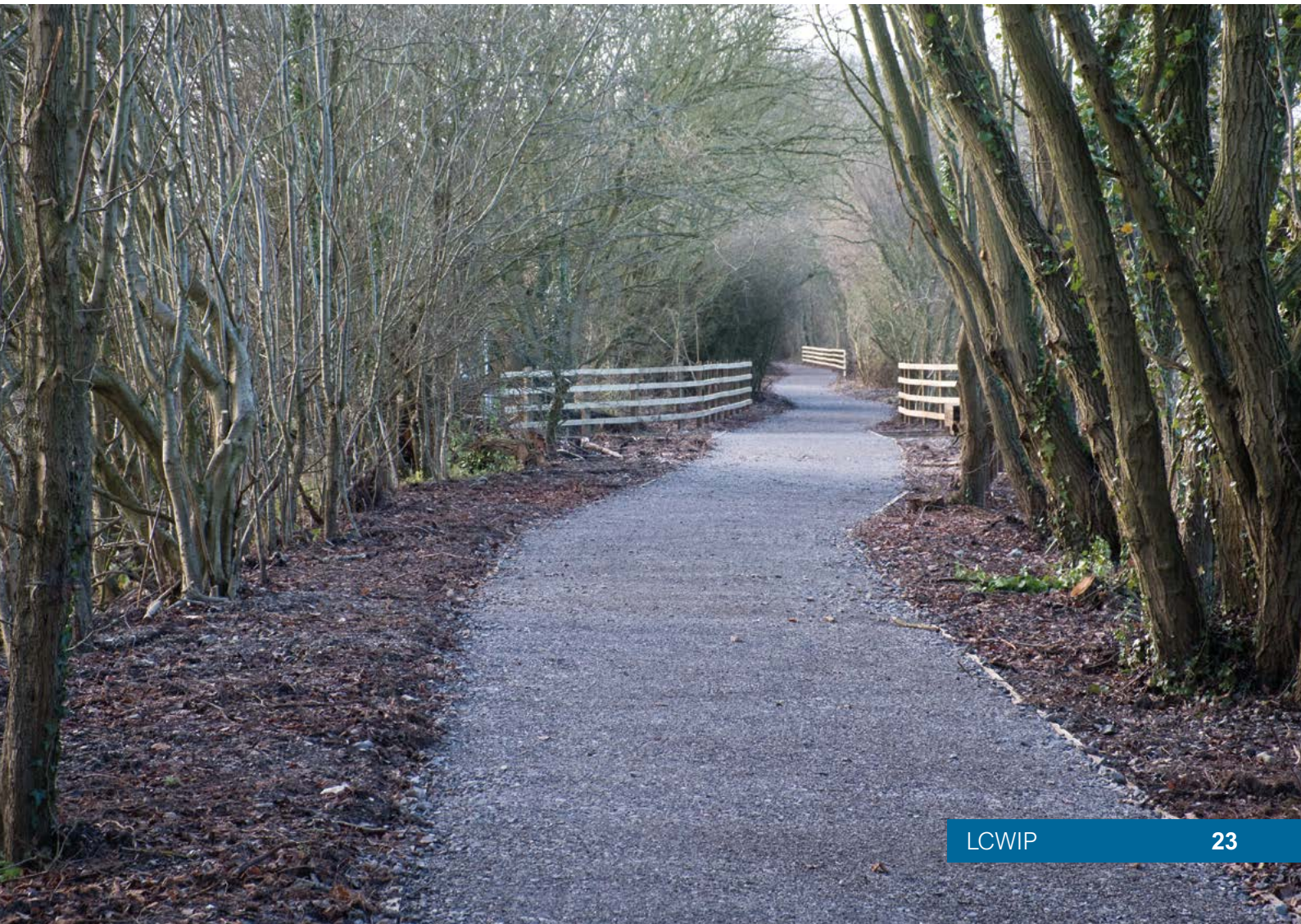
carried out in Autumn 2019 for routes in the Eastern Area and in Autumn 2020 for routes in Newbury and Thatcham. All the potential improvements identified in the appendices are subject to further study, feasibility and consultation.

Eastern Area

4.6.2. Appendix C contains the summary of the audits of the two strategic cycle routes in the Eastern Area. These cover Oxford Road, from Pangbourne to central Reading, and Bath Road, from Theale to central Reading. The appendix also contains the schedule of improvements for strategic, orbital, leisure and local routes within West Berkshire.

Newbury and Thatcham

4.6.3. Appendix D summarises the findings and infrastructure recommendations from the audits of the shortlisted strategic cycle corridors in Newbury and Thatcham. Where relevant, several alternative alignments were considered as part of the process to identify the most suitable cycle route.



5 Network planning for walking

5.1 Methodology

5.1.1. Figure 5.1 summarises the process for network planning for walking. In similarity to the process for cycling networks, DfT guidance suggests that the development of a planned walking route network should start with consideration of origin and destination points across the plan area. The same set of origins and destinations in Newbury and Thatcham were used for this purpose (shown above in Figure 4.4 and Figure 4.5).

Figure 5.1 – Process for Network Planning for Walking

5.2 Core walking zones and key walking routes

5.2.1. The LCWIP technical guidance states that in planning for walking, local authorities should identify Core Walking Zones and Key Walking Routes.

5.2.2. Core Walking Zones are defined in the guidance as an area in which many walking trip generators are located close together, such as a town centre or business park. Within a Core Walking Zone, all pedestrian infrastructure is particularly important. Three Core Walking Zones were identified for the LCWIP. These were based on:

- Newbury and Thatcham town centre commercial area boundaries, defined by West Berkshire's Development Plan Policies Map[15]; and
- Newbury and Thatcham Railway Stations.

5.2.3. Appendix E contains a plan showing the identified Core Walking Zones and a network of Key Walking Routes connecting to them. The Key Walking Routes are important pedestrian routes linking key destinations to the Core Walking Zones and provide balanced coverage of the plan area. The process for walking network planning is based on routes currently available to pedestrians, rather than straight-line corridors.

5.2.4. The LCWIP technical guidance suggests that walking has the potential to replace trips made by other modes of up to

[15] https://info.westberks.gov.uk/corestrategy

2km in length. Most parts of Newbury and Thatcham are within 2km of their respective town centres, and the network of routes shown extends in many places to the fringes of the built-up area. Consideration of connections to surrounding rural settlements which are within reasonable walking distance of Newbury and Thatcham may be considered as part of future iterations of the LCWIP.

5.3 Shortlisted key walking routes

5.3.1. A selected number of routes in Newbury and Thatcham were shortlisted for initial development as part of the West Berkshire LCWIP. These were chosen to give a relatively balanced coverage of routes across the two towns and the key destinations. The intention is for the remaining routes illustrated in Appendix E to be progressed as resources (time and funding) allow, as well as routes in other settlements. The routes taken forward for initial development are set out below:

- Wash Common to Newbury town centre;
- West Fields to Hambridge Road Employment Area;
- North Newbury to Newbury town centre;
- North Thatcham to Thatcham town centre via Park Lane;
- Dunston Park to Park Lane via Park Avenue;
- Northfield Road to Park Lane (Sagecroft Road, Masefield Road and Shakespeare Road); and
- Thatcham town centre to Thatcham Railway Station (Station Road).

5.4 The route auditing process

5.4.1. Walking route audits were undertaken to assess the broad suitability of the shortlisted corridors. The audits established whether these routes are suitable in their current form and what needs to be improved. This process followed LCWIP technical guidance and used the Walking Route Audit Tool (WRAT). Routes were divided into sections with similar characteristics and scored against twenty criteria grouped into five themes (attractiveness, comfort, directness, safety and coherence). Improvements were identified which would address the issues identified.

5.4.2. Appendix F contains a set of plans which summarise the key issues affecting the pedestrian environment along each shortlisted corridor and suggested improvements. All potential improvements are subject to further study, feasibility and consultation.

6 Infrastructure improvements

6.1 Introduction and infrastructure options

6.1.1. A key aspect of the LCWIP process is to identify a schedule of infrastructure improvements to bring cycling and walking routes up to a suitable standard. The audits were used to inform the broad types of intervention which have the potential to be delivered, and overcome the issues identified to improve the quality of cycling and walking routes. This will involve a range of techniques and interventions. The cycling proposals are summarised in Appendix C and Appendix D and the walking proposals are summarised in Appendix F.

6.1.2. Some of the key concepts are briefly explained in Figure 6.1 overleaf. *Local Transport Note 1/20 Cycle Infrastructure Design*[16] provides current information on cycle design principles. Government has not published a directly equivalent document setting out design advice for the pedestrian environment. However, there are several relevant publications. These include Manual for Streets and Manual for Streets 2[17] , The Welsh Government's Active Travel Design Guidance[18] and Designing for Walking[19] by the Chartered Institute of Highways and Transportation.

6.2 Balancing priorities

6.2.1. Highway space is shared between different road users. The government expects authorities to provide for growth in cycling and walking and scheme design standards make it clear that people cycling must be separated from high traffic flows. However, accommodating new infrastructure can be particularly challenging in urban areas where highway space is limited. In some locations, creating segregated cycle tracks of an appropriate width – or wider footways – can only be achieved by using road space currently allocated to motor vehicles. In some instances, the route audit findings suggested that the reallocation of carriageway space for cycling may not be deliverable. In other instances, a series of potential options were identified to overcome such constraints. Each of the options has the potential to enhance routes and make them attractive for cycling but will have different impacts on other road users.

6.3 Public engagement and decision making

6.3.1. As highlighted above, many of the recommended cycling and walking infrastructure improvements will require changes to road layouts to accommodate them. Early public engagement, followed by formal consultation, will therefore be an integral part of developing and delivering the infrastructure proposed in the LCWIP.

6.3.2. Determining a suitable balance between space for different transport modes, or which potential option is most appropriate, will be considered carefully by the council, informed by available evidence and stakeholder views.

[16] https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120
[17] https://www.gov.uk/government/publications/manual-for-streets
[18] https://gov.wales/active-travel-design-guidance
[19] https://www.ciht.org.uk/media/4460/ciht_-_designing_for_walking_document_v2_singles.pdf

Figure 6.1 – Case study examples of cycling and walking infrastructure

Cycle Tracks

These are routes separate from the main carriageway and separate from footways, for sole use by cyclists, usually surfaced in tarmac. Depending on the location, they can be for two-way or one-way cycling. In some circumstances, shared-use paths (used by cyclists and pedestrians without segregation) can be appropriate where fully segregated options have been considered first and are not deliverable. This includes locations where current and future pedestrian flows are, or will be, low.

Road Crossings

There are a range of new designs to give formal crossing priority to cyclists and pedestrians. These include:

- Parallel crossings, which are zebra crossings with separate, parallel space for cyclists and pedestrians to cross;
- Priority crossings, where road markings require vehicle drivers on the carriageway to give way to people using the crossing;
- Signal crossings which provide separate crossing areas for people cycling and walking.

These can be accompanied by other measures to slow motor vehicle speeds and enable safer crossing, such as placing the crossing on a flat-topped road hump (known as a raised table).

Low-Traffic Neighbourhoods

This is an approach to prevent undesirable through-traffic from using roads through residential areas, and instead ensure streets are safe and attractive spaces for people walking, cycling and playing. Whilst vehicle access is maintained to all properties, specific access restrictions are employed to restrict through-traffic. These types of schemes are common in European countries and have been widely introduced in many parts of London and other parts of the UK.

Designs can include:

- Closing specific points on some streets to through traffic movements by motor vehicles, whilst enabling cycle movements (by using bollards, gates and/or planters). These are sometimes referred to as modal filters. Vehicle access would still be maintained to all properties either side of the closure points;
- On bus routes, allowing through movements by buses (and cycles) but no other vehicles (known as bus gates); and
- Introducing one-way streets in the neighbourhood which can prevent through traffic movements for motor vehicles (note that one-way streets can lead to higher vehicle speeds than previous two-way arrangements).

There are a range of measures which can be used to reduce vehicle speeds in residential areas and, in turn, reduce the incidence and severity of road collisions. These include area-wide 20mph speed limits, physical traffic calming, redesigning side roads with tighter geometry and natural traffic calming (planting).

6.4 Complementary measures

6.4.1. There are a range of complementary measures which will support the identified route-specific infrastructure. Some of these are summarised below.

Wayfinding

6.4.2. Local Transport Note 1/20 Cycle Infrastructure Design states that schemes must be clearly and comprehensively signposted and labelled, with direction information provided at every decision point and sometimes in between for reassurance.

6.4.3. Clear, easily visible and legible wayfinding signage will be provided on each of the shortlisted cycle corridors to help people cycling navigate along a route. Direction signage will be accompanied by repeater signs, road markings and cycle route branding, to guide route users and build awareness of each route. Signing connecting routes to/from/across strategic corridors will help to promote use of the cycle network.

6.4.4. Wayfinding measures are similarly important for people walking. Walking route signing will be provided along each of the shortlisted Key Walking Routes, and in the Core Walking Zones, to complement a recently completed wayfinding scheme for Newbury town centre and establish a comprehensive network of legible walking routes.

School streets

6.4.5. The aims of school streets are to create calmer, safer and more pleasant conditions for parents and children travelling to and from school and to improve air quality in the vicinity. The schemes involve designating zones immediately surrounding schools where motor traffic is restricted at pick-up and drop-off times, during term-time. Access is retained for people cycling and walking and vehicles registered to addresses in the zone are exempt from the restrictions. As mentioned in section 3.4, West Berkshire Council is consulting on a possible school street scheme for Calcot.

Cycle parking

6.4.6. Local Transport Note 1/20 Cycle Infrastructure Design states that cycle parking is integral to any cycle network and that cycle parking must be included as part of substantial infrastructure schemes and in sufficient quantity.

6.4.7. Additional secure and covered cycle parking should be installed at key trip generators (including railway stations, key employment sites, out-of-town retail areas and a range of locations in Newbury and Thatcham town centres), to plan for expected increases in demand.

6.4.8. Any cycle parking that is installed should be visible, well overlooked, convenient and as close to the destination entrance as possible. It must consider the needs of all potential users and cater for the different range of cycle shapes and sizes which use the facilities.

7 Prioritisation, integration and next steps

7.1 Scheme prioritisation

7.1.1. The LCWIP technical guidance advises that local authorities should develop a prioritised programme of walking and cycling infrastructure improvements, to determine which improvements can be implemented over the short-, medium- and long term.

7.1.2. Factors likely to influence the prioritisation of infrastructure can be categorised into (a) scheme impact and effectiveness; (b) alignment with policy; and (c) ease of implementation and deliverability. Potential factors are illustrated in Figure 7.1. The number of available funding streams may also influence the prioritisation of improvements.

Figure 7.1 – Potential Scheme Prioritisation Criteria

Figure 7.1 – Potential Scheme Prioritisation Criteria

7.2 Funding opportunities and partnership working

7.2.1. The West Berkshire LCWIP outlines an ambitious set of improvements for cycling and walking infrastructure in Newbury and Thatcham. The council will work in partnership with other organisations to secure funding to deliver its LCWIP. Investment will be derived from a range of sources. This includes potential contributions from:

- The Department for Transport, through any future capital grants or funding competitions for active travel infrastructure;
- Ministry of Communities, Housing and Local Government investment via the High Streets Fund or other potential future funding opportunities;
- The council's Local Transport Plan;
- New developments via planning permissions (Community Infrastructure Levy and legal agreements, under section 106 of the Town & Country Planning Act and section 278 of the Highways Act 1980, as amended);
- Other partner organisations, such as the Thames Valley Berkshire Local Enterprise Partnership, the Canal and River Trust, Highways England or Great Western Railway.

7.3 Integration with planning applications and future development

7.3.1. The council will work closely with planning applicants and other stakeholders to achieve the strategic

proposals identified in the LCWIP and other necessary local active travel infrastructure.

7.3.2. New developments will be fundamental to the delivery of the council's LCWIP in terms of:

- The construction of high-quality on-site cycling infrastructure; and
- developer contributions towards off-site cycle and walking network improvements.

7.3.3. National and local planning policy requires major developments to provide good-quality cycling and walking infrastructure on-site and, where appropriate, provide financial contributions to enhance off-site routes. Chapter 14 of Local Transport Note 1/20 covers cycling in new developments and Gear Change reinforces that government expects developers to use the guidance in the design of their schemes. LTN1/20 states that 'cycling facilities should be regarded as an essential component of the site access and any off-site highway improvements that may be necessary. Developments that do not adequately make provision for cycling in their transport proposals should not be approved.' It also notes that good standards of cycle provision 'should include … new cycle routes connecting to and through developments and enhancing the provision for cycling when making alterations to links and junctions on existing highways. It will not usually be acceptable to maintain an existing poor level of service when undertaking highway improvement schemes.'

7.3.4. The LCWIP is intended to provide a sound basis for securing appropriate developer contributions towards the delivery of the strategic cycle network and the network of Key Walking Routes.

7.4 Alignment with West Berkshire's Local Plan

7.4.1. The council is currently undertaking a review of its Local Plan to cover the period up to 2036. This will consider future levels of need for new homes and employment areas and the associated infrastructure required to serve major development areas. The LCWIP provides evidence to support the council's local plan review and feed into revised policies. It also identifies schemes for inclusion in the accompanying Infrastructure Delivery Plan.

7.4.2. The strategic cycling and walking networks set out in the LCWIP are intended to serve and provide connections from existing and future major development sites and key facilities.

7.5 Update and review process

7.5.1. This is the first iteration of West Berkshire's LCWIP. The plan identifies a shortlist of cycling and walking corridors for further development. The council will periodically review and update the LCWIP to take account of new information and changing circumstances. This will ensure that the programme of infrastructure remains focused and ambitious.

Appendix A
Sumary of relevant policy and guidance

The national policy and strategy context

Clean air strategy
(Department for Environment, Food & Rural Affairs, 2019)
https://www.gov.uk/government/publications/clean-air-strategy-2019

Outlines how the government intends to tackle all sources of air pollution. Increasing cycling and walking is one of the identified actions to reduce congestion and emissions from road transport.

Cycling and walking investment strategy
(Department for Transport, 2017)
https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy

Sets out government's ambition to make walking and cycling the natural choice for shorter journeys or a part of a longer journey, for example in combination with a train journey. The strategy outlined the concept of LCWIPs as a means of achieving the government's walking and cycling objectives. It noted that LCWIP technical guidance had been prepared to assist local authorities, published simultaneously with the strategy. .

Everybody active, everyday
(Public Health England, 2014)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374914/Framework_13.pdf

Highlights how the built and natural environment shapes the travel choices people make. Underscores the importance of effective urban design and transport systems which create 'active environments' to promote walking, cycling and create more liveable communities.

Future of mobility: Urban strategy
(Department for Transport, 2019)
https://www.gov.uk/government/publications/future-of-mobility-urban-strategy

Outlines nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys.' An accompanying rural strategy is expected shortly.

Gear change: A bold vision for cycling and walking *(Department for Transport, 2020)*

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

Describes a bold future vision for places in England which are truly walkable and to make cycling and mass form of transit. It sets a goal of half of all journeys in towns and cities being cycled and walked by 2030. New and higher design standards for Cycle Infrastructure Design were published alongside the vision. A new funding body and inspectorate were also announced – Active Travel England – to enforce the new standards, set time limits for spending money, raise performance generally and review major planning applications. All new government-funded highway schemes are expected to be implemented in accordance with these design standards. The new standards state that in areas with high pedestrian or cyclist flows, people cycling and people walking should be provided with separate, segregated paths.

National planning policy framework *(Ministry for Housing, Communities and Local Government, 2019)*

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

Sets out England's planning policies and must be taken into account when preparing local plans. It states that planning policies should provide for high-quality walking and cycling networks and supporting facilities such as cycle parking, drawing on LCWIPs.

The Inclusive transport strategy *(Department for Transport, 2018)*

https://www.gov.uk/government/publications/inclusive-transport-strategy

The Inclusive Transport Strategy states that the transport system must provide inclusive infrastructure, with streetscapes designed to accommodate the needs of all people.

Transport decarbonisation plan

https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan

When published later in 2020, this will set out how the government intends to reduce transport emissions and reach net zero transport emissions by 2050. An initial publication entitled Decarbonising transport: setting the challenge was published in March 2020. One of the five strategic priorities it set was accelerating the mode shift to public transport and active travel.

Declaration of climate emergency and West Berkshire envirionment strategy

https://info.westberks.gov.uk/CHttpHandler.ashx?id=49068&p=0

In July 2019, West Berkshire Council unanimously declared a climate emergency and, along with other actions, committed to the creation of a strategic plan to work towards carbon neutrality in the district by 2030. To this end a finalised Environment Strategy was published in September 2020.

The plan is based around five strategic objectives: (a) carbon neutral by 2030; (b) responsible economic growth; (c) healthy communities; (d) resilience to climate change and (e) working with communities and partners. Sustainable transport is one of the five themes for action, including investment in active travel infrastructure.

West Berkshire development plan

https://info.westberks.gov.uk/localplan

The Development Plan is a legal term referring to the Council's documents which set out local planning policies for the authority. Strategic policies are contained in the West Berkshire Core Strategy. Strategic objective 7 is relevant to the creation of new sustainable transport networks which support growth in West Berkshire and provide connections to existing and future development. Districtwide policies CS5 (Infrastructure Requirements and Delivery), CS13 (Transport) and CS18 (Green Infrastructure) are particularly relevant to cycling and walking infrastructure. Policies CS2 and CS3 relate to the Sandleford and Newbury Racecourse Strategic Sites respectively, including associated infrastructure.

The council is currently undertaking a review of its Local Plan to cover the period up to 2036.

West Berkshire Council Strategy 2019-2023

https://info.westberks.gov.uk/strategyandperformance

The strategy supports the Council's vision for the future and sets out the six key areas of improvement for the Council for the four-year period from 2019-2023.

The six priority areas include a focus on maintaining a green district, with some references to specific requirements. These include the need to provide cycle routes of a suitable standard for commuters, travelling at higher speeds than on leisure routes.

The document also states that, to deliver this priority improvement area, the Council will:

- Develop more sustainable transport solutions which protect the environment; and
- Promote and improve cycleways in the district.

West Berkshire Joint Health and Wellbeing Strategy

http://info.westberks.gov.uk/CHttpHandler.ashx?id=33954

The Health and Welling Strategy is a long-term strategy for meeting the health and wellbeing needs of the local population, developed jointly by West Berkshire Council and other constituent members of West Berkshire's Health and Wellbeing Board.

The document contains a set of overarching aims and objectives. These aims include the building of a sustainable environment in which communities can flourish.

This aim is supported by several objectives, including:

- A decrease in levels of air pollution in areas that need it;
- Ensuring that housing is of good quality, accessible and affordable; and
- Improved rural access to services.

Local Transport Plan for West Berkshire: 2011-2026

https://info.westberks.gov.uk/ltp

West Berkshire's Local Transport Plan (LTP) is the overarching vision document for transport policy in the district. An Active Travel Strategy 2011-2026 is part of the LTP and sets out West Berkshire's strategies for walking and cycling, alongside strategies for equestrian activities. The strategy document highlights the Council's ambition to improve facilities and opportunities for active travel, and to increase the number of people walking and cycling as part of a daily routine.

The Active Travel Strategy sets out the Local Transport Plan's walking and cycling policies as follows:

- Policy SC1 states that the council will increase the use of walking as a mode for local journeys and as a means of accessing other sustainable modes for longer journeys by maintaining and improving the condition of the pedestrian network, facilitating safe and prioritised pedestrian access to destinations, through Rights of Way improvements, and by promoting health and wellbeing benefits of walking.
- Policy SC2 states that the council will work alongside the West Berkshire Cycle Forum to increase cycling by establishing a network of strategic and local cycle routes, ensuring new developments are supported by cycling connections to the local cycle network, and by promoting health and wellbeing benefits of walking.

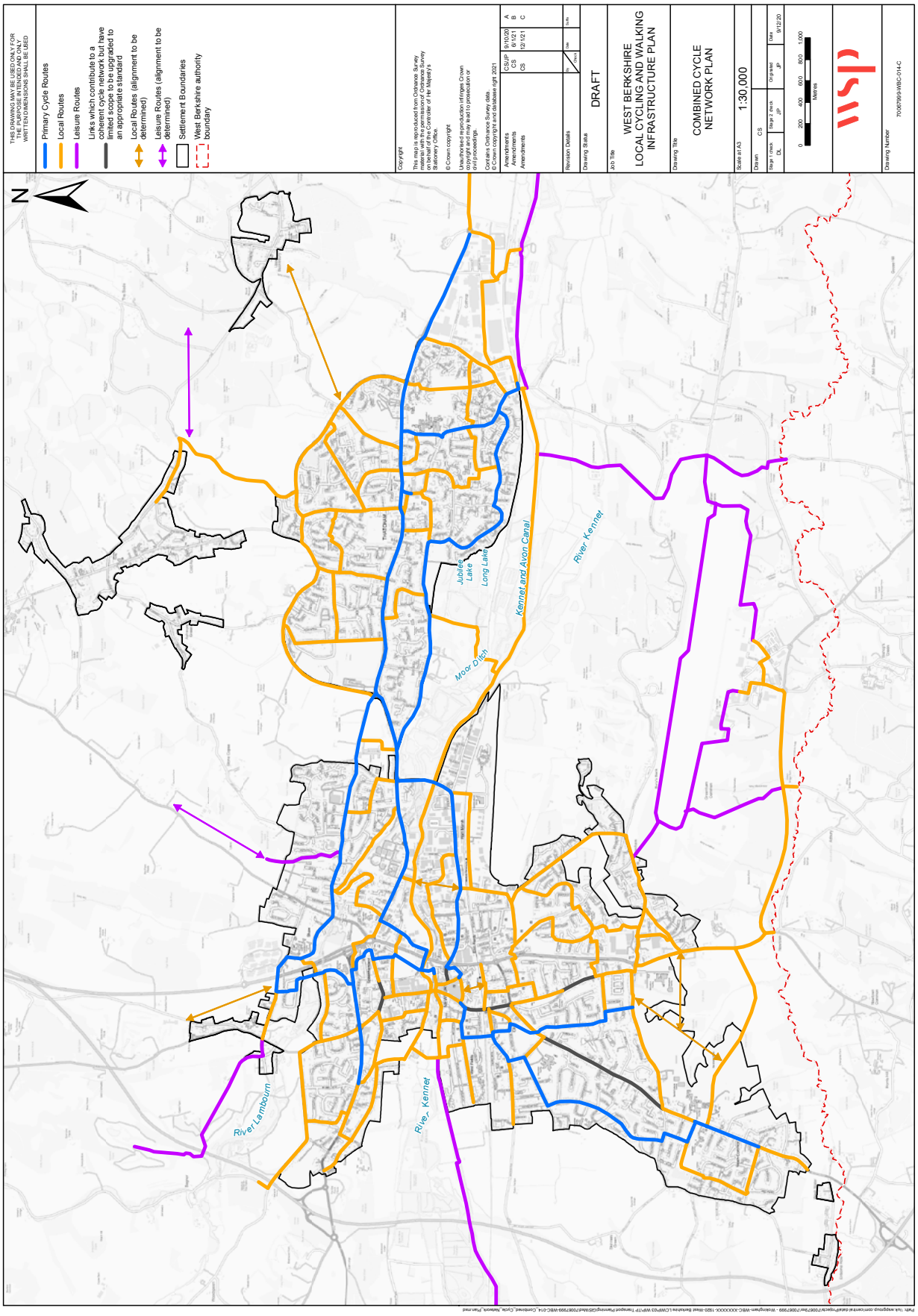
Rights of Way Improvement Plan 2010-2020

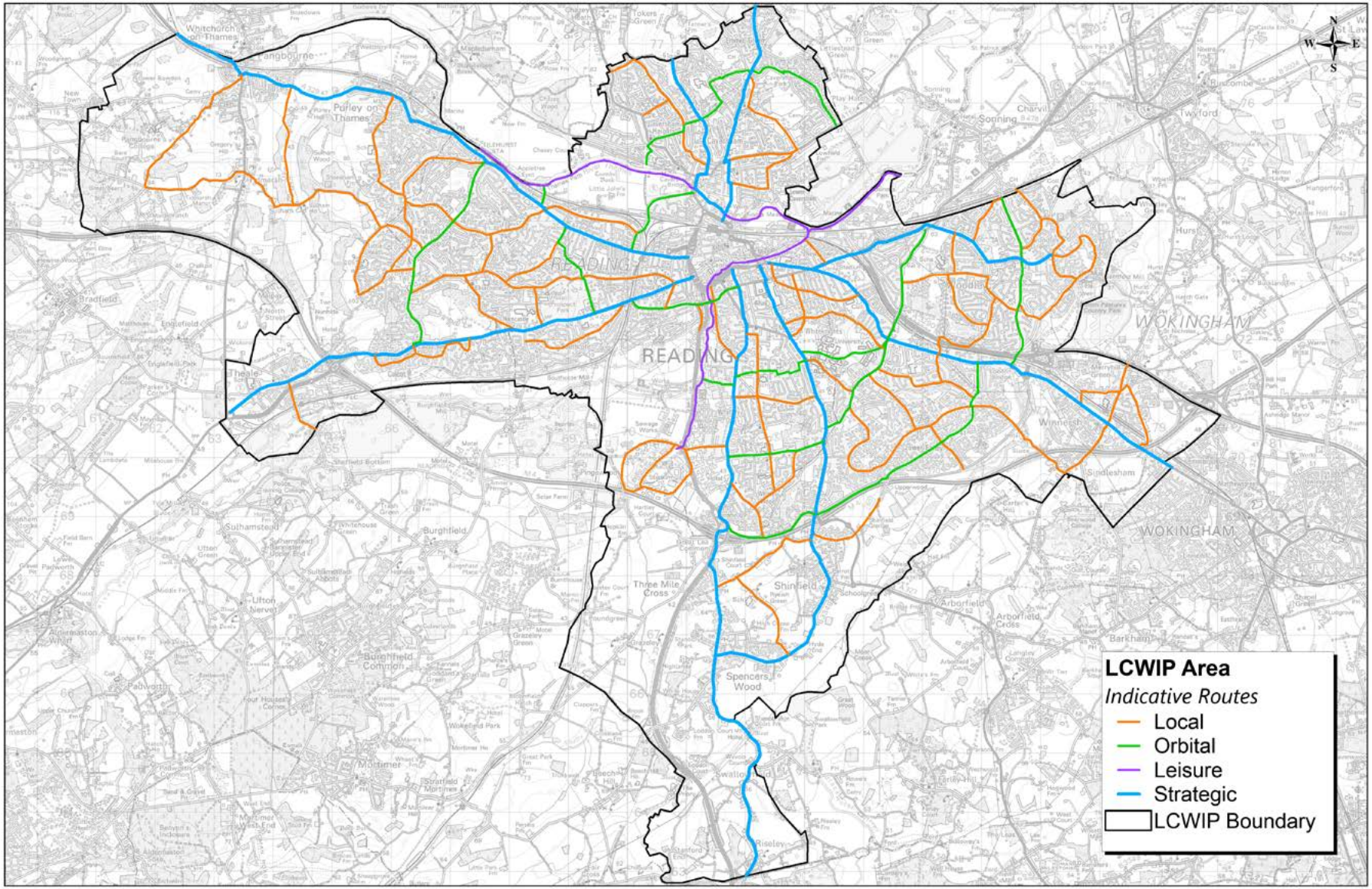
https://info.westberks.gov.uk/article/29147

The Plan sets out the Council's aims to improve its network of Public Rights of Way, cycle tracks, routes permitted for use by landowners, informal routes used by the public and land open for public access.

The plan contains 12 themes for improvement. These include a Well-maintained access network, Development of new and improved access, Physical improvements to the access network, and Improving accessibility for all users.

Appendix B
Cycle route network plans

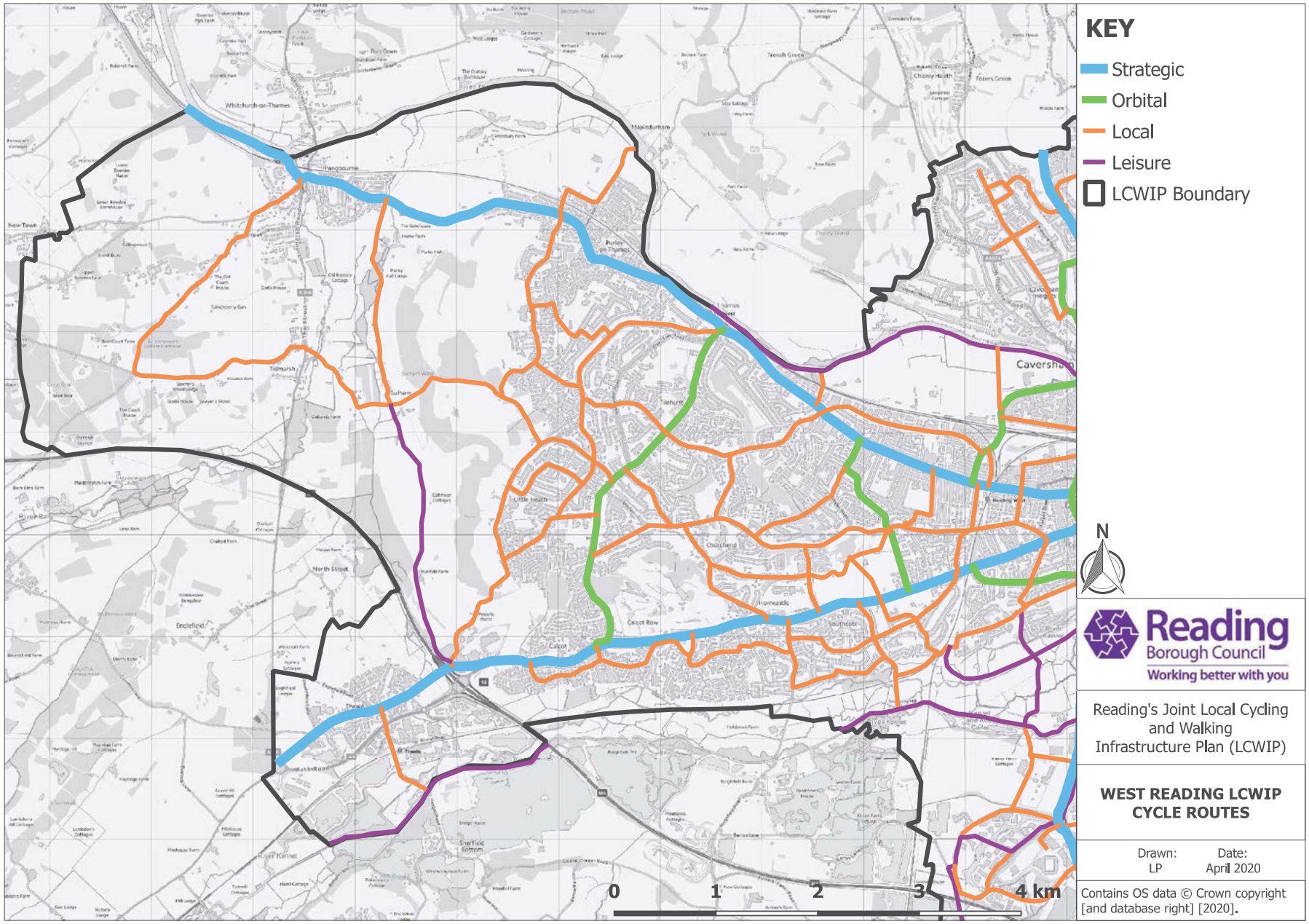




Indicative Cycle Routes - LCWIP Area

Drg.No.: GIS00126 Date: 07/05/2019 Scale at A1: 1:28000

Produced by GIS & Mapping Services



Reading Borough Council
Working better with you

Reading's Joint Local Cycling and Walking Infrastructure Plan (LCWIP)

WEST READING LCWIP CYCLE ROUTES

Drawn: LP
Date: April 2020

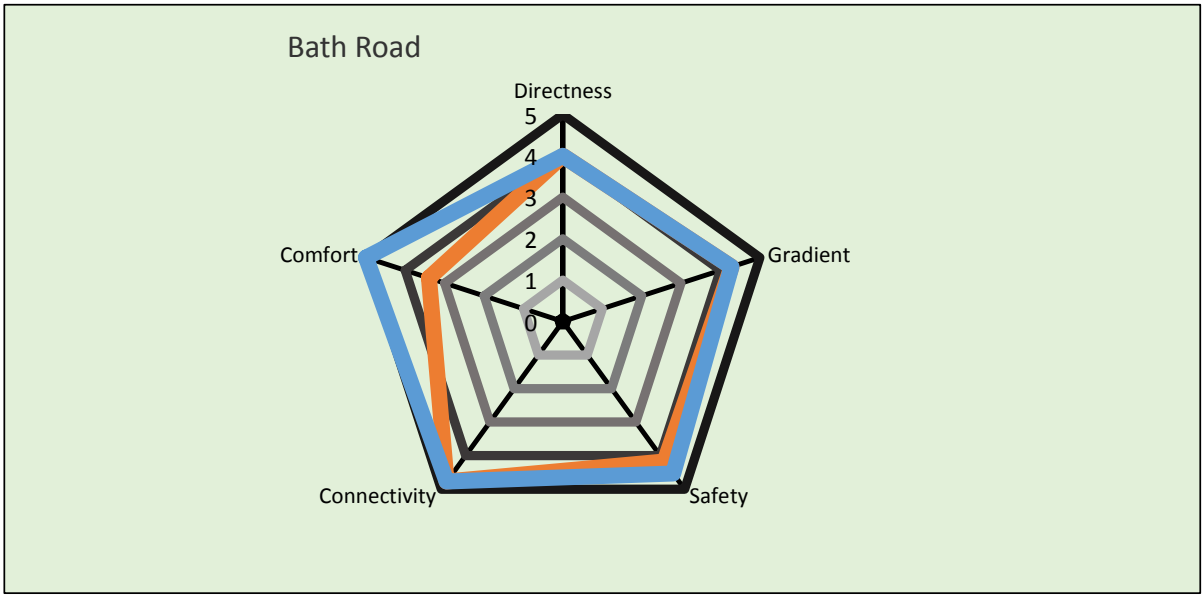
Appendix C
Eastern Area Cycle Routes 38 – Audit Key Findings and Recommended Improvements

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Bath Road
Overall Length	7.98km
Name of Assessor(s)	Lucy Prismall and James Turner (RBC)
Date of Assessment	02 July 2019

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	4.00	4.00
Gradient	4.28	4.28
Safety	4.18	4.54
Connectivity	4.78	4.78
Comfort	3.40	5.00



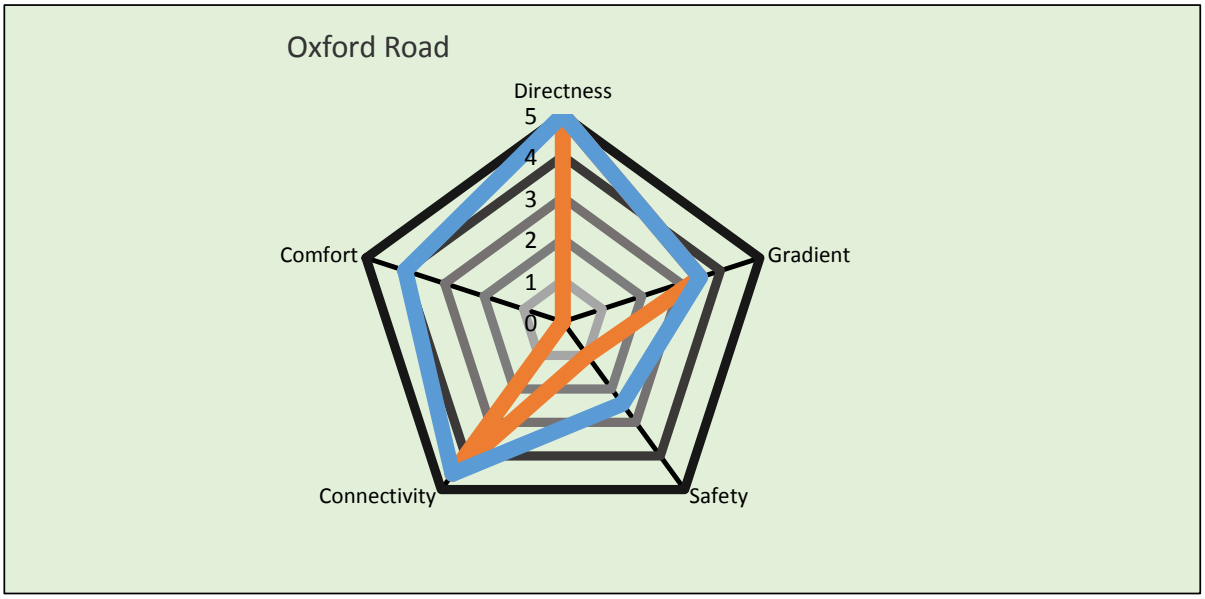
Number of Existing Critical Junctions/Crossings	7
Number of Potential Critical Junctions/Crossings	2
Description of Improvements	Physically protect cyclists on faster roads or where volumes are high. Remove potential for vehicles to park half on segregated cycle path between Old Bath Road and West Drive. Improve surface through Theale, and at critical junction with Station Road. Provide cycle provision at IDR junction
Indicative Cost	TBC

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Oxford Road
Overall Length	8.50 km
Name of Assessor(s)	Lucy Prismall and James Turner (RBC)
Date of Assessment	02 July 2019

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.48	3.48
Safety	1.00	2.45
Connectivity	4.54	4.54
Comfort	0.00	4.00



Number of Existing Critical Junctions/Crossings	8
Number of Potential Critical Junctions/Crossings	8
Description of Improvements	Physcially protect cyclists at busier, faster sections between Overdown Road and Sulham Lane. Signage along entire route, provision for cycle lane towards middle to end of route. Surfacing improvements required on footway.
Indicative Cost	Medium to high

Scheme Reference	Route	Section (From)	Section (To)	Description	Criteria (Scored according to themes from RBC Local Transport Plan)														Total Score
					1		2		3		4		5		6		7		8		
					People and Places		Healthy Lifestyles		Clean and Green		Inclusive Growth		Smart Solutions		Deliverability		PCT flows		Estimated scheme		
Strategic Cycle Routes																					
S4	Oxford Road (S4)	Oxford Road/IDR	Pangbourne Station	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, resurface carriageway and footway, signage, extend 20mph zone, crossing enhancements on side and main roads, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	**26**
S5	Bath Road (S5)	The Green	Bath Road/IDR	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, widen/new ped/cycle bridge, parking restrictions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Significant Deliverability Issues)	2	4	4	1 (High cost band 5m to 9m)	1	**26**
Orbital Cycle Routes																					
O3	(O3)	Tilehurst Railway Station/ Oxford Road	Bath Road/ Old Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	**22**
Leisure Cycle Routes																					
L2	(L2)	West of Hanger Road/ Station Road	Thames Valley Park	Signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	1 (No Fit)	1	4 (Limited deliverability issues)	4	3	3	2 (Moderate cost band 2m to 4.9m)	2	**22**
L1	(L1)	Sulham Hill	Nunhide Lane/ Pincents Lane	Signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	**19**
Local Cycle Routes																					
LO5	West Reading (LO5)	n/a	n/a	Signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	**22**

Appendix D

Newbury and Thatcham prioritised strategic cycle routes - Audit key findings and recommended improvements

Schedule of Prioritised Routes

Route / Location	Main categories of infrastructure proposed / likely interventions required (subject to further study)	Current and Likely Future Demand		Strategic case – key origins and destinations (town centres, education, employment, transport interchanges, strategic development sites?)		Technical Feasibility and Complexity	
		3-point scale where 3 represents high demand and 1 represents low demand		3-point scale where 3 represents wide range of destinations and/or strategic development sites served and 1 represents small range of destinations served		3-point scale where 3 represents least complex and 1 represents most complex	
Cycle Corridor 1 – Wash Common to Newbury Town Centre	Segregated cycle tracks, new and improved crossings, measures to create safer residential streets for cycling	**3**	High potential cycle demand (commuting) – top 10 corridor	3	Provides connections to Newbury Town Centre, Newbury Railway Station, St. Bartholomew's School, Park House School, Sandleford Park strategic development site plus several local destinations	2	Limited space to accommodate infrastructure in some places
Cycle Corridor 1a – Sandleford Park to Newbury Town Centre	New and improved crossings, measures to create safer residential streets for cycling	**3**	High potential cycle demand (commuting) – top 10 corridor	3	Provides connections to Newbury Town Centre, Newbury Railway Station, St. Bartholomew's School, Sandleford Park strategic development site plus several local destinations	3	Requires liaison with Sandleford Park planning applicants
Cycle Corridor 2 – East Thatcham to Newbury Town Centre	Segregated cycle tracks, new and improved crossings	**3**	High potential cycle demand (commuting) – top 10 corridor	3	Provides connections to Newbury and Thatcham Town Centres, Newbury Business Park, Colthrop and Faraday Road employment areas, West Berkshire Hospital and Kennet School plus several local destinations	1	Limited space to accommodate infrastructure. Potential impacts on motor traffic on strategic links. Limited examples of delivering some types of proposed infrastructure
Cycle Corridor 3 – Thatcham Town Centre to North Newbury	Segregated cycle tracks, new and improved crossings, upgraded traffic-free paths	**2**	High potential cycle demand (commuting) – top 20 corridor	3	Provides connections to Thatcham Town Centre, Vodafone Campus, Trinity School, West Berkshire Hospital and North Newbury strategic development site	1	Limited space to accommodate infrastructure. Potential impacts on motor traffic on strategic links. Limited examples of delivering some types of proposed infrastructure

Cycle Corridor 4 – Thatcham Railway Station to Thatcham Town Centre	Segregated cycle tracks, new and improved crossings, upgraded traffic-free paths	3	High potential cycle demand (commuting) – top 10 corridor	3	Provides connections to Thatcham Town Centre, Thatcham Railway Station, Colthrop employment area and Kennet School plus several local destinations	1	Limited space to accommodate infrastructure. Potential impacts on motor traffic on strategic links. Limited examples of delivering some types elements of proposed infrastructure
Cycle Corridor 5 – South Thatcham to Newbury Town Centre	Segregated cycle tracks, new and improved crossings, measures to create safer residential streets for cycling	3	High potential cycle demand (commuting) – top 10 corridor	3	Provides connections to Newbury Town Centre, Hambridge Road employment area, Thatcham Railway Station plus several local destinations	1	Limited space to accommodate infrastructure. Potential impacts on motor traffic on strategic links. Limited examples of delivering some elements of infrastructure
Cycle Corridor 6 – North Newbury to Newbury Town Centre	Segregated cycle tracks, new crossings, measures to create safer residential streets for cycling, upgraded traffic-free paths	3	High potential cycle demand (commuting) – top 10 corridor	3	Provides connections to Newbury Town Centre, Vodafone Campus and Trinity School and North Newbury strategic development site plus several local destinations	3	Requires liaison with private landowners
Cycle Corridor 7 – Speen to Shaw	Segregated cycle tracks	3	High potential cycle demand (commuting) – top 10 corridor	1	Connects western residential areas to other strategic cycle routes and serves a range of local destinations	3	Limited issues. Some initial feasibility work already undertaken.
Key Walking Route 1 – Wash Common to Newbury Town Centre	New and improved main road and side road crossings, widened footways	3	Directly serves Core Walking Zone covering Newbury Town Centre and Newbury Rail Station	3	Provides connections to Newbury Town Centre, Newbury Railway Station, St. Bartholomew's School, Park House School, Sandleford Park strategic development site plus several local destinations	2	Limited space to accommodate improved infrastructure in some places
Key Walking Route 2 – West Fields to Hambridge Road Employment Area	New and improved main road and side road crossings, widened footways	3	Directly serves Core Walking Zone covering Newbury Town Centre and Newbury Rail Station	2	Provides connections to Newbury Town Centre, Hambridge Road employment area, plus several local destinations	1	Limited space to accommodate infrastructure. Potential impacts on motor traffic on strategic links. Limited examples of delivering some elements of infrastructure

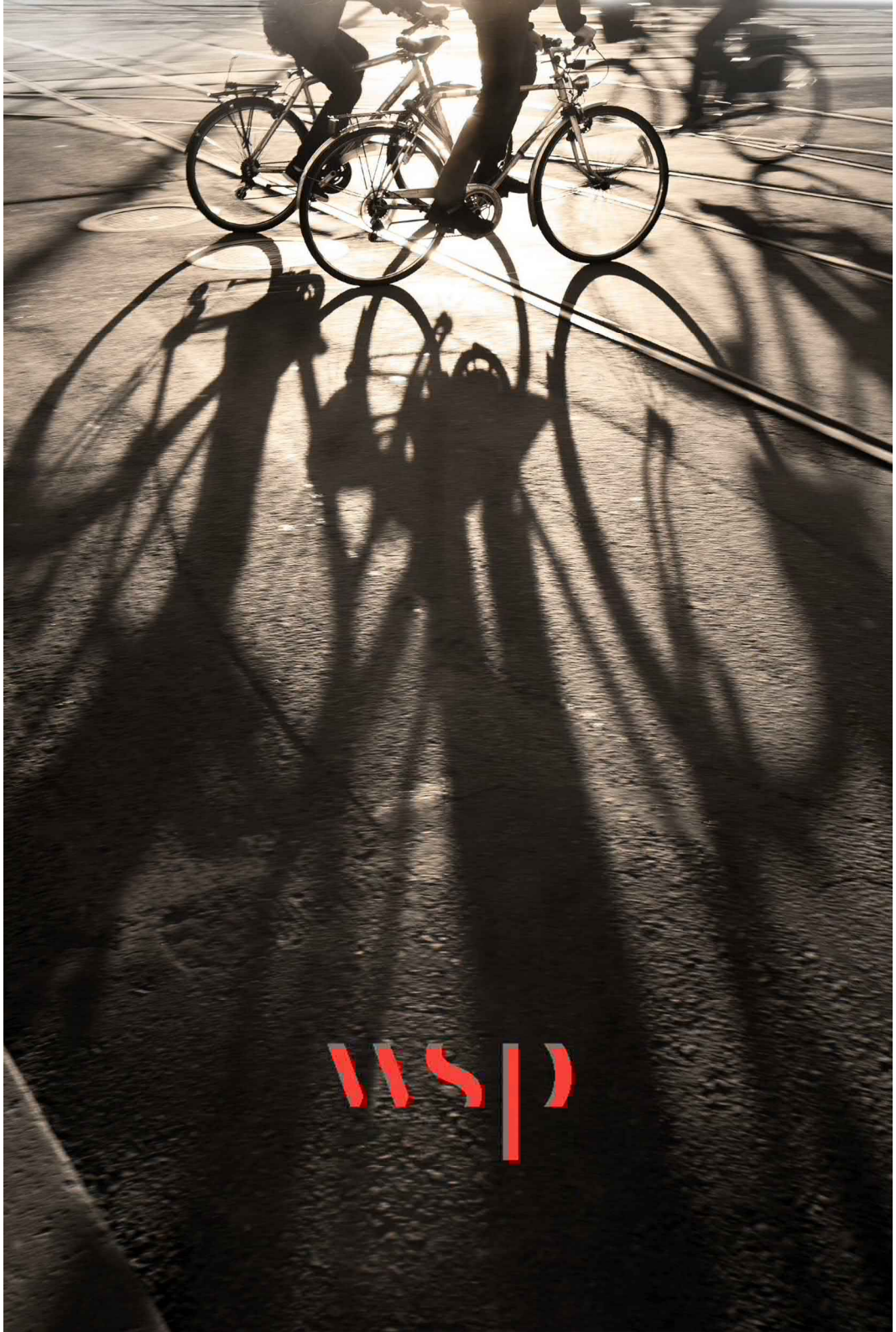
Key Walking Route 3 – North Newbury to Newbury Town Centre	New and improved main road and side road crossings, widened footways, separate space for people cycling and walking	**3**	Directly serves Core Walking Zone covering Newbury Town Centre and Newbury Rail Station	3	Provides connections to Newbury Town Centre, Vodafone Campus and Trinity School and North Newbury strategic development site plus several local destinations	2	Limited space to accommodate infrastructure in some places. Potential impacts on motor traffic on strategic links. Limited examples of delivering some elements of infrastructure
Key Walking Route 4 – North Thatcham to Thatcham Town Centre via Park Lane	New and improved main road and side road crossings, widened footways, tackle street furniture obstructions, potential for measures to reduce traffic speeds	**3**	Directly serves Core Walking Zone covering Thatcham Town Centre	2	Provides connections to Thatcham Town Centre and Thatcham Park Primary School plus several local destinations	1	Limited space to accommodate infrastructure. Potential impacts on motor traffic on strategic links Limited examples of delivering some elements of infrastructure
Key Walking Route 5 – Dunstan Park to Park Lane	New and improved road crossings, widened and new footways, redesigning to enable easier access by people cycling and walking, potential for measures to reduce traffic speeds	**2**	Within 1km of Core Walking Zone covering Thatcham Town Centre	1	Provides connections to Thatcham Park Primary School and to the rest of Thatcham via other Key Walking Routes	3	Limited issues
Key Walking Route 6 – Northfield Road to Park Lane	New and improved road crossings, widened footways, measures to tackle footway parking, potential for measures to reduce traffic speeds	**2**	Within 1km of Core Walking Zone covering Thatcham Town Centre	1	Provides connections to Whitelands Park Primary School and to the rest of Thatcham via other Key Walking Routes	2	Limited space to accommodate infrastructure. Limited examples of delivering some elements of infrastructure
Key Walking Route 7 – Thatcham Railway Station to Thatcham Town Centre	New and improved main road and side road crossings, widened footways, separate space for people cycling and walking	3	Directly serves Core Walking Zones covering Thatcham Town Centre and Thatcham Railway Station	2	Provides connections to Thatcham Town Centre, Colthrop employment area and Kennet School plus several local destinations	2	Limited space to accommodate infrastructure. Limited examples of delivering some elements of infrastructure

West Berkshire Local Cycling & Walking Infrastructure Plan (LCWIP)

Prioritised Strategic Cycle Routes – Audit Findings and Recommended Improvements

West Berkshire Council

January 2021



Quality Control

Rev	Date	Details
1st Draft	03/12/2020	
2nd Draft	15/01/2021	
3rd Draft		

	Name
Prepared by:	RS, JM, DL
Review by:	JP
Approved by:	AW

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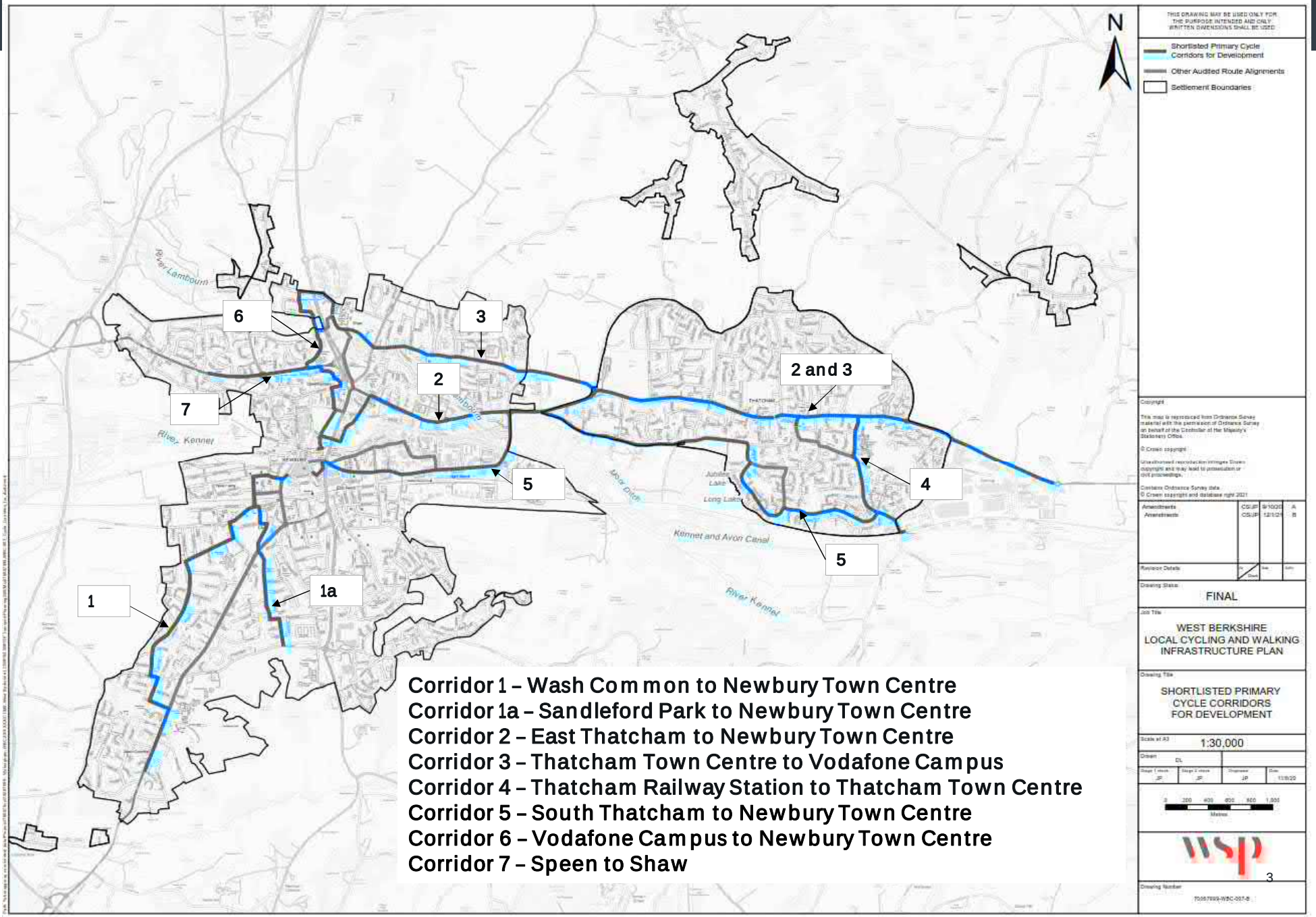
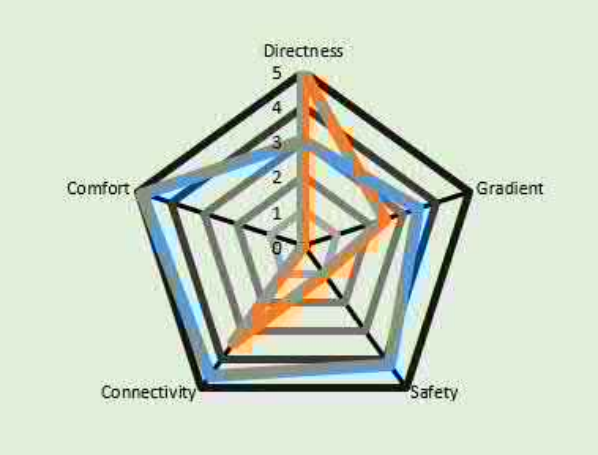
Cycle Routes for Initial Audit



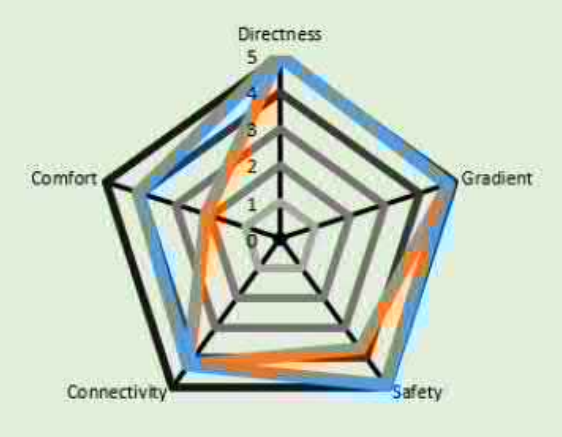
Summary of findings from cycle route audits (based on Route Selection Tool scoring criteria)

Key to colours on charts: **Existing Situation** | **Route Variant / Route with Improvements**

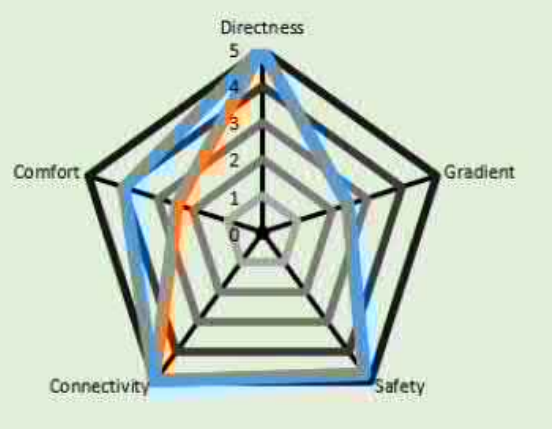
Corridor 1 – Wash Common to Newbury Town Centre



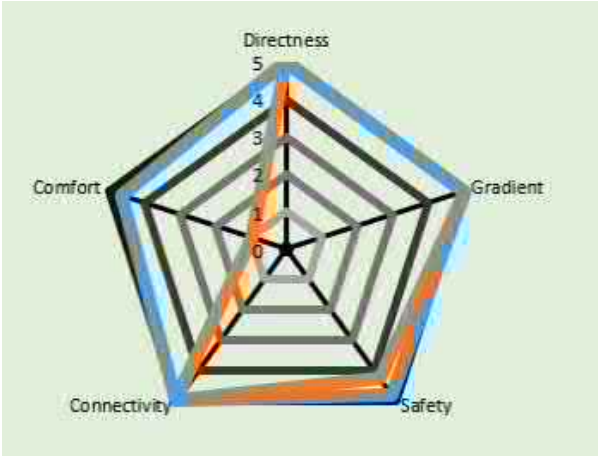
Corridor 2 - East Thatcham to Newbury Town Centre



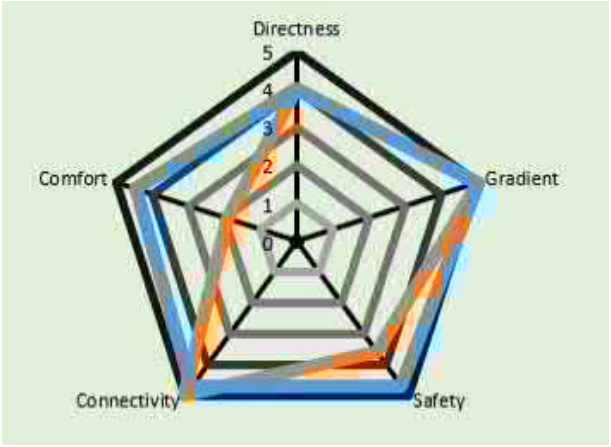
Corridor 3 - Thatcham Town Centre to Vodafone Campus



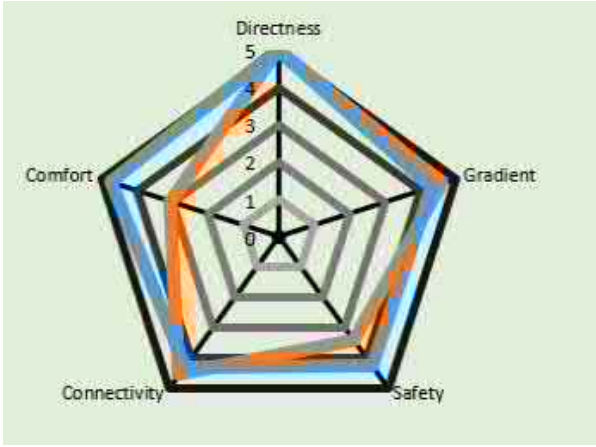
Corridor 4 – Thatcham Railway Station to Thatcham Town Centre



Corridor 5 - South Thatcham to Newbury Town Centre



Corridor 6 - Vodafone Campus to Newbury Town Centre



Key to plans

Wide / flared side road junction

Critical junction where cyclists potential in conflict with high traffic volumes

Proposed primary route for improvement

Other audited route

Commentary on existing issues

The improvements outlined in this findings summary are draft only at this stage. They will be developed and revised following:

- the outcome of scheme/route specific consultation;
- further design and technical work;
- and funding requirements.

Schemes will be designed in accordance with the DfT's Local Transport Note 1/20.

Cycle Route Audits – Key Findings
Corridor 1: Wash Common to Newbury Town Centre
Wash Common to St. John's Roundabout

Summary of existing situation

- High traffic volumes and no protected cycle infrastructure means that Andover Road scores very poorly in terms of safety and comfort.
- Multiple junctions with characteristics hazardous to people cycling (critical junctions).
- Route climbs northwards from Wash Common before descending to town centre with the middle part of the route scoring very poorly in gradient terms.
- There are limited alternative north-south routes. Currently there are no publicly accessible routes east of Andover Road and south of The Gun junction which connect to Monks Lane for people cycling.

Recommended improvements

Width constraints on parts of Andover Road north of Monks Lane mean that continuous cycle tracks of an appropriate standard could not be provided within the existing highway boundary whilst retaining two traffic lanes and existing footways. An alternative route is recommended:

- **Option A:** west of Andover Road via Battery End or Falkland Road, Charles Street, Essex Street, Elizabeth Avenue, Valley Road and connecting streets to reach Bartholomew Street (*see next page for further details*); and/or
- **Option B:** from the proposed Sandleford development sites via Monks Lane, Rupert Road and Wendan Road to reach the northern end of Andover Road (*discussed on a separate page*).

The following infrastructure would be required to connect southern parts of Wash Common to option A:

- Construct protected cycle track(s) on section of Andover Road south of the Essex Street / Monks Lane junction to serve the schools and local facilities (using sections of highway verge / kerb realignment).
- Upgrade and/or relocate the signal crossing as part of measures to enable safe access to Park House School

Plan of existing situation

For northern route continuation See next page

Andover Road: People cycling currently mix with high traffic flows. Space constraints on some sections mean that it would not be feasible to provide continuous protected cycle track(s) of an appropriate standard if two traffic lanes are retained.

Andover Road: The steep incline on Andover Road means that this section scores poorly in terms of gradient.

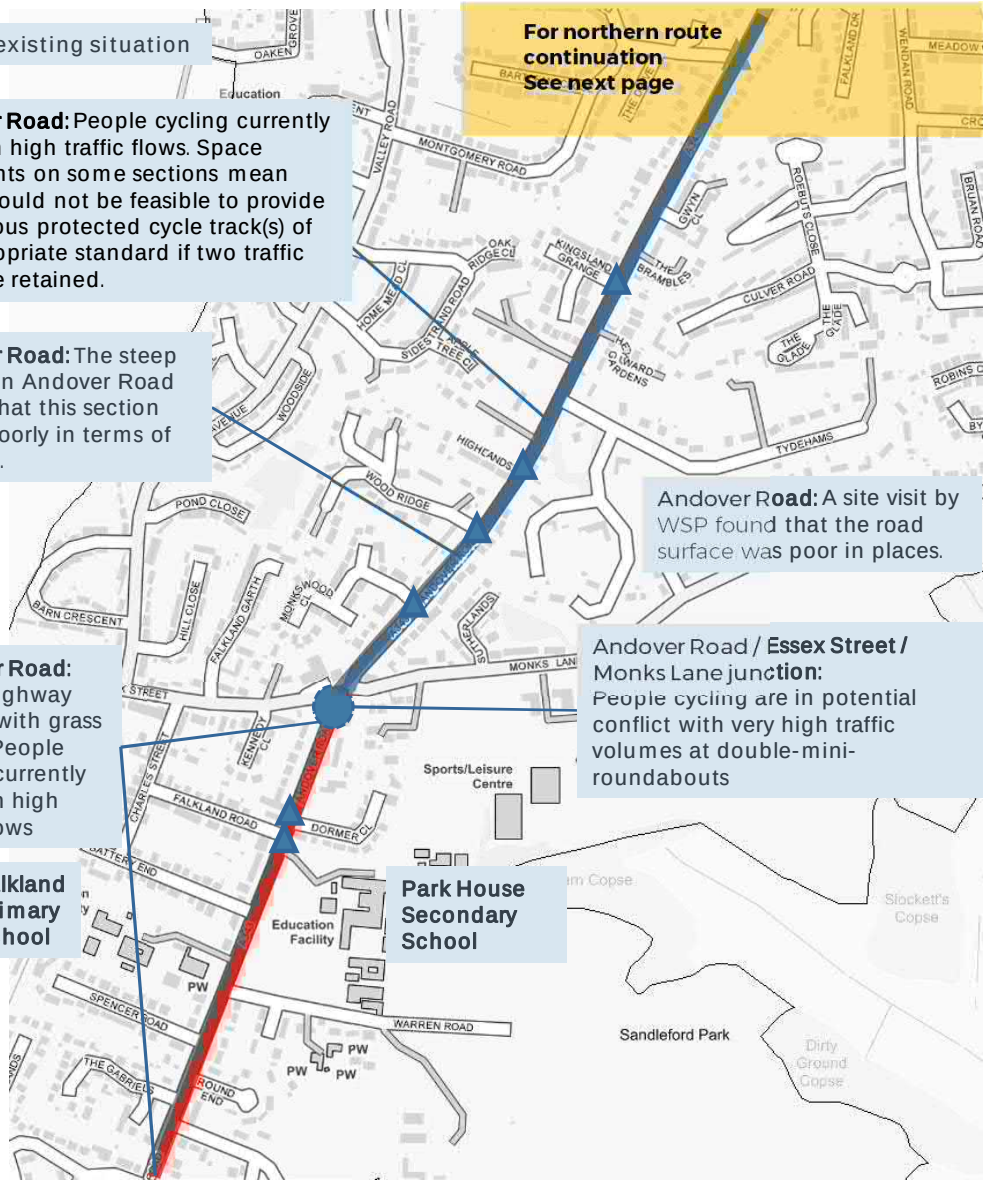
Andover Road: A site visit by WSP found that the road surface was poor in places.

Andover Road: Wider highway section with grass verges. People cycling currently mix with high traffic flows

Andover Road / Essex Street / Monks Lane junction: People cycling are in potential conflict with very high traffic volumes at double-mini-roundabouts

Falkland Primary School

Park House Secondary School



Cycle Route Audits – Key Findings
Corridor 1: Wash Common to Newbury Town Centre
Western route variant via Elizabeth Avenue

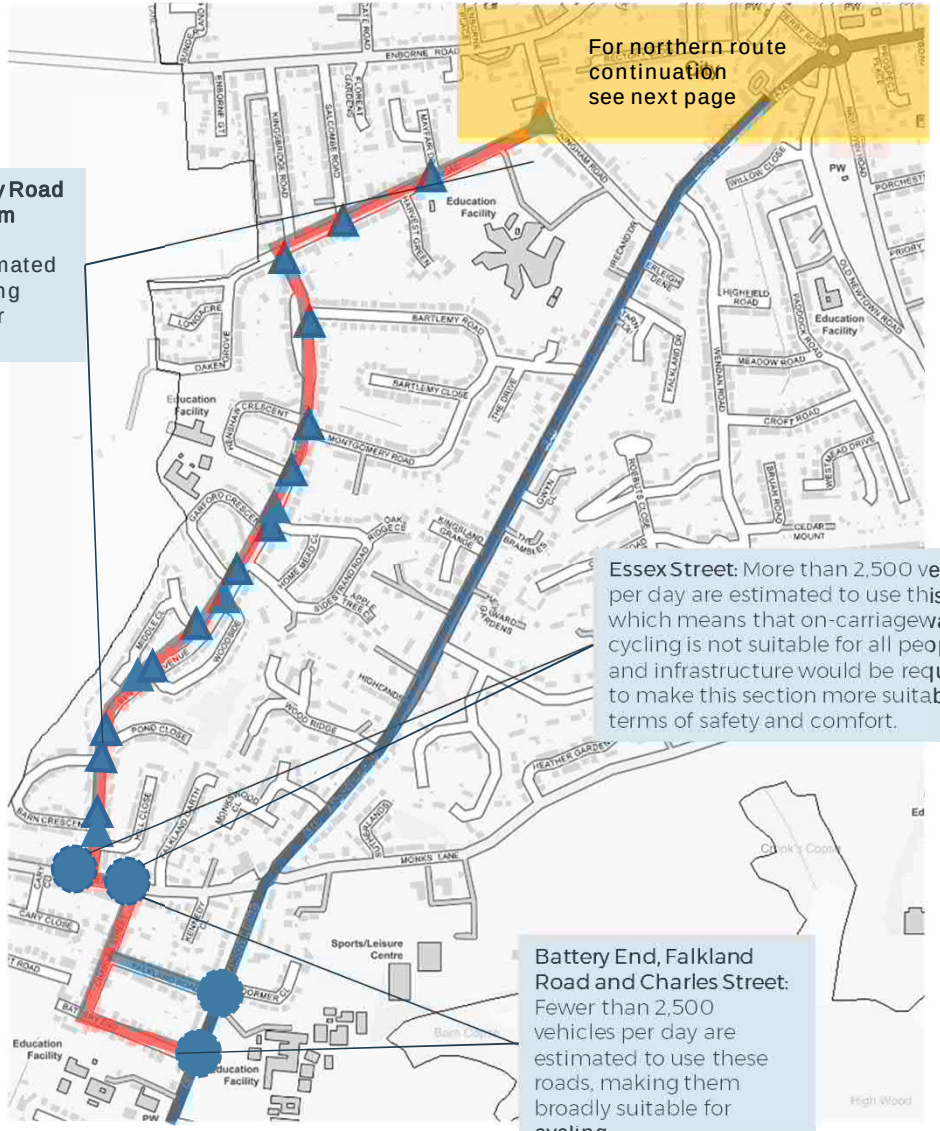
Summary of existing situation

- Less direct route (800m longer) than Andover Road, but serves large residential areas
- Mostly uses streets with lower traffic levels but some short sections of roads with higher traffic flows (Essex Street)
- Steep gradient on the southern end of Elizabeth Avenue

Recommended improvements

- Battery End, Charles Street, Falkland Road, Essex Street, Elizabeth Avenue, Valley Road, Fifth Road areas: The introduction of a 20mph speed limit would improve safety for people cycling.
- Essex Street (between Charles Street and Elizabeth Avenue): Space for cycling segregated from motor vehicles may be required, along with an improved crossing for people cycling and walking. However, width constraints limit what can be accommodated within the highway boundary whilst retaining two traffic lanes. Consideration could be given to a priority working arrangement to provide additional space for people cycling and walking.
- Elizabeth Avenue, Valley Road and Fifth Road: If appropriate, consider additional measures to ensure these roads have low traffic flows and low traffic speeds suitable for on-carriageway cycling. This could include traffic calming, or measures to prevent through traffic whilst maintaining vehicle access to all properties.
- Redesign wide / flared side road junctions to reduce the potential for collisions between motor vehicles and people cycling or walking.
- Consider redesigning the junctions of Andover Road with Battery End or Falkland Road and Essex Street / Charles Street to enable people cycling to make safer turning movements, including to / from the proposed cycle tracks. Width constraints could require a particular junction to be closed to through-traffic to accommodate a revised layout.

Plan of existing situation



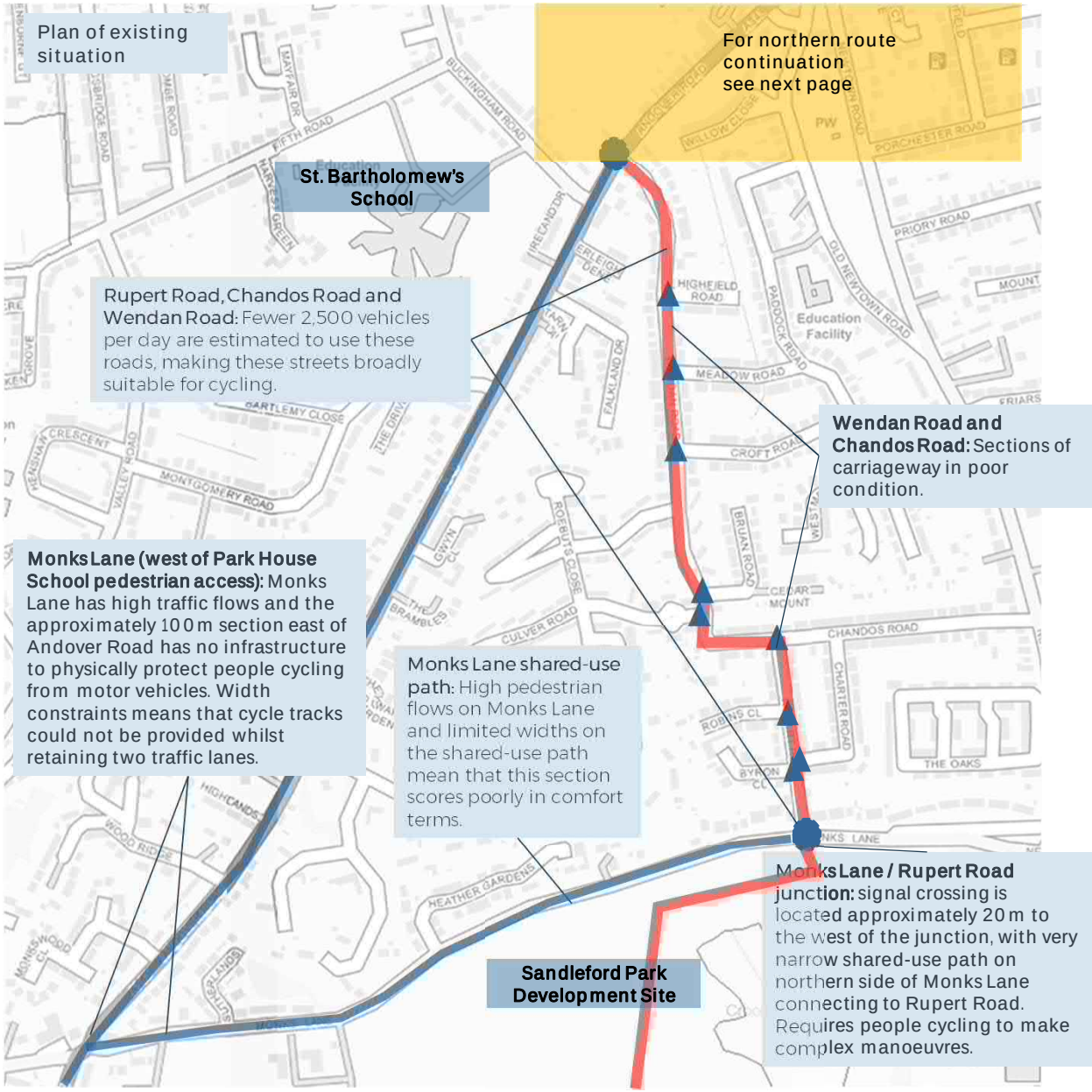
Cycle Route Audits – Key Findings
Corridor 1a: Sandleford to Newbury Town Centre
Eastern route option: Sandleford to Andover Road Section

Summary of existing situation

- A alignment via Elizabeth Avenue is recommended to connect Wash Common to Newbury town centre but this would not serve areas east of Andover Road.
- An eastern alignment was also assessed. Much of the route would follow streets with lower traffic levels and scores well against the cycle design criteria. However, it would also include Monks Lane, which has higher traffic flows, and the western end has no cycle tracks to protect people cycling from motor traffic.
- Currently there are no other publicly accessible routes east of Andover Road and south of Monks Lane within West Berkshire for people cycling; however the Sandleford Park development allocation is intended to provide new links.
- Steep gradients for people cycling south along Wendan Road, Chandos Road and Rupert Road.

Recommended improvements

- Sandleford Park development: Ensure good quality cycle routes are provided through the proposed development, to connect Andover Road to Monks Lane as part of development proposals.
- Monks Lane: Work with Sandleford Park developers to (i) secure wider path on southern side of road, with segregated space for people cycling and people walking
- Monks Lane / Rupert Road junction: Work with Sandleford Park developers to enable people cycling to safely access Rupert Road from the cycle track (and vice versa). This is likely to require the signal crossing to be redesigned and relocated. It may also require the Rupert Road junction to be redesigned to enable safe cycle movements, such as one-way entry or exit on Rupert Road.
- Rupert Road, Chandos Road and Wendan Road areas: If appropriate, consider measures to ensure they have low traffic flows and low traffic speeds suitable for on-carriageway cycling. This could potentially include 20mph speed limits or measures to prevent through traffic whilst maintaining vehicle access to all properties.



Cycle Route Audits – Key Findings
Corridor 1: Wash Common to Newbury Town Centre
Buckingham Road / Wendan Road to town centre

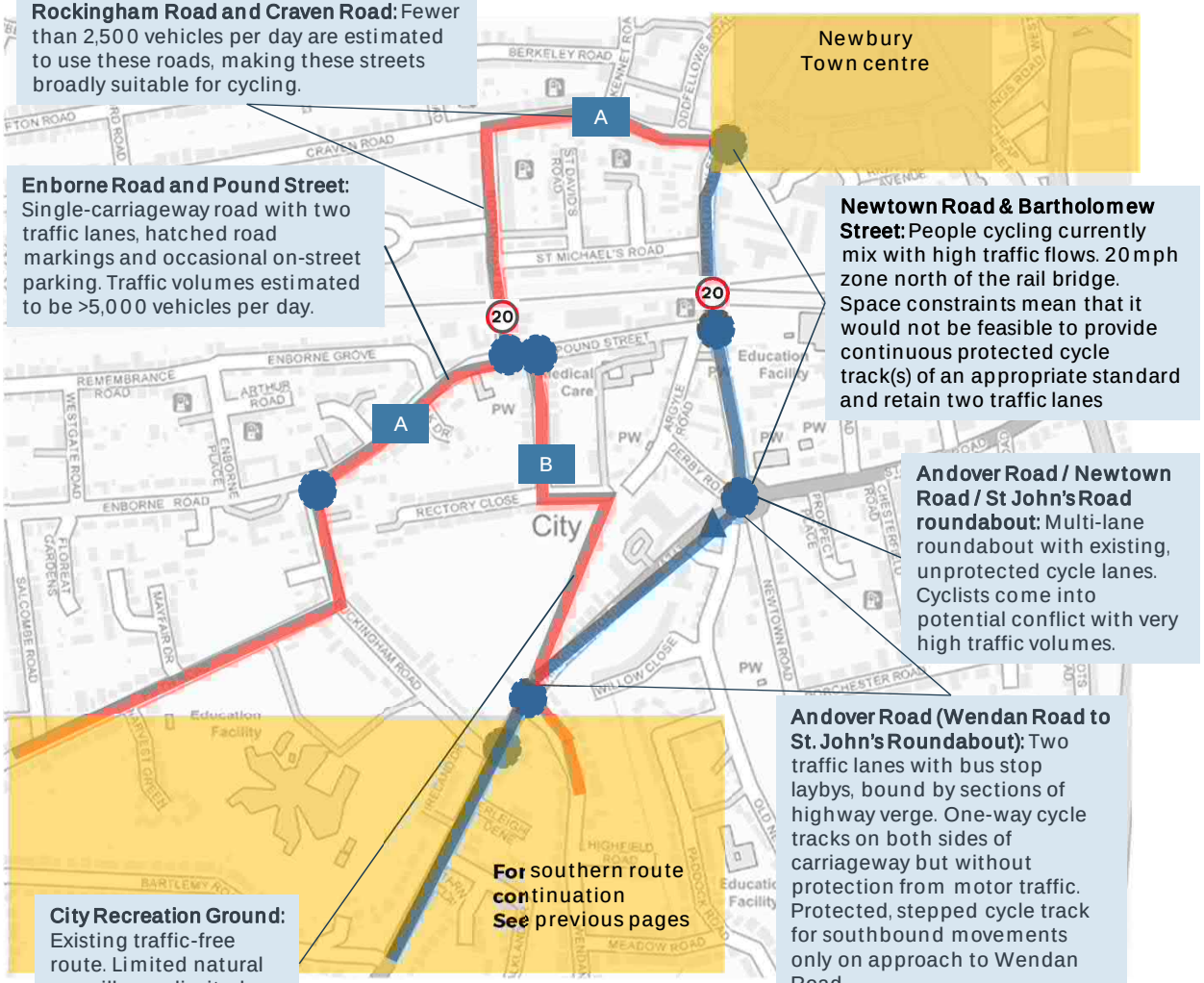
Summary of existing situation

- Newtown Road and Bartholomew Street score very poorly for safety and comfort, where people cycling mix with heavy traffic flows.
- Highway widths on Newtown Road and Bartholomew Street mean that continuous cycle tracks of an appropriate standard could not be provided unless the streets were converted to one-way operation for motor vehicles, and parking bays were removed along one side of Bartholomew Street. These changes would be very challenging to deliver and there are few other railway crossings.
- A western alternative route is recommended to avoid the identified issues on Newtown Road and Bartholomew Street using the Rockingham Road railway bridge. A route following Buckingham Road, Enborne Road, Rockingham Road and Craven Road (reference A) would mostly follow residential streets with lower traffic levels (<2,500 vehicles per day) which are broadly suitable in their current form. It would however include sections of roads with higher traffic flows (Enborne Road). A connecting route is identified from Wendan Road (reference B).

Recommended improvements

- Enborne Road – construct protected cycle tracks with priority across side roads. Redesign junctions with Rockingham Road, Buckingham Road and Rectory Close to enable safer cycle movements. Construct enhanced crossings of Enborne Road for people cycling and walking, such as a parallel crossings.
- Consider measures to reduce vehicle speeds on residential streets, potentially including 20mph speed limits Redesign wide / flared side road junctions.
- Andover Road – construct protected cycle tracks between Buckingham Road and City Recreation Ground access. Redesign junctions with Buckingham Road and Wendan Road to enable safe cycle movements onto/off cycle track. Redesign and potentially reposition signal crossing to enable comfortable cycle crossings of Andover Road. This could potentially take the form of a signal junction where Wendan Road meets Andover Road.
- City Recreation Ground: Explore options to illuminate the path. Widen path and segregated space for people cycling and people walking.

Plan of existing situation



Cycle Route Audits – Key Findings
Corridor 2: East Thatcham to Newbury Town Centre
Colthrop to Stoney Lane Section

Summary of existing situation

- Combination of narrow shared-use paths and on-carriageway cycle lanes with light segregation
- Route section scores well in safety terms due to provision of protected infrastructure; however the infrastructure does not appear to provide sufficient separation distances from motor traffic based on standards set out in LTN1/20.
- Route section scores less well in terms of comfort, due to limited widths of off-carriageway shared-use paths.
- Several junctions with characteristics which may be hazardous to people cycling, including all the A4 roundabouts.

Recommended improvements

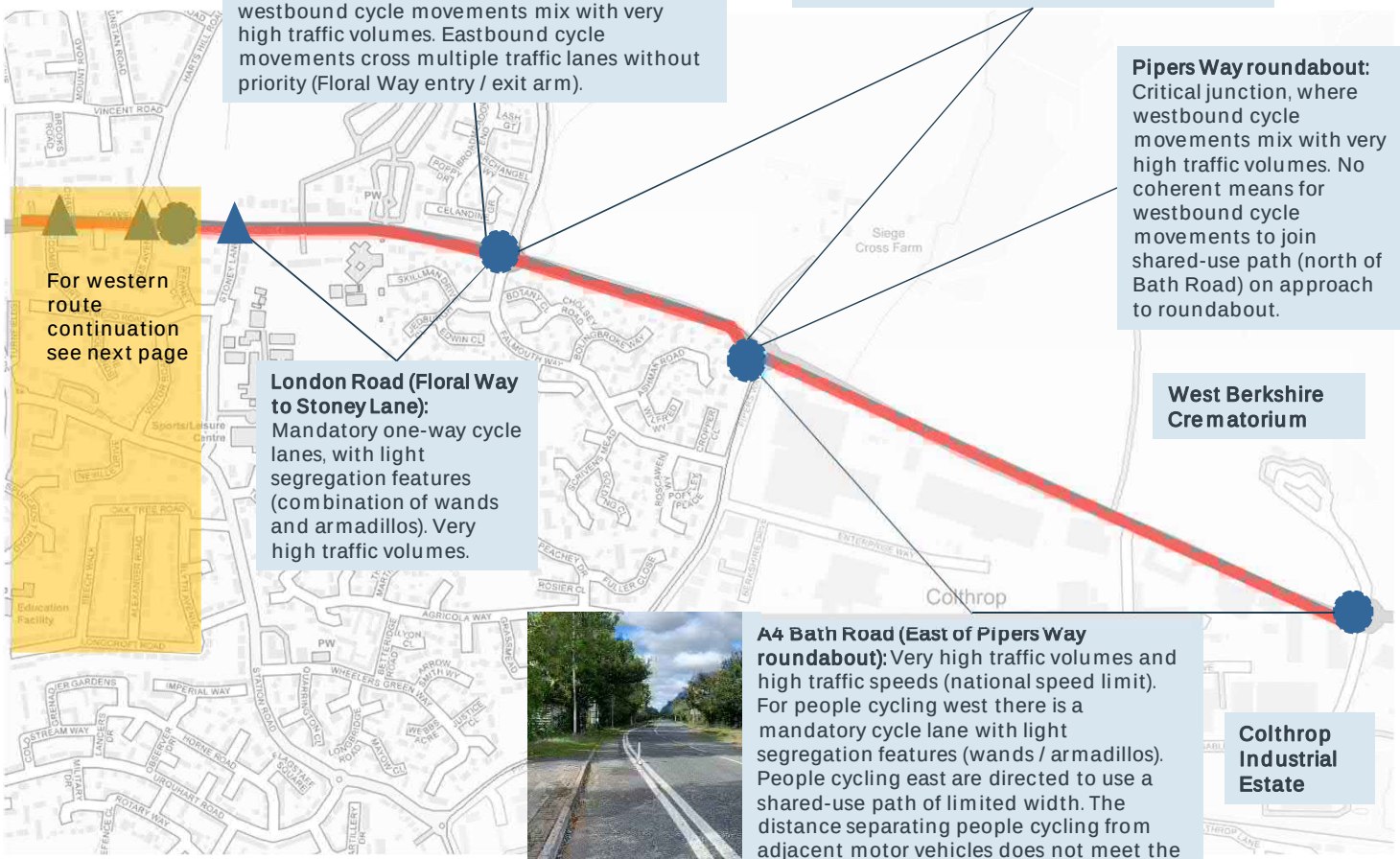
- Provide continuous protected infrastructure with priority over intervening side roads, with the minimum required separation widths from motor traffic, set out in LTN1/20.
- These improvements are likely to require reallocation of carriageway space, kerb realignment and loss of on-street parking in some locations. In locations where adequate separation from motor vehicles cannot be achieved, such as on Bath Road east of Pipers Way, consider measures to reduce motor vehicle speeds, such as with revised speed limit.
- Redesign critical junctions to enable safer crossing movements for people cycling and walking. This could comprise signal or parallel crossings on the roundabout approaches, for example.

Plan of existing situation

A4 Bath Road: Very high traffic volumes and high traffic speeds (40 mph speed limit). Westbound mandatory cycle lane, with light segregation features (wands / armadillos). The distance separating people cycling from adjacent motor vehicles does not appear to meet the minimum standards in LTN 1/20 for roads with 40 mph speed limits (0.5m). People cycling eastbound are directed to use a shared-use path with limited width.

Floral Way roundabout: Critical junction, where westbound cycle movements mix with very high traffic volumes. Eastbound cycle movements cross multiple traffic lanes without priority (Floral Way entry / exit arm).

Pipers Way roundabout: Critical junction, where westbound cycle movements mix with very high traffic volumes. No coherent means for westbound cycle movements to join shared-use path (north of Bath Road) on approach to roundabout.



London Road (Floral Way to Stoney Lane): Mandatory one-way cycle lanes, with light segregation features (combination of wands and armadillos). Very high traffic volumes.

West Berkshire Crematorium

A4 Bath Road (East of Pipers Way roundabout): Very high traffic volumes and high traffic speeds (national speed limit). For people cycling west there is a mandatory cycle lane with light segregation features (wands / armadillos). People cycling east are directed to use a shared-use path of limited width. The distance separating people cycling from adjacent motor vehicles does not meet the minimum standards in LTN 1/20 for roads with 60 mph speed limits (2m).

Colthrop Industrial Estate

Cycle Route Audits – Key Findings
Corridor 2: East Thatcham to Newbury Town Centre
Stoney Lane to Bourne Road Section

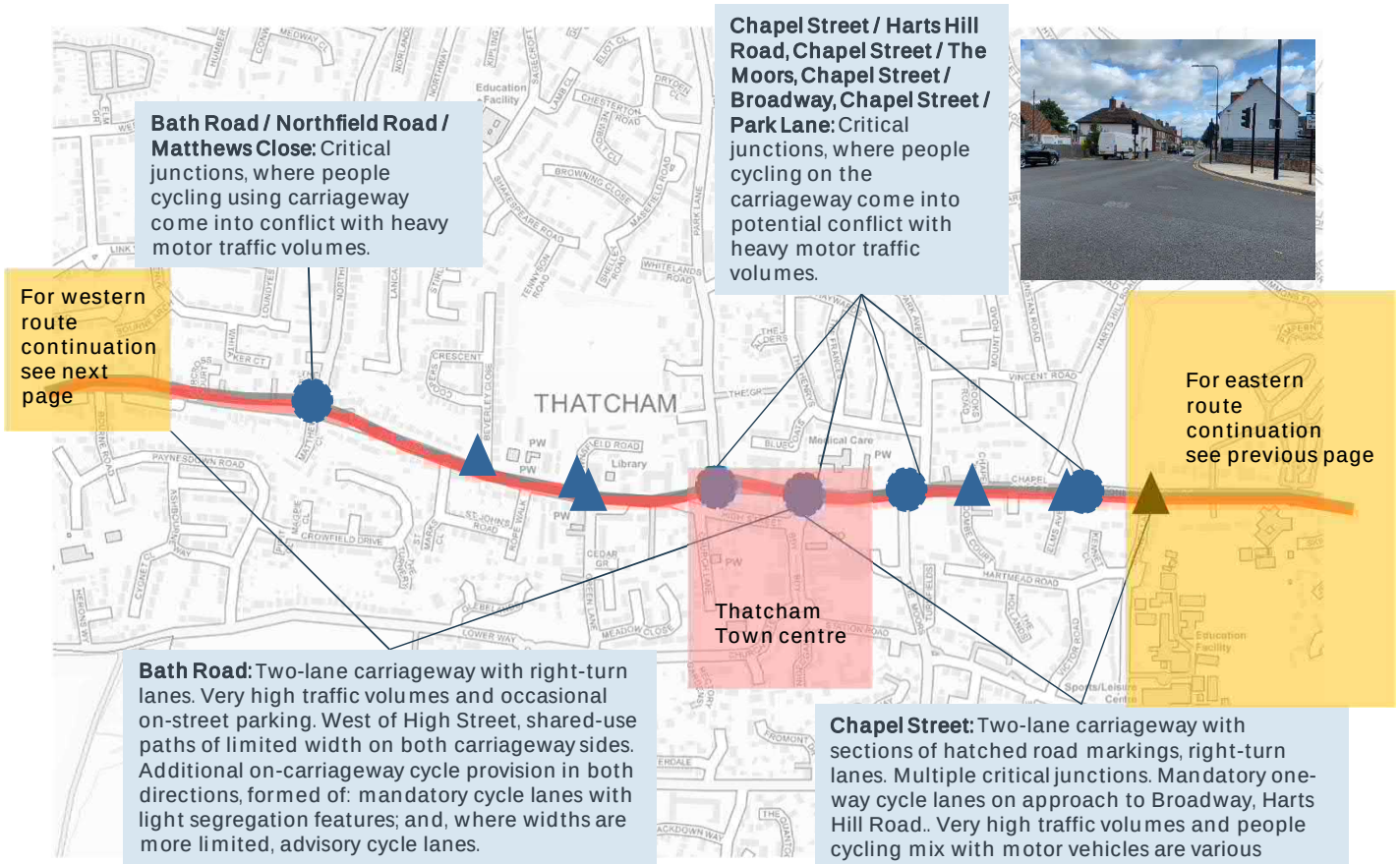
Summary of existing situation

- Sections between Stoney Lane and Northfield Road scores poorly in both safety and comfort terms, there is a mandatory cycle lane and light segregation in parts, however this is not consistent and people cycling occasionally mix with heavy traffic flows ..
- Several junctions with characteristics which may be hazardous to people cycling.

Recommended improvements

- Provide continuous segregated cycle tracks with priority over intervening side roads, with the minimum required separation widths from motor traffic, set out in LTN1/20. These improvements are likely to require reallocation of carriageway space, kerb realignment and removal of on-street parking in some locations.
- Redesign other critical junctions, including the signal junctions, to enable safer crossing movements for people cycling, both east-west and north-south movements (where relevant) to give access to and from the segregated cycle tracks. This could for example dedicated crossing phases to avoid potential conflict with turning motor vehicles.

Plan of existing situation



Cycle Route Audits – Key Findings
Corridor 2: East Thatcham to Newbury Town Centre
Bourne Road to Hambridge Road section

Summary of existing situation

- Mix of on-carriageway advisory cycle lanes and off-carriageway shared-use paths
- Sections where people cycling must mix with very high traffic volumes score very poorly in safety and comfort terms
- Sections of existing shared-use path score poorly in comfort terms due to width constraints.
- Several junctions with conditions hazardous to people cycling, including garden centre roundabout.
- The Hambridge Road junction can only be crossed in multiple stages, adding significantly to cycle journey times.

Recommended improvements

- On Bath Road and Benham Hill, construct continuous, protected cycling infrastructure, with sufficient separation between people cycling and motor vehicles in accordance with LTN1/20 and with priority over intervening side roads. These improvements would require the reallocation of some carriageway space / kerb realignment and potentially some land in private ownership.
- Provide signal crossings on the approach arms to the Benham Hill / Tull Way roundabout to enable safe and comfortable crossings for people cycling and walking.
- Redesign Benham Hill / Lower Way and London Road / Hambridge Way signal junctions, to enable people cycling to cross more efficiently (in fewer separate stages).

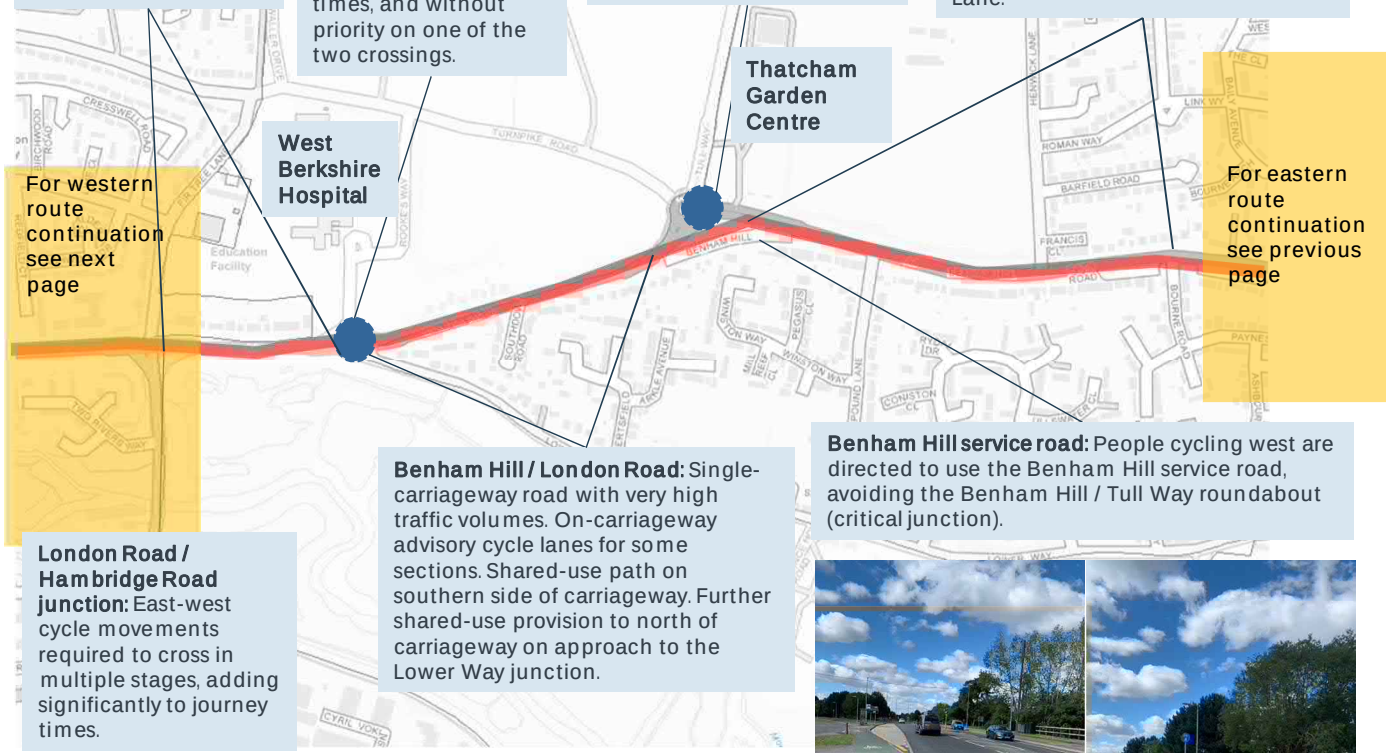
Plan of existing situation

London Road: Narrow shared-use path on southern side of carriageway. Effective widths are reduced at points due to road signage / bus stop infrastructure.

Benham Hill / Lower Way junction: East-west crossings simplified as part of recently implemented scheme. People cycling are however required to cross in two stages to reach shared-use path to west of Lower Way, adding to journey times, and without priority on one of the two crossings.

Benham Hill / Tull Way / Turnpike Road roundabout: Critical junction, with people cycling east required to cross multiple traffic lanes at roundabout without priority, or in multiple stages via Bath Road service road and shared-use paths.

Bath Road / Benham Hill: Single carriageway with right-turning lanes and very high traffic volumes. On-street, advisory cycle lanes. Off-carriageway, shared-use path set back behind highway verge on north side of Bath Road west of Henwick Lane.



Cycle Route Audits – Key Findings
Corridor 2: East Thatcham to Newbury Town Centre
Hambridge Road to A339 section

Summary of existing situation

- Section scores well for safety as infrastructure of different widths and standards protects people cycling from very high traffic volumes alongside London Road.
- The two-way, segregated cycle track on London Road (from Tesco to Mercedes-Benz garage) scores well for both safety and comfort.
- Sections score poorly for comfort where there are width constraints on the shared-use paths and cycle tracks segregated from pedestrian space by a white line.
- Multiple junctions with conditions hazardous to people cycling, where crossing movements require multiple stages, adding significantly to journey times.
- Gentle gradients

Recommended improvements

- Redesign London Road corridor to create better quality infrastructure of consistent standard with physically separated space for people cycling and people walking. These improvements would require the reallocation of some carriageway space and kerb realignment and potentially some land in private ownership.

- Further study is required to investigate whether there is sufficient highway space adjacent to the former Narrow Boat public house to retain two traffic lanes and construct a segregated two-way cycle track of at least 3m width, which would achieve the minimum recommended comfort score.

- Redesign accesses at Newbury Manor, London Road Retail Park and Tesco to give formal priority to crossing cycle movements over motor vehicles.

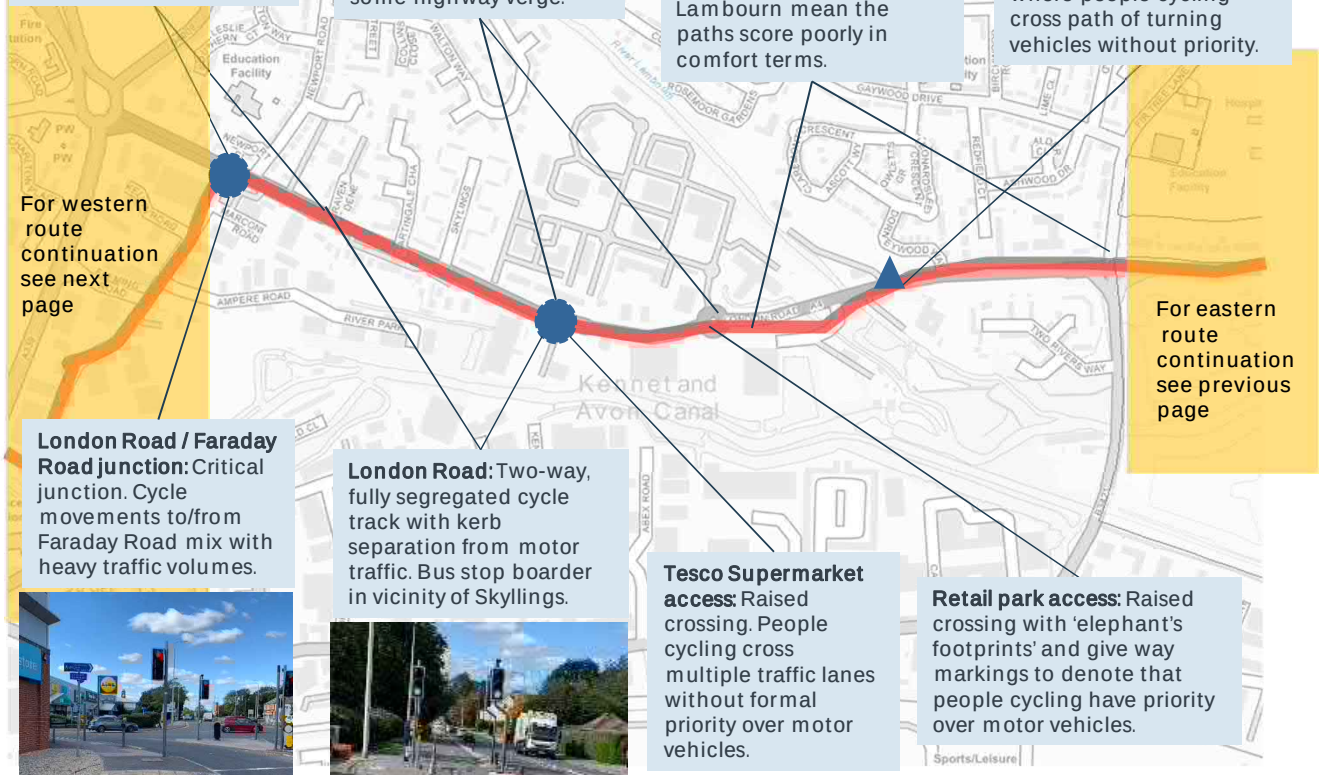
Plan of existing situation

London Road: Shared-use path 3m wide on southern side of carriageway. Effective widths reduced by bus stop infrastructure near Mercedes-Benz garage, bringing people cycling into potential conflict with people walking.

London Road: Shared-use path, around 2-2.5m wide on southern side of carriageway, although with severe pinch point adjacent to the former Narrow Boat public house. London Road is single carriageway with hatched road markings / right-turn lanes and some highway verge.

London Road: Sections of shared-use path on southern side of carriageway (estimated to be 2-3m wide), connected by a short section of road (providing access to the Newbury Boat Company and residential properties). Limited widths east of the River Lambourn mean the paths score poorly in comfort terms.

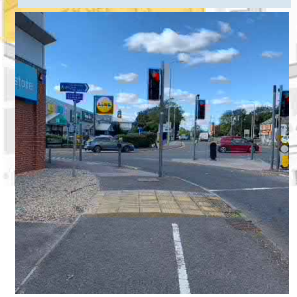
Access to Newbury Manor: Critical junction, where people cycling cross path of turning vehicles without priority.



For western route continuation see next page

For eastern route continuation see previous page

London Road / Faraday Road junction: Critical junction. Cycle movements to/from Faraday Road mix with heavy traffic volumes.



London Road: Two-way, fully segregated cycle track with kerb separation from motor traffic. Bus stop boarder in vicinity of Skyllings.

Tesco Supermarket access: Raised crossing. People cycling cross multiple traffic lanes without formal priority over motor vehicles.

Retail park access: Raised crossing with 'elephant's footprints' and give way markings to denote that people cycling have priority over motor vehicles.

Cycle Route Audits – Key Findings
Corridor 2: East Thatcham to Newbury Town Centre
Faraday Road to Newbury town centre section

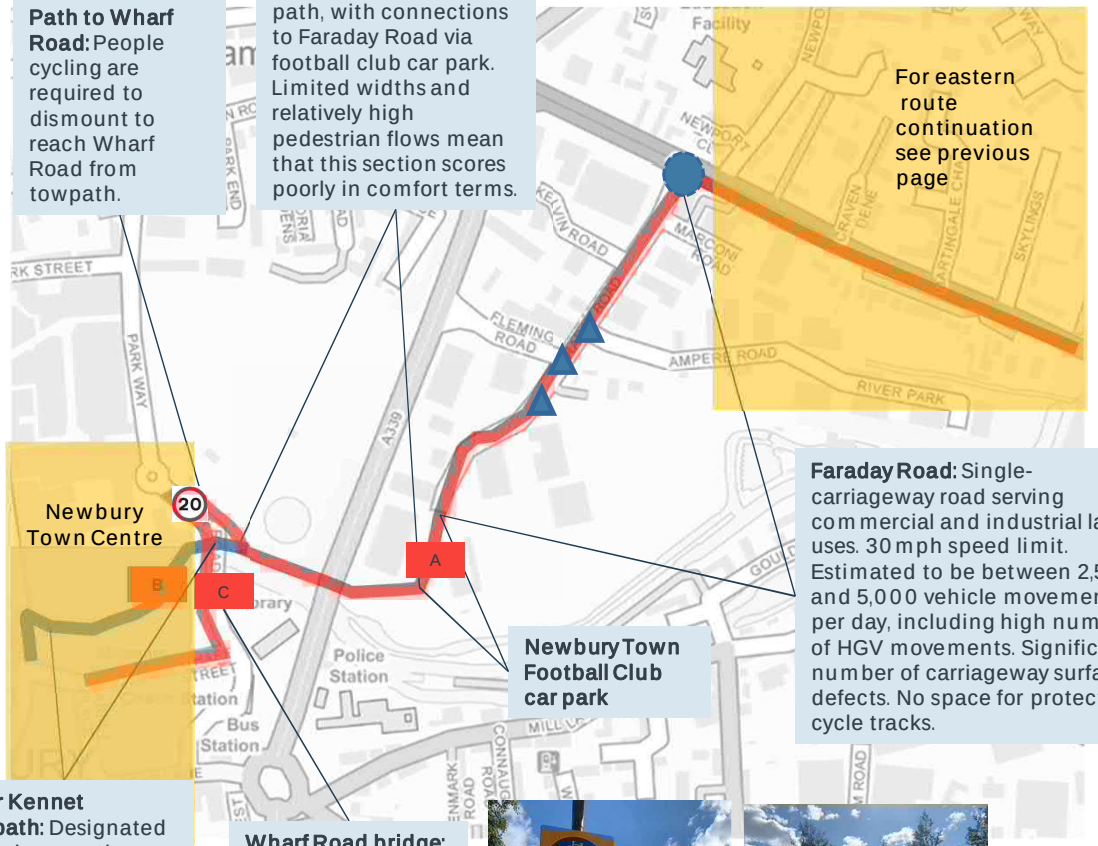
Summary of existing situation

- Faraday Road has poor surface quality, very wide side road junctions and a significant traffic flows, meaning that it is largely unsuitable for cycling in its current form.
- The route past Newbury Town Football Club (reference A) and Kennet towpath to Northbrook Street (reference B) are not overlooked by adjacent land uses, are shared with pedestrians and narrow in places, particularly under the Wharf Road bridge and also immediately east of Northbrook Street. This reduces its safety and comfort scores.
- Wharf Road (reference C) provides another connection across the River Kennet. However, people cycling are required to dismount on the narrow path on the edge of Victoria Park leading up to the bridge. Therefore, this route is not currently available for all people of ages and abilities to cycle.

Recommended improvements

- London Road / Faraday Road junction: Redesign to provide safe and segregated cycle infrastructure, with signal crossings as appropriate.
- Faraday Road corridor: Protected cycle tracks are required, with priority over intervening side roads. These will need to be secured as part of any future redevelopment of frontages.
- Kennet Towpath: Popular route for pedestrians particularly in the summer month, Space constraints severely limit opportunities to provide to consistently provide more space for people cycling and walking. Further study could be undertaken to understand if a cantilevered boardwalk could be provided, such as under the Wharf Road bridge.
- The alternative route via Wharf Road route is recommended instead. This will require a wide and gently sloping path for use by both people cycling and walking to connect the towpath to Wharf Road.

Plan of existing situation



Cycle Route Audits – Key Findings
Corridor 3: Thatcham Town Centre to North Newbury
Turnpike Road

Summary of existing situation

- Section scores well for safety (due to cycle tracks separated from motor traffic) but poorly for comfort (due to width constraints / pinch points, and potential conflict between people cycling and walking).
- People cycling do not have priority at side roads along the cycle track, bringing them into potential conflict with motor vehicles.
- Multiple critical junctions.
- Significant gradients on some parts of Turnpike Road.

Recommended improvements

- Benham Hill to Waller Drive: To improve the comfort and safety scores, introduce physical segregation of people cycling and walking (such as with kerbs) and separate the track from the 40mph carriageway by an absolute minimum 0.5m.

- West of Waller Drive: An initial review indicates that there is insufficient width to accommodate a segregated cycle track of appropriate standard plus two traffic lanes and separate footways. Due to the high traffic flows on this important access route, other options to achieve a suitable standard of segregated cycle track within the highway boundary are considered to be unfeasible.

- It is therefore recommended that a wider shared-use path of at least 3.5m width be constructed wherever space allows. This would require some road space reallocation, kerb realignment and potential loss or relocation of some on-street parking. It is recommended that side road junctions are redesigned to give priority for people cycling and walking along Turnpike Road. Further study is required to identify feasible options.

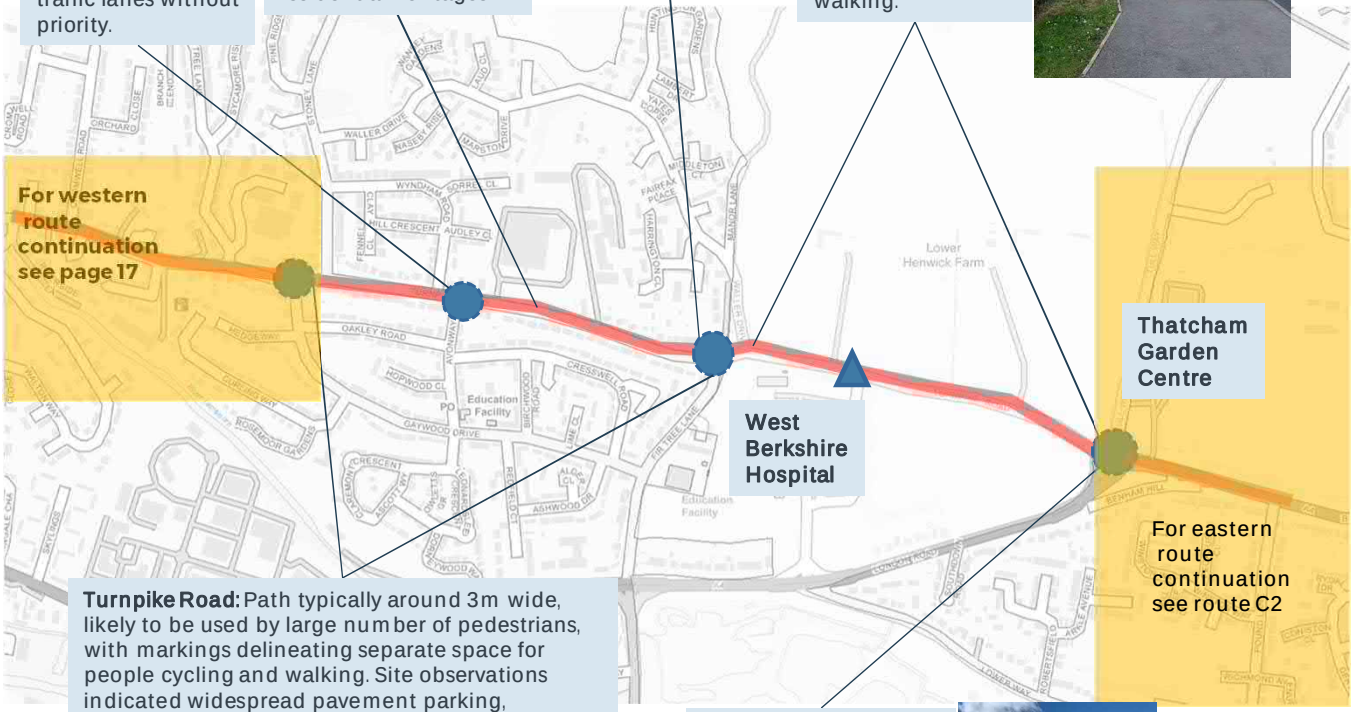
Plan of existing situation

Turnpike Road / Avon Way roundabout: Wide side road, where people cycling cross multiple traffic lanes without priority.

Turnpike Road: Two-lane carriageway, subject to 30mph speed limit, with traffic volumes estimated to exceed 5,000 vehicles per day. Highway bordered on both sides by existing residential frontages.

Turnpike Road/ Fire Tree Lane mini-roundabout: People cycling cross multiple traffic lanes without priority.

Turnpike Road: Cycle track around 3m wide, set back from carriageway by sections of highway verge. Markings delineate separate space for people cycling and walking.



Turnpike Road: Path typically around 3m wide, likely to be used by large number of pedestrians, with markings delineating separate space for people cycling and walking. Site observations indicated widespread pavement parking, reducing useable width.

Benham Hill / Tull Way / Turnpike Road roundabout: Critical junction, with people cycling required to cross multiple traffic lanes without priority, and in multiple stages, to reach Benham Hill.

Cycle Route Audits – Key Findings
Corridor 3: Thatcham Town Centre to North Newbury
Kiln Road and Church Road

Summary of existing situation

- Kiln Road scores well for safety due to the current traffic-free cycle track but poorly for comfort due to its limited width. Other issues reduce the quality of the track, including widespread footway parking, no priority for people cycling at intervening junctions and guardrailing which may impede use by some cycle designs.
- Kiln Road east of Pear Tree Lane: significant gradients.
- Church Road has characteristics broadly suitable for on-street cycling due to low traffic flows and 20mph speed limit and scores well in safety and comfort terms on Church Road. However, the existing shared-use provision scores poorly due to its limited width.
- Multiple critical junctions and significant design issues at the existing Shaw Road signal crossing.
- There are significant gradients on some parts of Kiln Road.

Recommended improvements

- An initial review indicates that there is insufficient width to accommodate a segregated cycle track of appropriate standard plus two traffic lanes and separate footways. Due to the high traffic flows on this strategic route, other options to achieve a suitable standard of segregated cycle track within the highway boundary are considered to be unfeasible.

- It is therefore recommended that a wider shared-use path of at least 3.5m width be constructed wherever space allows. This would require some road space reallocation, kerb realignment and potential loss or relocation of some on-street parking. It is recommended that side road junctions are redesigned to give priority for people cycling and walking along Kiln Road. Further study is required to identify feasible options.

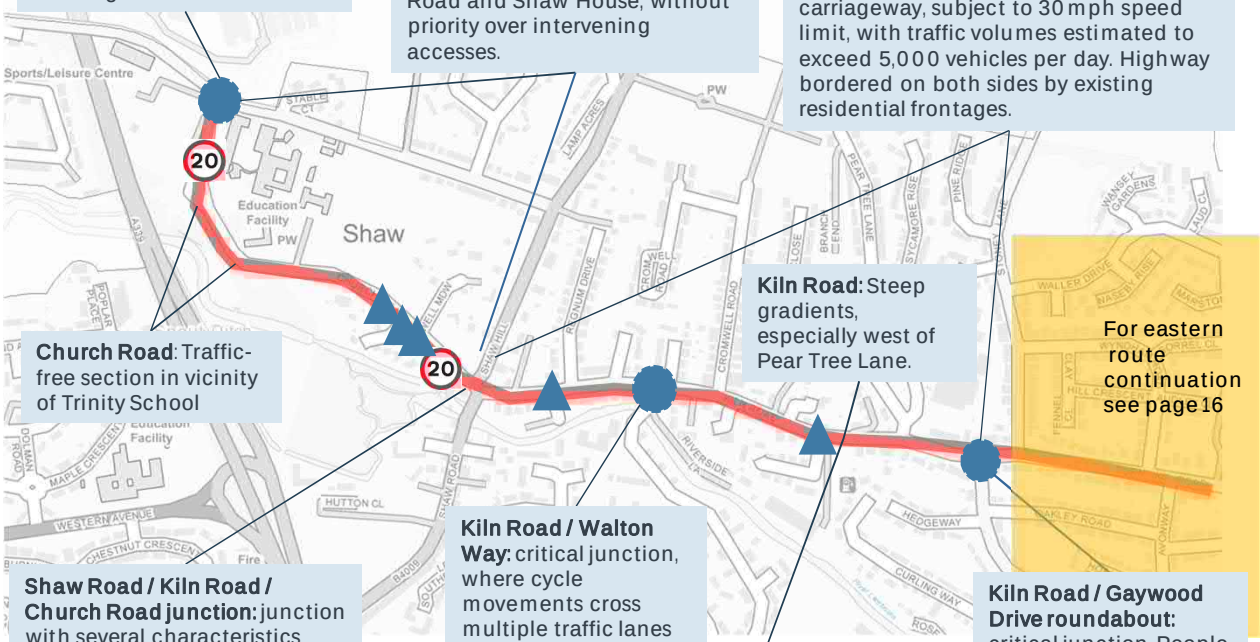
- Redesign the Shaw Road / Kiln Road / Church Road junction, to enable east-west cycle crossing movements on the desire line. A number of options may be possible, some of which would have impacts on motor vehicle movements.
- Upgrade the Love Lane zebra crossing to a parallel crossing and redesign approach paths, to enable their use by people cycling and walking, and to better connect into the Vodafone Campus.
- Remove existing guardrailing on Kiln Road to enable all cycle designs to use the cycle track.

Plan of existing situation

Love Lane / Church Road junction: Critical junction, where cycle movements mix with moderate traffic volumes on Love Lane. Zebra crossing on eastern arm.

Church Road: 20mph speed limit and no through route for general motor vehicles. Higher traffic levels during school start and finish times, including student cyclists. Existing shared-use provision of very limited width (c.2m) between Shaw Road and Shaw House, without priority over intervening accesses.

Kiln Road: Shared-use path, likely to be used by large number of pedestrians, with markings delineating separate space for people cycling and walking. Generally around 3m wide, although observations made on-site indicated that its useable width is reduced by pavement parking. Single carriageway, subject to 30mph speed limit, with traffic volumes estimated to exceed 5,000 vehicles per day. Highway bordered on both sides by existing residential frontages.



Cycle Route Audits – Key Findings
Corridor 4: Thatcham Railway Station to Thatcham Town Centre
Thatcham Railway Station to Stoney Lane

Summary of existing situation

- Rail Station to Pipers Way: scores poorly in terms of safety and comfort as people cycling mix with high traffic flows.
- Pipers Way to Oak Tree Road section: Existing shared-use path scores well in terms of safety and comfort terms, but would benefit from physical segregation of cyclists from pedestrians.
- Oak Tree Road to Stoney Lane: Narrower shared-use path scores well for safety, but poorly for comfort (due to potential conflict between people cycling and walking).
- Multiple crossings with significant design issues (where cyclists are required to make sharp turns, follow ambiguous routes or cross heavily-trafficked roads without priority)
- Multiple wide / flared side road junctions.

Suggested improvements

- Widen the cycle track along Station Road to provide fully segregated space for people cycling and people walking, such as with kerbs. Width constraints may mean that priority working for motor vehicles, or land acquisition, may be required to achieve continuous cycle tracks of an appropriate standard south of Pipers Way and north of Oak Tree Road. Station Road is also an important access route for motor vehicles means that it is very challenging to substantially reduce traffic volumes and create conditions suitable for on-street cycling.
- Between Pipers Way and Oak Tree Road the upgraded provision should provide priority for people cycling across intervening side roads.
- In terms of critical junctions, remodel the Station Road / Pipers Way roundabout and Station Road / Urquhart Road roundabout, to provide a more compact design with protected cycle tracks around the junction and enhanced crossings on each arm, such as with priority, parallel or signal crossing designs.

Plan of existing situation

Station Road: Narrower section of shared-use path. Limited widths and high pedestrian flows mean that this section scores poorly in terms of comfort. People cycling have no priority when crossing intervening side roads.

Station Road / Wheelers Green Way junction: critical junction, where cyclists cross multiple traffic lanes without priority.

Station Road: Traffic-free segregated path on eastern side of carriageway, estimated to be 3.5m-4m wide, with white lines denoting separate spaces for pedestrians and cyclists south of Urquhart Road and north of Wheelers Green Way.

Urquhart Road roundabout: critical junction, where east-west cycle movements between Station Road shared-use path and Urquhart Road cross high volumes of traffic without priority.

Station Road / Pipers Way roundabout: Existing signal crossing set back substantially from the desire line, requiring a series of sharp 90-degree turns and extra journey time. The roundabout has characteristics which would be hazardous to people cycling with very high traffic volumes and flared entry / exit arms.

Station Road: Very high traffic volumes, including a high number of HGV movements. People cycling currently share the carriageway with motor vehicles.
Road bound to east by verge (the ownership status of which is currently unknown).

Cycle Route Audits – Key Findings
Corridor 4: Thatcham Railway Station to Thatcham Town Centre
Stoney Lane to The Broadway

Summary of existing situation

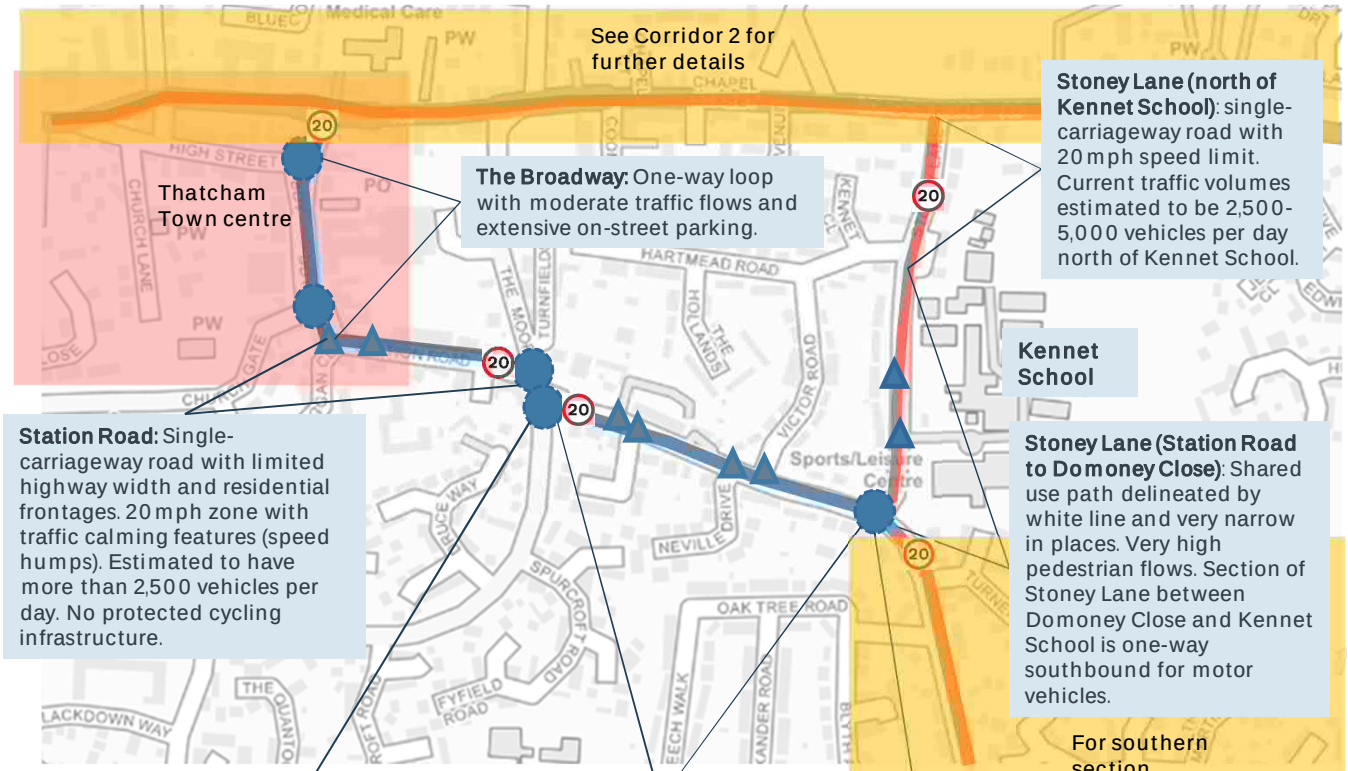
- Section east of The Moors scores well for safety and poorly for comfort as the existing shared-use path is narrow and likely to bring people cycling and walking into conflict with each other
- Section west of The Moors scores poorly in terms of safety and comfort as people cycling mix with high traffic flows.
- Multiple critical junctions where people cycling are in potential conflict with heavy traffic flows
- Multiple wide / flared side road junctions

Recommended improvements

Highway space constraints mean that it is not feasible to construct protected cycle tracks of an acceptable standard if two-way traffic are retained on Station Road between Stoney Lane and The Moors, or between The Moors and The Broadway. Station Road is also an important access route for motor vehicles which means that it is challenging to substantially reduce traffic volumes and create conditions suitable for on-street cycling. An alternative option is to provide a cycle route suitable for all ages and abilities via Stoney Lane to connect to the proposed improvements for corridor 2 on Chapel Street. The following is recommended:

- Redesign Station Road / Stoney Lane junction to enable safe and comfortable transitions to/from protected cycling infrastructure on Station Road.
- Work with Kennet School and local residents to design a scheme for safe cycling and walking on Stoney Lane. Options could include: (a) introduction of point road closures to motor vehicles north of Kennet School), to prevent through-traffic or (b) widening and extending cycle tracks and (c) introducing restrictions on motor traffic at pick-up and drop-off times (known as school streets).
- Redesign Chapel Street / Stoney Lane junction, to enable safe turning movements to/from the proposed London Road cycle track and safe crossings of Chapel Street itself for people cycling and walking. This could take the form of a signal junction.

Plan of existing situation



Cycle Route Audits – Key Findings
Corridor 5: South Thatcham to Newbury Town Centre
Urquhart Road, Ilkley Way and The Moors

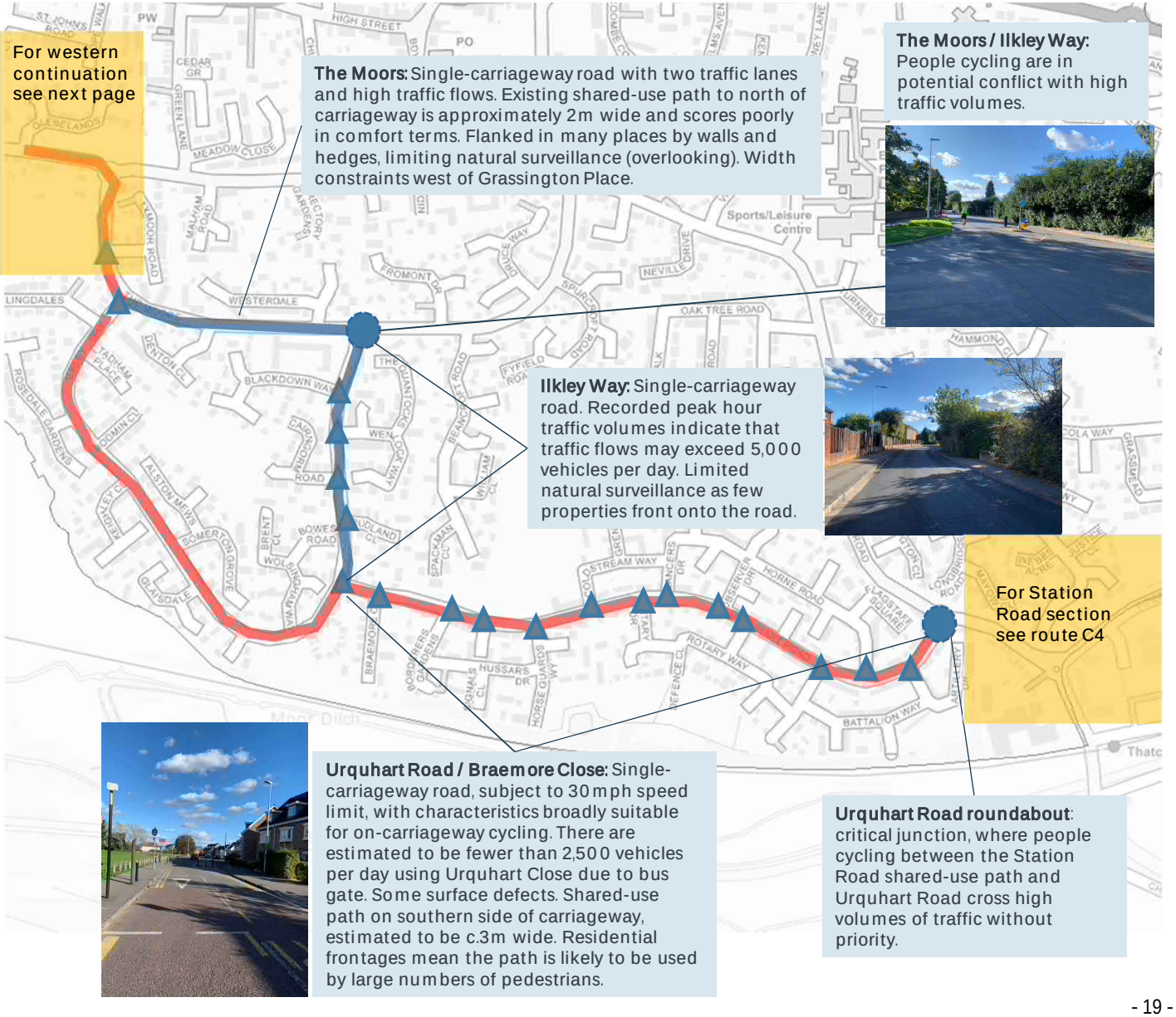
Summary of existing situation

- Urquhart Road, Braemore Close and Ilkley Way: estimated to have low traffic flows and are broadly suitable for on-carriageway cycling.
- The Moors: High traffic volumes mean that protected cycle tracks are required to protect people cycling, although width constraints limit options to provide continuous cycling infrastructure of an appropriate quality.
- Urquhart Road, Ilkley Way and The Moors: Existing shared-use provision on scores well for safety due to segregation from traffic but poorly for comfort (due to narrow width and potential conflict with high pedestrian flows).
- Multiple critical junctions and wide side road junctions.

Recommended improvements

- The Moors west of Grassington Place: Constructing a cycle track of appropriate width on sections without grassed verges would require carriageway narrowing and priority working for motor vehicles, which may not be deliverable. An alternative cycle route alignment via the western section of Ilkley Way avoids this narrow section.
- Ilkley Way: If surveys indicate the southern and western sections have high traffic flows, then construct cycle tracks with physical protection from motor vehicles using highway verge, and with priority across redesigned side road junctions. There may be a requirement for priority working for motor vehicles where space is most limited.
- Urquhart Road, Braemore Close: Consider additional measures to ensure low-traffic, low-speed streets (such as 20 mph speed limits or traffic calming measures).
- The Moors south of Lower Way: Highway width constraints mean that a small strip of land in private ownership (the eastern edge of the playing fields site) may be required to create protected cycle tracks.
- Redesign wide side road junctions with reduced junction radii.

Plan of existing situation



Cycle Route Audits – Key Findings
Corridor 5: South Thatcham to Newbury Town Centre
The Moors (western section) and Lower Way

Summary of existing situation

- Lower Way: Shared-use paths along full length of road score well in safety terms (separating people cycling from the heavy traffic flows on the adjacent carriageway), but poorly on comfort (due to the narrow paths where people cycling come into potential conflict with people walking).
- The shared-use path is mostly located on southern side of carriageway, except for a short section on the northern side between Thatcham Children's Centre and Church Gate roundabout. The change in layout requires two road crossings without priority or signal crossings.

Recommended improvements

- There is limited highway width along Lower Way to widen the existing traffic-free route. As the road provides a strategic connection between Thatcham and Newbury it is not considered possible to reduce, or re-route motor traffic, which would preclude other options to widen the cycle track or create safer conditions to cycle on-carriageway.
- Achieving the required width for a cycle track would in most places require a strip of land to be secured from relevant landowners on the southern side of the road.
- If these potential improvements cannot be secured then it is recommended that improved connections are made to route C2 (Bath Road). This would require a segregated track adjacent to the carriageway of Church Gate to connect onto the carriageway of Green Lane.
- There may be the potential to identify a route skirting The Moors Playing Fields to avoid the pinch point at the western end of The Moors and the eastern end of Lower Way, subject to discussion with landowners.

Plan of existing situation

Existing toucan crossing point for people cycling.

Lower Way: Existing shared-use path to north of carriageway, shared with high pedestrian flows. The highway width limits opportunities to construct physically protected infrastructure of an appropriate standard.

Lower Way / The Moors / Church Gate: Existing shared-use crossing with significant design issues: crossing set back substantially from the desire line, requiring people cycling to make sharp 90-degree turns and cross in multiple stages to reach shared-use path on The Moors.

Lower Way (Critical crossing): People cycling cross two traffic lanes without priority or dedicated crossing.

For western continuation see next page

Lower Way between London Road and Thatcham Children's Centre: Existing shared use path on the southern side of the route.

The Moors Playing Fields

For eastern continuation see previous page

The Moors: Single-carriageway road with high traffic flows. Existing shared-use path to east of carriageway is approximately 2m wide and scores poorly in comfort terms. Flanked in many places by walls and hedges, limiting natural surveillance (overlooking). Width constraints on approach to the Lower Way / The Moors / Church Gate roundabout.

Cycle Route Audits – Key Findings
Route C5: South Thatcham to Newbury Town Centre
Hambridge Road

Summary of existing situation

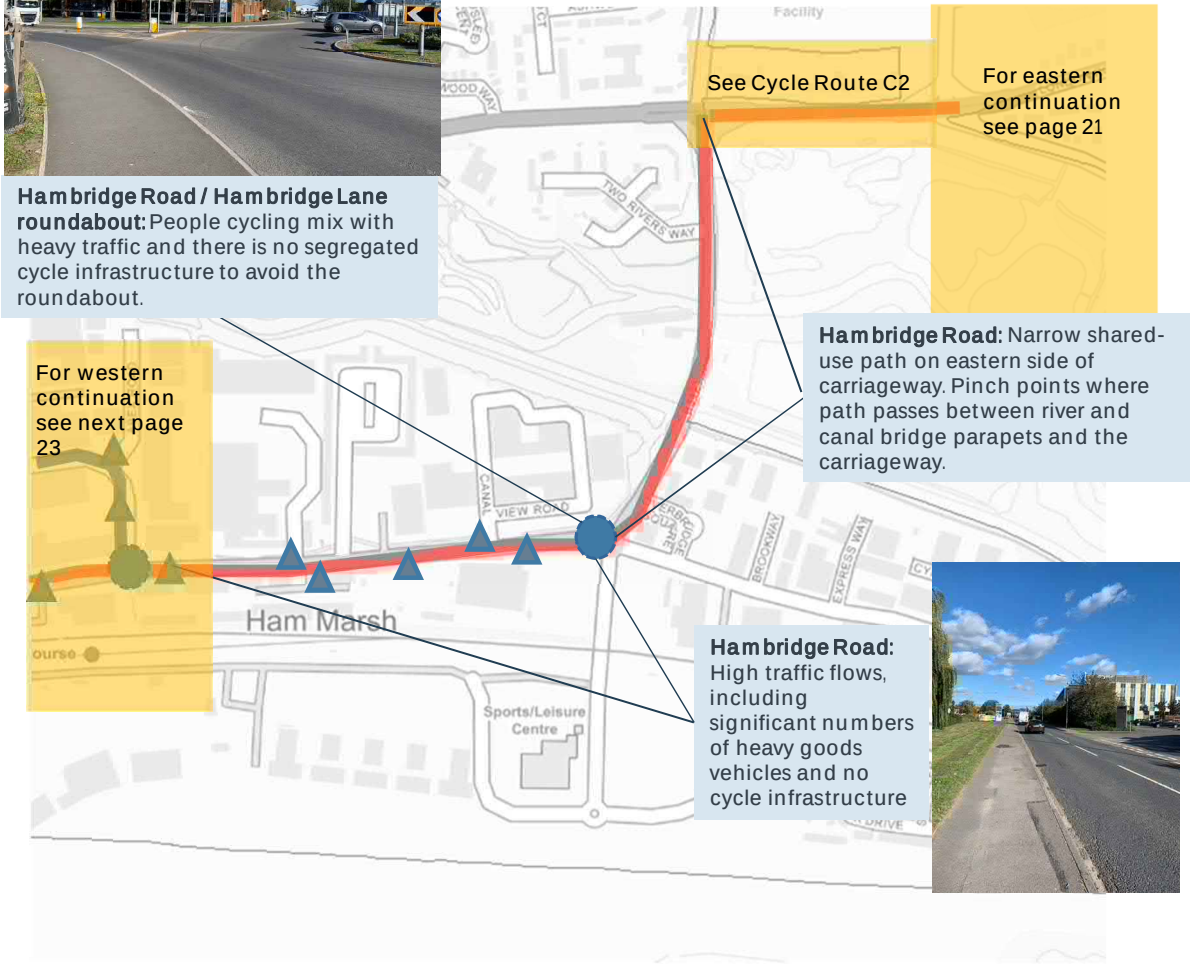
- London Road to Hambridge Lane: Section scores well for safety (due to the shared-use path) but scores poorly for comfort due to the narrow width, where people cycling may come into potential conflict with people walking
- Hambridge Lane to King's Road:

Recommended improvements

- Hambridge Road between London Road and Hambridge Lane: Upgrade existing shared-use path to provide segregated space of appropriate width for people cycling and walking. This will require kerb realignment and may require a new cantilevered bridge over the River Kennet to achieve suitable standards.
- Redesign the Hambridge Road / Hambridge Lane roundabout to enable safer and more comfortable crossings for people cycling and walking. This could for example take the form of a more compact roundabout with protected space for people to cycle around the edge of the junction with parallel crossings on approach arms.
- Hambridge Road west of Hambridge Lane roundabout: Construct segregated cycle tracks, with priority over intervening side roads. Space for the cycle tracks will require agreement to purchase grassed verges from frontagers. Between Bone Lane and Boundary Road, if two-way traffic and existing parking is retained, space for the protected cycle tracks can only be achieved by securing land as part of future redevelopment schemes of employment sites.

Plan of existing situation

Hambridge Road / Hambridge Lane roundabout: People cycling mix with heavy traffic and there is no segregated cycle infrastructure to avoid the roundabout.



Hambridge Road: Narrow shared-use path on eastern side of carriageway. Pinch points where path passes between river and canal bridge parapets and the carriageway.

Hambridge Road: High traffic flows, including significant numbers of heavy goods vehicles and no cycle infrastructure

Cycle Route Audits – Key Findings
Route C5: South Thatcham to Newbury Town Centre
Kings Road and Town Centre

Summary

- The section mostly comprises streets with high traffic flows and almost no segregated cycle infrastructure. It therefore scores poorly in safety and comfort terms.
- Several roads - Mill Lane, Boundary Road and Kings Road - form a clockwise one-way system which can add additional distances to cycle journeys.
- The section has multiple critical junctions with characteristics hazardous to people cycling, either where cycles mix with heavy traffic flows or cross wide side roads, such as industrial accesses
- People cycling are required to cross A339 roundabout in multiple stages, adding significantly to journey times.

Recommended improvements

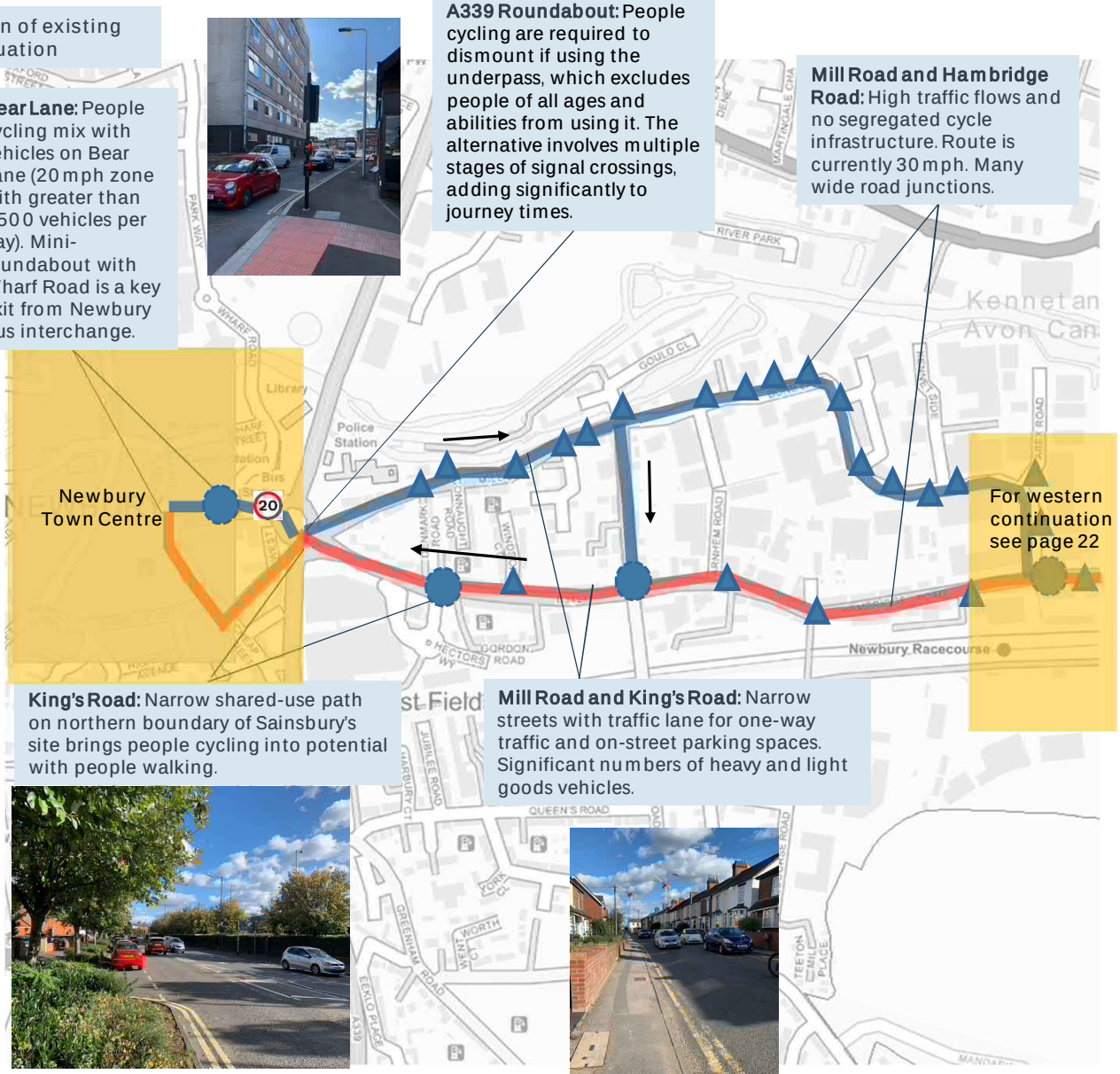
- Hambridge Road corridor: Segregated cycle tracks are required, with priority over intervening side roads. If two-way traffic and existing parking is retained, space for the protected cycle tracks can only be achieved by securing land on the road frontage as part of all future redevelopment schemes of employment sites in the area.
- The planned Kings Road Link Road will connect the Sainsbury's access to the Boundary Road / Kings Road / Hambridge Road crossroads through the Sterling Cables development site. The parallel section of Kings Road will become a cul-de-sac for motor vehicles and will be suitable for two-way on-carriageway cycling.
- Kings Road (Sainsbury's frontage): Segregated cycle tracks are required. Further study is required to confirm whether this could be accommodated with a redesigned highway layout whilst retaining the current traffic lanes
- A339 Roundabout: Provide single-stage east-west crossings for people cycling as part of future upgrades
- Bear Lane: Cycle tracks cannot be accommodated unless the road was made one-way for motor vehicles or land was secured as part of redevelopment of an adjacent site. It is recommended that in the short term the east-west cycle route enter the town centre via Kings Road West and Cheap Street.

Plan of existing situation

Bear Lane: People cycling mix with vehicles on Bear Lane (20 mph zone with greater than 2,500 vehicles per day). Mini-roundabout with Wharf Road is a key exit from Newbury bus interchange.

A339 Roundabout: People cycling are required to dismount if using the underpass, which excludes people of all ages and abilities from using it. The alternative involves multiple stages of signal crossings, adding significantly to journey times.

Mill Road and Hambridge Road: High traffic flows and no segregated cycle infrastructure. Route is currently 30 mph. Many wide road junctions.



King's Road: Narrow shared-use path on northern boundary of Sainsbury's site brings people cycling into potential with people walking.

Mill Road and King's Road: Narrow streets with traffic lane for one-way traffic and on-street parking spaces. Significant numbers of heavy and light goods vehicles.

Cycle Route Audits – Key Findings
Route C6: North Newbury to Newbury Town Centre

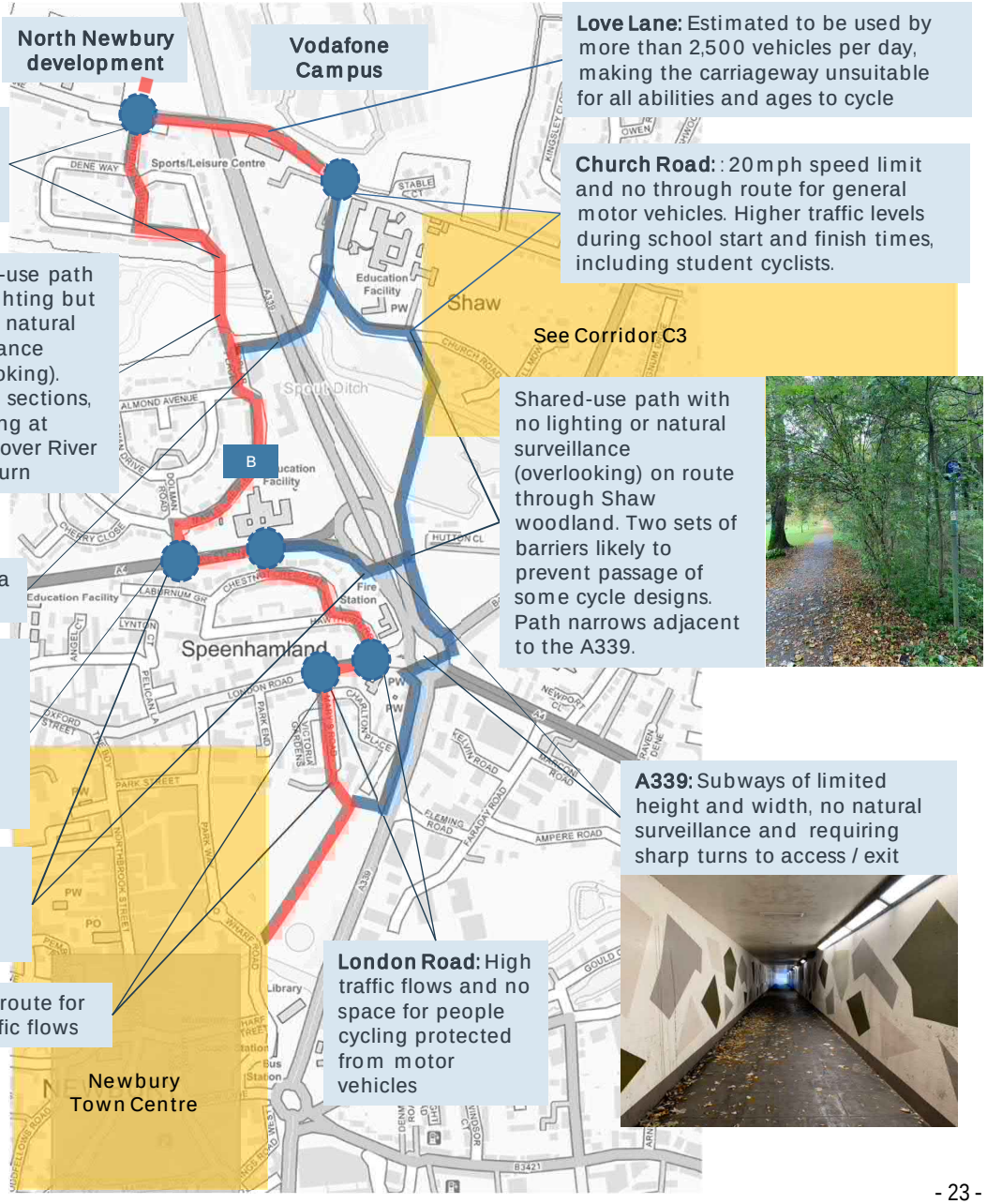
Summary of existing situation

- The A4 and A339 create significant severance for people cycling (and walking). There are few existing crossings suitable for people cycling. None of the subways / underpasses have the required height and many are narrow and have sharp turns. At-surface alternative crossing are located some distance from the subways.
- Connecting shared-use paths are traffic-free but tend to be narrow, especially sections alongside A4 and A339, potentially bringing people cycling into conflict with people walking. They lack natural surveillance (overlooking) and some are unlit. The route south of Shaw House has barriers which is likely to prevent some types of non-standard bicycle.
- Some sections of traffic-free path are shared by people cycling and walking, including all subways and sections adjacent to A4 and A339.

Recommended improvements

- It is recommended that a route alignment (B) to the west of the A339 and avoiding the Robin Hood Roundabout is taken forward.
- Construct segregated cycle tracks on London Road between St. Mary's Road and Hawthorn Road. Redesign, and potentially relocate, the existing signal crossing and redesign side junctions to improve safety for people cycling
- Construct segregated cycle track and new signal crossing on Western Avenue between Chestnut Crescent and Dolman Road. Redesign side junctions to improve safety for people cycling.
- Widen traffic-free path between Dene Way and Poplar Place, including with replacement or parallel second bridge to accommodate people cycling and walking
- Reconfigure Love Lane to provide safer north-south crossing from North Newbury development into Northern Avenue, and narrow the carriageway to provide off-road cycle track between Northern Avenue and Church Road
- Consider 20mph speed limits to enhance safety on residential streets.

Plan of existing situation



Dene Way & Northern Avenue: No-through routes for motor vehicles with low traffic flows.

Shared-use path with lighting but limited natural surveillance (overlooking). Narrow sections, including at bridge over River Lambourn

Unsurfaced and unlit path via subway

Western Avenue: No at-surface signal crossing provision to connect residential areas north and south of Western Avenue, meaning the subway is the only direct option.

Western Avenue: Existing shared use path is very narrow, bringing users in potential conflict.

St Mary's Road: No-through route for motor vehicles with low traffic flows

Love Lane: Estimated to be used by more than 2,500 vehicles per day, making the carriageway unsuitable for all abilities and ages to cycle

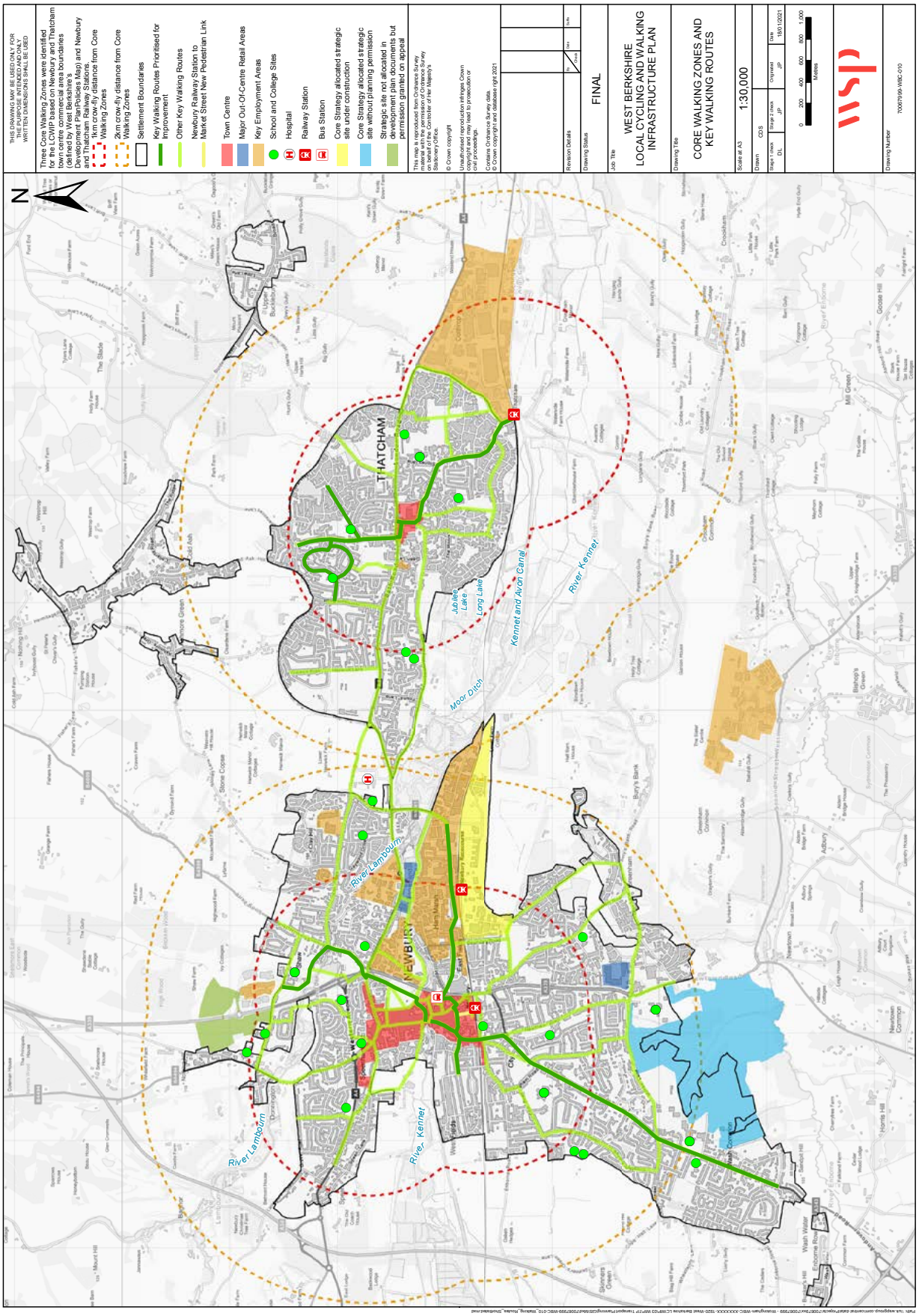
Church Road: : 20mph speed limit and no through route for general motor vehicles. Higher traffic levels during school start and finish times, including student cyclists.

Shared-use path with no lighting or natural surveillance (overlooking) on route through Shaw woodland. Two sets of barriers likely to prevent passage of some cycle designs. Path narrows adjacent to the A339.

A339: Subways of limited height and width, no natural surveillance and requiring sharp turns to access / exit

London Road: High traffic flows and no space for people cycling protected from motor vehicles

Appendix E
Walking network plans



Appendix F

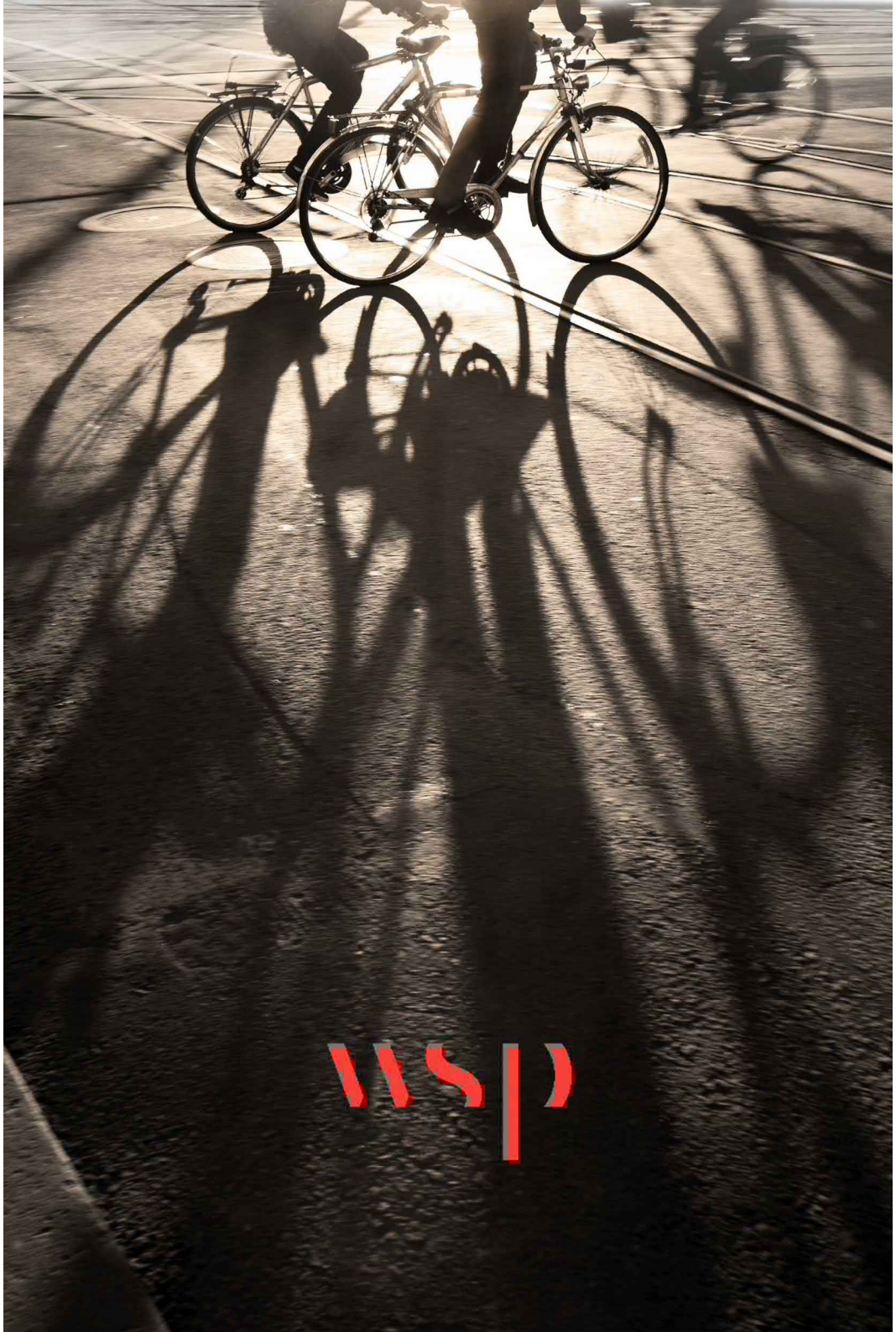
Newbury and Thatcham prioritised key walking routes - Audit key findings and recommended improvements

West Berkshire Local Cycling & Walking Infrastructure Plan (LCWIP)

Newbury and Thatcham Prioritised Key Walking Routes – Audit Findings and Recommended Improvements

West Berkshire Council

January 2021



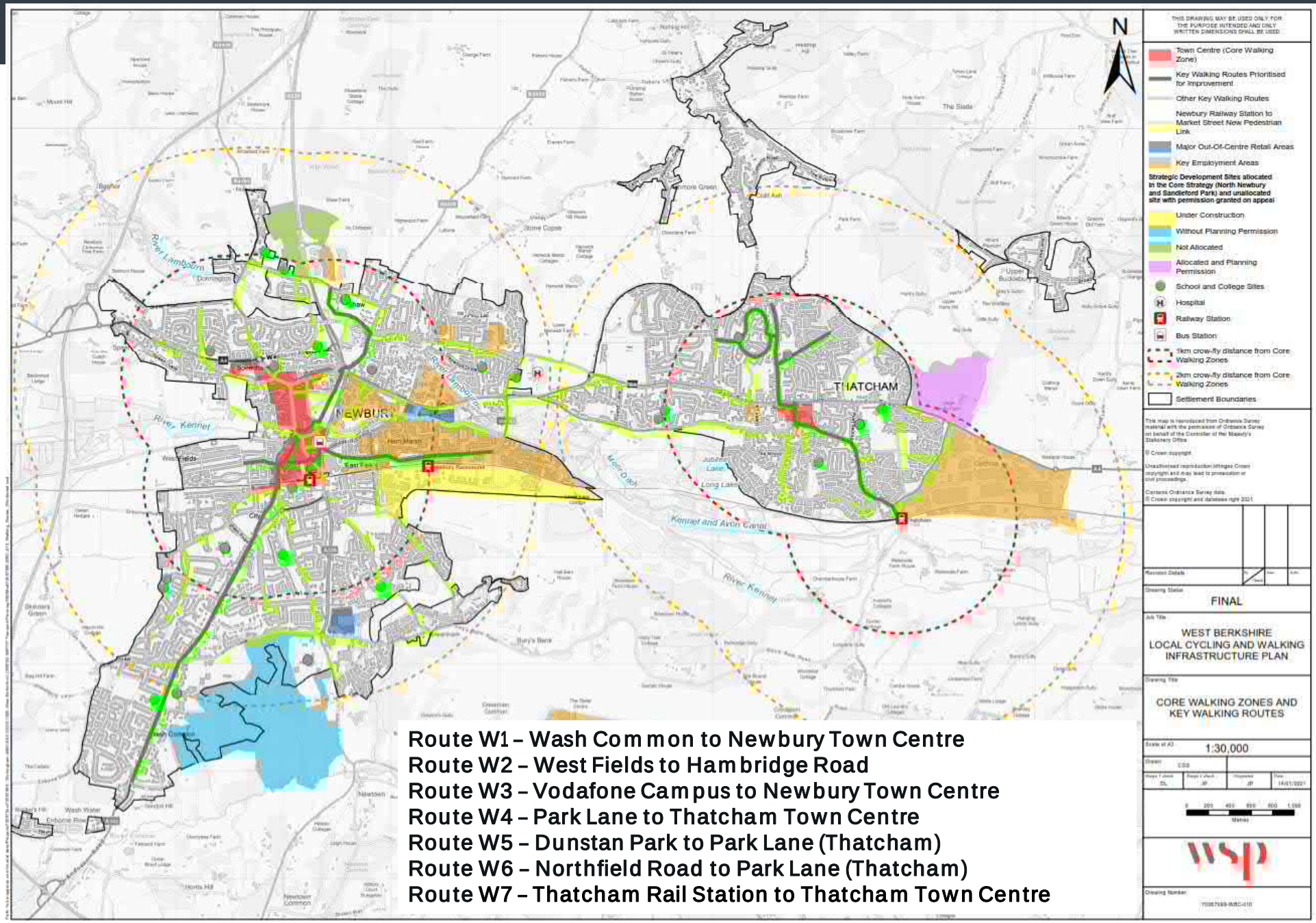
Quality Control

Rev	Date	Details
1st Draft	18/01/2021	70067999
2nd Draft		
3rd Draft		

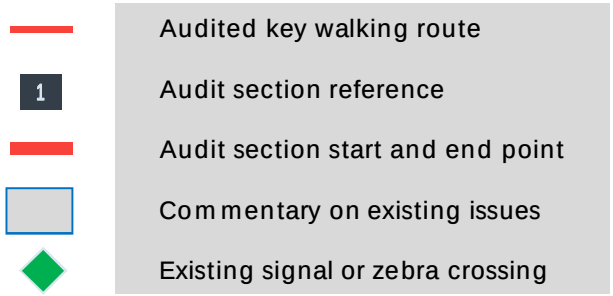
	Name	Date	Signature
Prepared by:	RS, JM, DL	13/01/2021	
Review by:	JP	18/01/2021	
Approved by:	AW	18/01/2021	

WSP House
70 Chancery Lane
London
WC2A 1AF
wsp.com

Walking Routes Shortlisted for Auditing



Key to Plans



The improvements outlined in this findings summary are draft only at this stage. They will be developed and revised following:

- the outcome of scheme/route specific consultation;
- further design and technical work;
- and funding requirements.

Schemes will be designed in accordance with the best practice guidance, such as that contained in *Manual for Streets* and *Manual for Streets 2*, The Welsh Government's *Active Travel Design Guidance* and *Designing for Walking* by the Chartered Institute of Highways and Transportation.

Blue text relates to recommendations from the LCWIP cycle route audits where solutions are required which can accommodate the needs of people cycling and walking.

Walking Route Audits
Route W1– Wash Common to Newbury Town Centre

Summary of existing context and key issues

- Connects Wash Common and south Newbury to Newbury town centre
- High traffic volumes and traffic noise on Andover Road.
- Narrow sections of footway, particularly between Monks Lane and Buckingham Road, and some sections without footways on both sides of the carriageway.
- Street furniture reduces usable footway widths in various locations, and obstructions caused by overhanging vegetation, wheelie bins and footway parking (between Monks Lane and Buckingham Road).
- Crossings located away from pedestrian desire lines at St John's Roundabout, Andover Road / Monks Lane / Essex Street junction and the Bartholomew Street / Market Street junction.
- Some side road crossings are set back from pedestrian desire lines
- No on-crossing detectors to modify green man time at the Bartholomew Street / Market Street junction or the signal crossing between Buckingham Road and Wendan Road.
- Pedestrian refuges which may not be wide enough for all users.
- Multiple wide side roads, which lengthen pedestrian crossing distances, and side road crossings where tactile paving and/or dropped kerbs are missing.
- Evidence of footway damage south of Monks Lane.

Plan of key issues

Newtown Road & Bartholomew Street: Footway widths generally around 2m but with some some pinch points on the railway bridge and on Bartholomew Street. Some lamp columns / advance direction signs are sited in the middle of footway causing pinch points <2m.

Bartholomew Street / Pound Street junction: Pedestrian refuge at Pound Street crossing may not be sufficiently wide to accommodate all users.

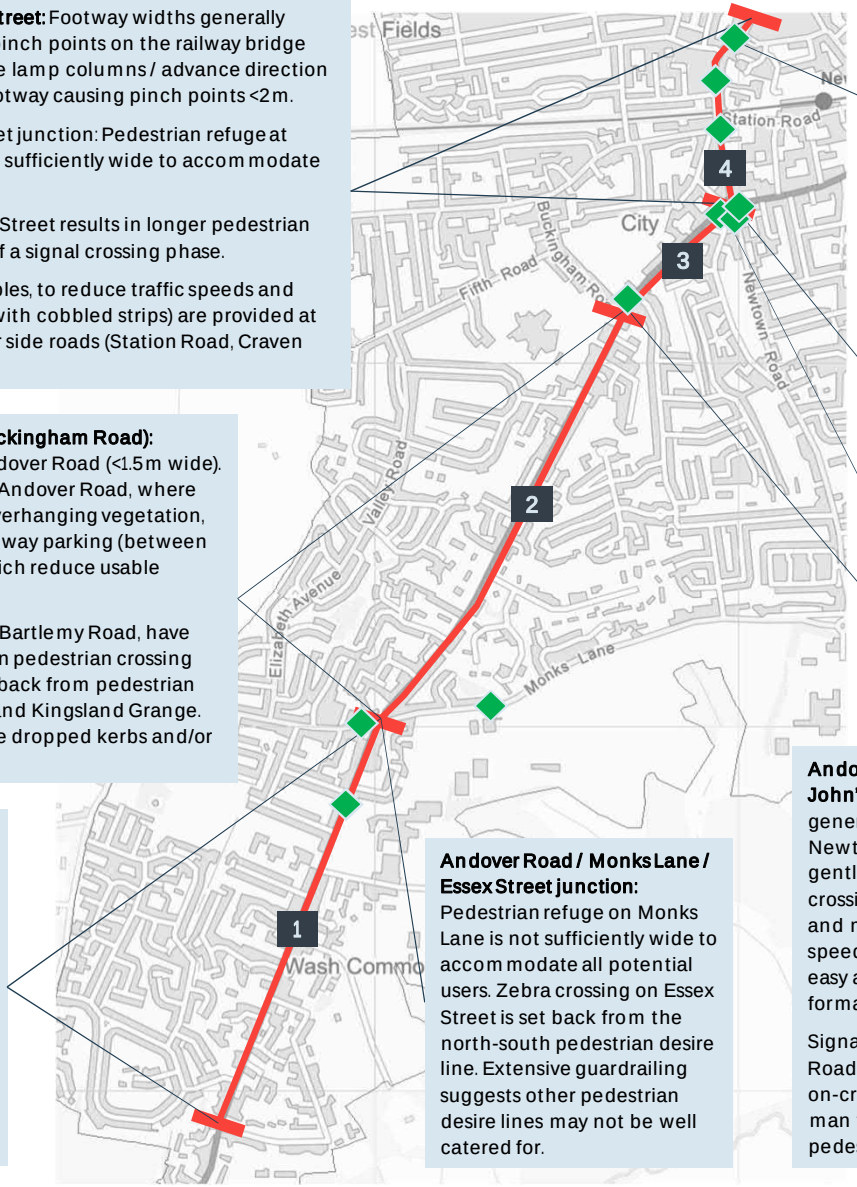
Wide side road crossing of Pound Street results in longer pedestrian crossing distances, albeit as part of a signal crossing phase.

Traffic calming features (raised tables, to reduce traffic speeds and enable level pedestrian crossing, with cobbled strips) are provided at St Michael's Road but not at other side roads (Station Road, Craven Road mini-roundabout).

Andover Road (Monks Lane to Buckingham Road): Narrow footway to the west of Andover Road (<1.5m wide). Sections of footway to the east of Andover Road, where they exist, tend to be narrower. Overhanging vegetation, wheelie bins and instances of footway parking (between Tarn Lane and Falkland Drive), which reduce usable footway widths.

Many side road junctions, such as Bartlemy Road, have gentle corner radii which lengthen pedestrian crossing distances. Side road crossings set back from pedestrian desire lines at Monkswood Close and Kingsland Grange. Multiple side road junctions where dropped kerbs and/or tactile paving are missing.

Andover Road (south of Monks Lane): Footway widths generally between 1.5m-2m. Some lighting columns or utility units cause minor obstructions on footway. Evidence of footway damage. Wide side road junctions lengthen pedestrian crossing distances. Significant gaps between signal / zebra crossings. Tactile paving missing at all side road junctions apart from Falkland Road.



Andover Road / Monks Lane / Essex Street junction: Pedestrian refuge on Monks Lane is not sufficiently wide to accommodate all potential users. Zebra crossing on Essex Street is set back from the north-south pedestrian desire line. Extensive guardrailing suggests other pedestrian desire lines may not be well catered for.

Bartholomew Street / Market Street junction: Crossings located away from pedestrian desire lines (pedestrians required to cross in multiple stages). No on-crossing detectors to modify green man time.

St John's Roundabout: Crossings on the four major arms of the St John's Roundabout are located off the north-south and east-west pedestrian desire lines, due to the size of the roundabout and offset from the circulatory carriageway.

Andover Road (Buckingham Road to St John's Roundabout): Footway widths generally between 1.5m and 2m. The Old Newtown Road side road junction has gentle corner radii, which lengthens crossing pedestrian crossing distances and may lead to higher vehicle turning speeds. Crossing of side roads generally easy and without delay but without formal pedestrian priority over vehicles.

Signal crossing between Buckingham Road and Wendan Road does not have on-crossing detectors to modify green man time and take account of pedestrian crossing speeds.

Walking Route Audits
Route W1– Wash Common to Newbury Town Centre

Location	Recommended improvements (subject to further study, feasibility and consultation)
Andover Road (south of Monks Lane)	• Develop scheme to widen footways using available adjacent highway verge. • Review the potential to relocate street furniture which causes footway obstructions. • Review side road junction layouts to identify whether pedestrian crossing distances can be reduced for pedestrians by amending kerblines. • Install tactile paving / dropped kerbs at each side road.
Andover Road / Monks Lane / Essex Street junction	Identify options to construct additional signal or zebra crossing on Monks Lane close to Andover Road (to facilitate safer north-south journeys) and Andover Road in the vicinity of Monks Lane / Essex Street (to facilitate safer east-west journeys). If a central refuge is part of the chosen design, ensure this has suitable width to accommodate all users comfortably whilst waiting to cross. Where appropriate, reduce use of guardrailing as part of any future redesign.
Andover Road (Monks Lane to Buckingham Road)	Throughout section: Further study required to confirm whether there is sufficient highway width to: a) widen the western footway; and/or b) accommodate a continuous footway of usable width of the eastern side of the carriageway. If (b) is not possible, ensure there are safe and comfortable crossing points at regular intervals to connect to the western footway, with dropped kerbs. ▪ Further surveys required to ascertain whether footway parking occurs regularly. ▪ Further surveys would be required to confirm whether bins are usually stored on the footway. If this is the case, consider awareness campaign to ensure residents do not obstruct the footway with their bins. ▪ Review side road junction layouts to identify whether pedestrian crossing distances can be reduced for pedestrians by amending kerblines. Monkswood Close and Kingsland Grange side road junctions: Redesign to provide the pedestrian crossing (and dropped kerbs) on the desire line. Monkswood Close, Woodridge, Tydehams, Kingsland Grange, Falkland Drive and Erleigh Dene side road junctions: Install tactile paving and/or dropped kerbs where missing Faiview and adjacent access: Install dropped kerbs where absent to better delineate pedestrian space where the footway crosses.

Walking Route Audits
Route W1– Wash Common to Newbury Town Centre

Location	Recommended improvements (subject to further study, feasibility and consultation)
Andover Road (Buckingham Road to St John's Roundabout)	Throughout section: Identify opportunities to widen narrow sections of footway through kerb realignment / carriageway narrowing, whilst retaining two traffic lanes of appropriate width. Old Newtown Road side road junction: • Review junction layout to identify whether pedestrian crossing distances can be reduced for pedestrians by amending kerblines. • Consider potential for / feasibility of continuous footways, to give greater pedestrian priority with raised table for level crossing. Derby Road side road junction: Consider potential for / feasibility of continuous footways, to give greater pedestrian priority with raised table for level crossing. Note that the cycle route audits recommend the following: • Construct a cycle track on the section of Andover Road between Buckingham Road and City Recreation Ground access • Redesign the Buckingham Road and Wendan Road junctions to enable safe cycle movements onto/off cycle track; and • Redesign and potentially reposition the signal crossing to enable comfortable cycle crossings of Andover Road. This could potentially take the form of a signal junction where Wendan Road meets Andover Road.
Newtown Road & Bartholomew Street (St. John's Roundabout to Market Place)	Throughout section: Identify opportunities to widen narrow footway sections. Substantial widening only possible if there was a reduction in the number of traffic lanes (eg conversion into one-way street for motor vehicles). Bartholomew Street / Pound Street junction: Consider constructing larger central refuge, or creating design with shorter crossing distances and no central refuge, as part of future redesign. St John's Roundabout: Reconstruct roundabout as a more compact design with reduced circulatory carriageway, to enable crossings to be provided closer to the desire line. These could be designed to enable use by people cycling and people walking. Bartholomew Street / Station Road junction: Consider potential for / feasibility of continuous footways at Station Road junction to give greater pedestrian priority, with raised table for level crossing. Bartholomew Street / Market Street junction: Redesign junction to enable single-stage crossing movements, with crossings on pedestrian desire lines. Install on-crossing detectors as part of future junction upgrades. Bartholomew Street and Newtown Road (railway bridge to St. John's Roundabout): An extended 20mph zone could be considered for this section running south from the existing town centre zone.

Walking Route Audits
Route W2 – West Fields to Hambridge Road Employment Area

Summary of existing context and key issues

- East-west route connecting Newbury town centre to Hambridge Road Employment Area and Newbury Racecourse strategic development site
- Several locations with narrow footways and pedestrians in close proximity to high traffic flows. Some sections with footway provision on one side of the carriageway only.
- One location (shared-use path) with potential for conflict between people cycling and people walking.
- Several wide side road junctions, resulting in longer crossing distances, and junctions / crossings without tactile paving.
- Pedestrians required to cross in multiple stages at A339 roundabout signal crossings, and deviate to reach crossings, which increases journey times for people walking.
- There are two other junctions where existing crossing provision deviates from pedestrian desire lines.
- Some sections with high traffic volumes, and with high motor traffic noise due to their proximity to the A339.
- Substantial gaps between pedestrian crossings on Hambridge Lane.

Plan of key issues

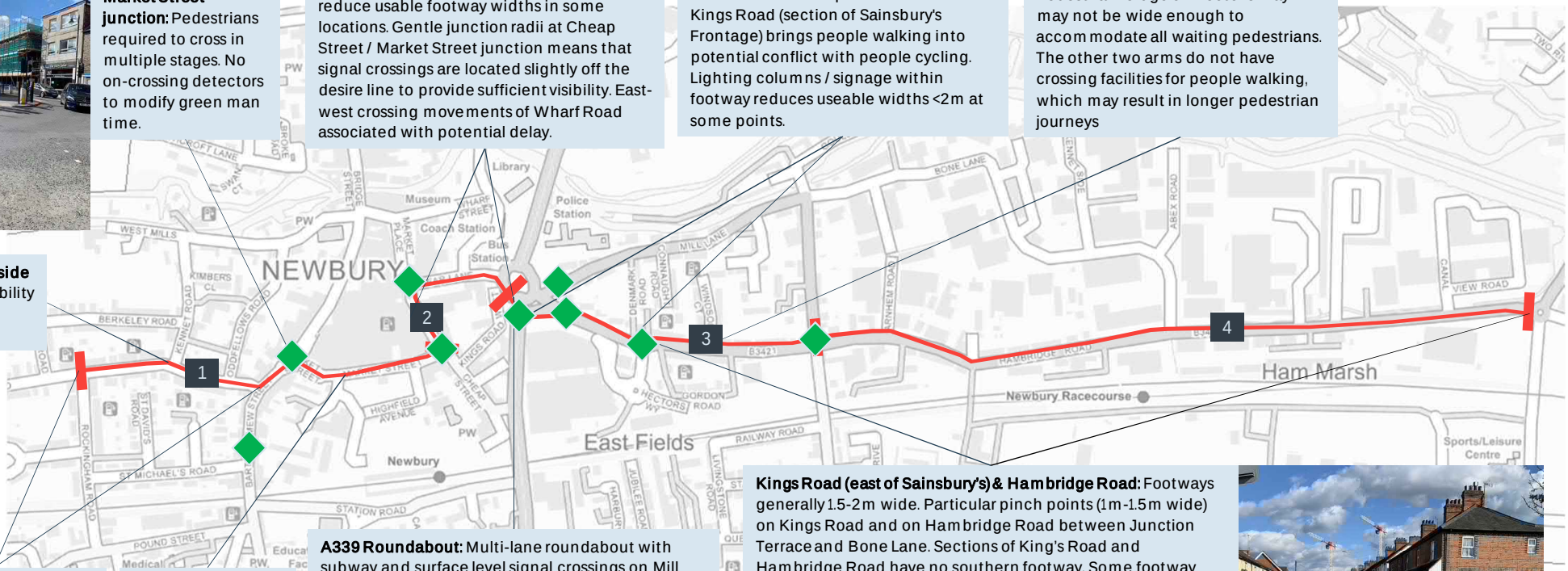
Bartholomew Street / Market Street junction: Pedestrians required to cross in multiple stages. No on-crossing detectors to modify green man time.

Cheap Street & Bear Lane: Lighting columns, highway direction signs and bus shelters reduce usable footway widths in some locations. Gentle junction radii at Cheap Street / Market Street junction means that signal crossings are located slightly off the desire line to provide sufficient visibility. East-west crossing movements of Wharf Road associated with potential delay.

Kings Road (Sainsbury's frontage): Narrow shared-use path to south of Kings Road (section of Sainsbury's Frontage) brings people walking into potential conflict with people cycling. Lighting columns / signage within footway reduces useable widths <2m at some points.

Kings Road / Hectors Way junction: Pedestrian refuge on hector's Way may not be wide enough to accommodate all waiting pedestrians. The other two arms do not have crossing facilities for people walking, which may result in longer pedestrian journeys

Kennet Road side road: Poor visibility for crossing pedestrians.



Craven Road: Sections with limited footway width (1-1.5m). Limited highway space on approach to Bartholomew Street.

Market Street: Pedestrian refuge may not be wide enough to accommodate all users.

A339 Roundabout: Multi-lane roundabout with subway and surface level signal crossings on Mill Lane, King's Road and A339 south arms. Pedestrians required to cross King's Road and A339 south arms in three stages, adding to journey times. Crossing movements require significant deviation from desire lines due to location of crossing points and absence of provision on some entry/exit arms.

Kings Road (east of Sainsbury's) & Hambridge Road: Footways generally 1.5-2m wide. Particular pinch points (1m-1.5m wide) on Kings Road and on Hambridge Road between Junction Terrace and Bone Lane. Sections of King's Road and Hambridge Road have no southern footway. Some footway defects and overhanging vegetation which reduces usable footway widths. Significant gaps between crossings, which may result in longer pedestrian journeys. Tactile paving missing at 10 side road junctions, and at two accesses onto Hambridge Road. Several wide side road junctions, which lengthen pedestrian crossing distances.

Walking Route Audits
Route W2 – West Fields to Hambridge Road Employment Area

Location	Recommended improvements (subject to further study, feasibility and consultation)
Craven Road	• Develop scheme to create wider footways through kerb realignment. Highway space constraints mean that sections of narrow footway on approach to Bartholomew Street would remain unless one-way arrangements were introduced for motor vehicles.
Kennet Road side road junction	• Improve visibility for crossing pedestrians through kerb realignment and redesigned junction radii.
Bartholomew Street / Market Street junction	• Redesign junction to provide single-stage crossing movements on pedestrian desire lines. Install on-crossing detectors as part of future junction upgrades.
Market Street	• Review and, if required, redesign pedestrian refuge to ensure there is suitable usable width to accommodate all users.
Cheap Street and Bear Lane	• Bear Lane / Wharf Road junction: Consider feasibility of a continuous east-west footway at the junction of to give greater pedestrian priority. • Throughout section: Identify opportunities to re-site or re-design street furniture which reduces footway widths.
A339 Roundabout	• Identify longer-term solutions to provide high-quality and direct crossing infrastructure for people cycling and walking, especially for east-west movements, which minimises delay to active travel journeys,.
Kings Road (A339 roundabout to Hector's Way)	Develop scheme to widen the southern footway and provide segregated cycling provision of an appropriate standard.
Kings Road / Hectors Way junction	Redesign junction to provide single-stage signal crossings on each arm.
Kings Road (Hector's Way to Boundary Road)	Review, and where feasible, provide wider footways (or new footways where currently absent) when King's Road Link Road is completed and traffic levels reduce on between Hector's Way and Boundary Road, whilst retaining on-street parking.
Hambridge Road (Boundary Road to Bone Lane):	Secure continuous and wider footways on at least one side of the Hambridge Road carriageway as part of development proposals which come forward along the corridor. This corridor is also identified as a proposed strategic cycle route corridor and segregated cycle tracks will also be required. Redesign wide side road junctions / accesses with reduced junction radii, and with priority for crossing pedestrians at minor roads and accesses. Install tactile paving at each side road junction. Identify opportunities to provide additional pedestrian crossings of Hambridge Road.

Walking Route Audits
Route W3 – North Newbury to Newbury Town Centre

Summary of existing context and key issues

- Provides connections between Vodafone Campus, Trinity School and Newbury town centre
- High traffic volumes on B4009 Shaw Road and the A339 corridor, and route sections with high motor traffic noise due to their proximity to the A339.
- Several locations where footpaths and footways are narrow (less than 1.5m wide)
- Some sections with shared use paths of limited width with potential for conflict between people walking and people cycling.
- Sections of Church Road with footways on one carriageway side only.
- Several crossing locations, including at side road junctions, without tactile paving. One wide side road junction.
- Limited natural surveillance and poor visibility at Robin Hood Roundabout subways. Surface level signal crossings are not provided on most approach roads.
- Route sections with limited natural surveillance.

Plan of key issues

Love Lane / Church Road mini-roundabout: pedestrian refuge (western arm) may not be wide enough (space between carriageways) to accommodate all users. Tactile paving missing.

Shaw Road / Shaw Hill / Kiln Road / Church Road double mini-roundabout: Extensive guardrailing and the absence of crossing provision on Shaw Hill suggest that pedestrian desire lines may not be well catered for.

Shaw Woodland (alternative route section A): Shared-use path with no lighting or natural surveillance (overlooking). Path narrows adjacent to the A339.

Church Road: Footways generally around 2m wide, although with pinch points at southern end of Church Road. Sections of narrow shared-use path with insufficient width to comfortably accommodate people cycling and people walking. Some sections without footways on both carriageway sides. Some evidence of footway damage. Limited natural surveillance due to absence of residential frontages west of Shaw House. No tactile paving at two side road junctions and accesses to Shaw House.

Shaw Road: Footway widths generally 1.5m-2m, although with pinch points where Shaw Road crosses the River Lambourn. Wide side road crossing at Hutton Close results in longer pedestrian crossing distances. No tactile paving at the Coachman's Court and Hutton Close side road junctions.

Park Lane: Footpath generally around 2m wide, although with pinch points at the northern end of the path (c.1.5m). Path flanked on both sides by boundary features (walls, fences and hedges). Sections where natural surveillance (overlooking) is limited due to absence of residential frontages. Tactile paving missing on crossing of Charlton Place.

Victoria Park: Path designated for shared use by people walking and people cycling, with limited natural surveillance.

Wharf Road: Tactile paving missing on two arms of the Wharf Road / Wharf Street junction. Pedestrian routes on Wharf Road could be improved to better cater for east-west pedestrian desire lines between Newbury town centre (Wharf Street) and Wharf Road bridge. The extensive use of bollards, barriers and other street furniture associated with car parks on Wharf Road detract from the quality of the urban environment.

A339 and connecting link into Victoria Park (alternative route section B): Footpaths generally wider than 2m, although pinch points on approach to Robin Hood Roundabout (c1-1.5m and flanked by some sections of highway verge). Pedestrians in proximity to very high motor traffic volumes. Link through Victoria Park (connecting to route section 3) has limited natural surveillance (overlooking).

Robin Hood Roundabout: Subways connecting Shaw Road with London Road (West) have no natural surveillance (overlooking). involve several sharp 90-degree turns, which impede sight lines and divert pedestrians away from desire lines. The absence of surface level crossings on the London Road (A4) and A339 arms of Robin Hood Roundabout means that some east-west crossing movements are not catered for. The signal crossing on the Shaw Road arm is located significantly off the east-west desire line.

Walking Route Audits
Route W3 – North Newbury to Newbury Town Centre

Location	Recommended improvements (subject to further study, feasibility and consultation)
Love Lane / Church Road mini-roundabout	• Provide tactile paving and dropped kerbs. • Review, and if required, redesign pedestrian refuge to ensure there is suitable width for all users.
Church Road	• Provide dropped kerbs and tactile paving at each junction / access. • Review, and where feasible, provide wider footways whilst maintaining appropriate carriageway widths. Some narrow footway sections will remain unless priority working for motor vehicles is introduced. Initial findings from a cycle route audit of Church Road indicate that the road has characteristics broadly suitable for on-street cycling, with a 20mph speed limit and low traffic volumes (although with higher traffic levels during school start and finish times).
Shaw Road / Shaw Hill / Kiln Lane / Church Road double mini-roundabout	• Redesign the junction with a more compact design to enable enhanced crossings to be provided closer to the east-west and north-south desire lines. The cycle audit also identified a requirement for improved east-west cycle crossing infrastructure at this location. Achieving this may potentially require conversion to a signal-controlled junction.
Shaw Road	• Identify opportunities to widen footways on Shaw Road through kerb realignment / carriageway narrowing, whilst retaining two traffic lanes of appropriate width and on-street parking. No footway widening is likely to be possible north of the Cock Inn within the highway boundary whilst retaining two traffic lanes. • Redesign Hutton Close side road junctions with tighter radii to reduce pedestrian crossing distances. Install tactile paving at Hutton Close and Coachman's Close side road junctions. • If monitoring of traffic speeds on Shaw Road indicates non-adherence to speed limits, then, consider measures to reduce traffic vehicle speeds, such as physical or natural traffic calming features (such as carriageway narrowing, gateway traffic calming features or removal of central white line road markings).

Walking Route Audits
Route W3 – North Newbury to Newbury Town Centre

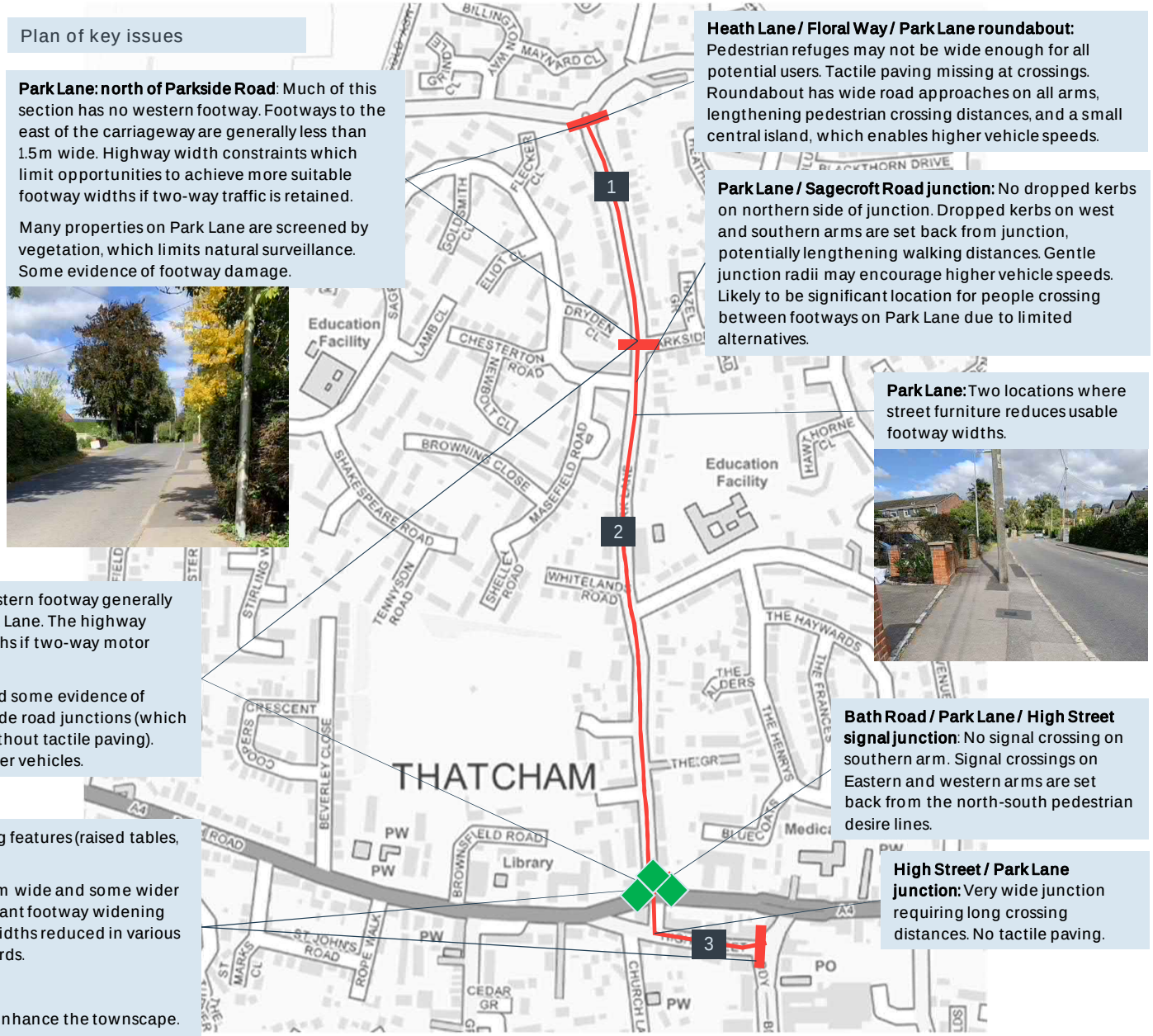
Location	Recommended improvements (subject to further study, feasibility and consultation)
Robin Hood Roundabout	• Identify longer-term solutions to provide safe, high-quality and direct crossing infrastructure for people cycling and walking which minimises delay to active travel journeys. Crossing infrastructure will be required on both north-south and east-west alignments.
Park Lane and Victoria Park	• Consider redesigning the route across Victoria Park to provide separate space for people cycling and people walking, such as with different levels or a kerb, to reduce potential conflict. • Install tactile paving on the pedestrian crossing of Charlton Place (where crossed by Park Lane). The layout of the surrounding area limits improvements which can be made in terms of passive surveillance, although the LCWIP and other District-wide transport programmes aim to encourage more travel on foot and by cycle, which may reduce fear of crime, as numbers of pedestrians and cyclists increase. constraints on Park Lane mean that some Narrow sections of Park Lane are flanked narrow sections of path would remain unless additional land adjacent to the footpath could be acquired.
Wharf Road	• Install tactile paving where currently absent at the Wharf Road / Wharf Street junction. • Explore opportunities to provide more direct pedestrian connections from Wharf Road bridge to Wharf Street across land currently occupied by Wharf Pay & Display Car Park (such as part of any future redesign or redevelopment of the site). • Identify opportunities to remove / rationalise bollards and other furniture within the highway and on other council-owned land. Replacing bollards with those of a single, unified material and style could also improve the quality of the environment.

Walking Route Audit
Route W4 – North Thatcham to Thatcham Town Centre via Park Lane

Summary of existing context and key issues

- Park Lane provides access to Thatcham town centre from residential areas in North Thatcham.
- Some narrow footway sections (less than 1.5m wide), meaning people walking are in close proximity to traffic. Most of section north of Sagecroft Road does not have a footway on western side of the carriageway.
- Some locations where overgrown vegetation reduces usable footway widths.
- Significant gaps between crossing facilities on Park Lane. Traffic flows are likely to delay people crossing the road.
- Several wide side road junctions, which lengthen pedestrian crossing distances, including at Heath Lane / Floral Way / Park Lane roundabout.
- No tactile paving at Park Avenue and Parkside Road side road junctions and Heath Lane / Floral Way / Park Lane roundabout.

Plan of key issues



Park Lane: north of Parkside Road: Much of this section has no western footway. Footways to the east of the carriageway are generally less than 1.5m wide. Highway width constraints which limit opportunities to achieve more suitable footway widths if two-way traffic is retained.

Many properties on Park Lane are screened by vegetation, which limits natural surveillance. Some evidence of footway damage.

Heath Lane / Floral Way / Park Lane roundabout: Pedestrian refuges may not be wide enough for all potential users. Tactile paving missing at crossings. Roundabout has wide road approaches on all arms, lengthening pedestrian crossing distances, and a small central island, which enables higher vehicle speeds.

Park Lane / Sagecroft Road junction: No dropped kerbs on northern side of junction. Dropped kerbs on west and southern arms are set back from junction, potentially lengthening walking distances. Gentle junction radii may encourage higher vehicle speeds. Likely to be significant location for people crossing between footways on Park Lane due to limited alternatives.

Park Lane: Two locations where street furniture reduces usable footway widths.

Park Lane: The eastern footway is generally 1m-1.5m wide, with the western footway generally 1.5m-2m wide, although with pinch points at the southern end of Park Lane. The highway width limits opportunities to achieve substantially better footway widths if two-way motor traffic is retained.

Limited formal east-west crossing opportunities for people walking and some evidence of footway damage. Instances of footway parking observed. Many wide side road junctions (which increase pedestrian crossing distances) and two side road crossings without tactile paving). Crossing of side roads generally easy but without pedestrian priority over vehicles.

Bath Road / Park Lane / High Street signal junction: No signal crossing on southern arm. Signal crossings on Eastern and western arms are set back from the north-south pedestrian desire lines.

Park Lane (South of A4) & High Street: 20mph zone with traffic calming features (raised tables, to reduce traffic speeds and enable level pedestrian crossing).

Footways generally 1.5m wide, although with some pinch less than 1.5m wide and some wider sections. The width of the highway means that any scheme for significant footway widening may require the loss of some on-street parking bays. Usable footway widths reduced in various locations by direction signage, lighting columns and the siting of bollards.

Two locations where crossings are located off pedestrian desire lines.

Some planters on High Street but no other planting or street trees to enhance the townscape.

High Street / Park Lane junction: Very wide junction requiring long crossing distances. No tactile paving.

Walking Route Audits
Route W4 – North Thatcham to Thatcham Town Centre via Park Lane

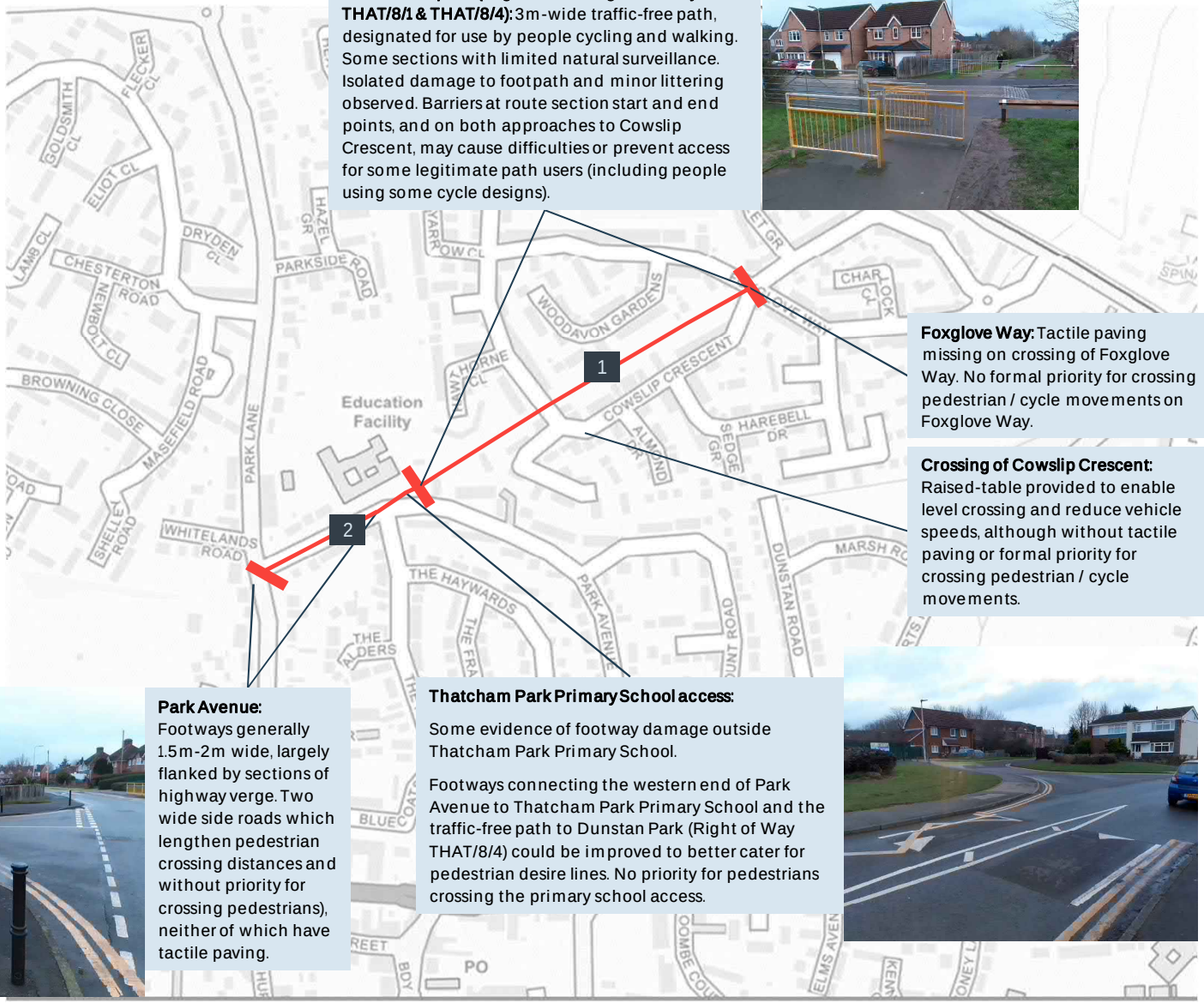
Location	Recommended improvements (subject to further study, feasibility and consultation)
Heath Lane / Floral Way / Park Lane roundabout	• Review, and if required, redesign pedestrian refuge/s to ensure there is suitable usable width for all users. • Improve crossings as part of future junction redesign to safely accommodate people cycling and people walking (Floral Way, Heath Lane and Park Lane are all identified as local cycle routes on the proposed cycle network plan). Consideration should be given to reducing crossing distances on each arm, providing raised table crossings, or parallel crossings to give priority to people cycling and walking, plus installing tactile paving.
Park Lane (entire length)	• Widen footways where feasible. Note that in many places there is limited scope to significantly widen footways (or construct them where currently absent) within the highway boundary whilst retaining space for two-way traffic. Achieving more substantial footway widening (or footways on both sides of the carriageway) throughout would be likely to require one-way operation for motor vehicles or land in private ownership, for example. • Subject to the outcome of any monitoring of traffic speeds, consider whether further measures are required to ensure adherence to the speed limit. Consider a 20mph speed limit to support a safer walking environment with low vehicle speeds. • Review wide side road junction layouts to identify whether pedestrian crossing distances can be reduced for pedestrians by amending kerblines, particularly at Parkside Road, Sagecroft Road, Park Avenue and The Waverleys
Park Lane (Parkside Road to Bath Road)	• Re-site / redesign street furniture which currently reduces usable footway widths. • Provide improved east-west crossings for people walking in the vicinity of Sagecroft Road and Park Avenue. These could take the form of raised tables, or potentially a zebra crossing, if surveys indicate that traffic flows are higher. • Consider installing continuous footways across lightly-trafficked side roads to give greater pedestrian priority. • Park Lane / Sagecroft Road junction: Redesign side road junction to provide the pedestrian crossing (and dropped kerbs) closer to the desire line on the west and south arms and provide dropped kerbs on the north arm. • Park Avenue and Parkside Road side road junctions: Install tactile paving. • Further surveys required to confirm whether footway parking is a regular occurrence and whether measures are required to prevent footway obstruction. • Bath Road / Park Lane junction: Introduce a pedestrian crossing phase on the southern arm and identify opportunities to re-site Bath Road signal crossings closer to the north-south pedestrian desire line as part of future upgrade.
Park Lane (South of A4) and High Street	• Identify opportunities to widen footways on the High Street and Park Lane through kerb realignment / carriageway narrowing. Substantial footway widening on the High Street may require the loss of some on-street parking bays. • Consolidate and relocate street furniture to maximise unobstructed footway widths for comfortable pedestrian movement. • High Street / Park Lane junction: Identify opportunities to redesign junction with shorter crossing distances provided on the pedestrian desire line, potentially provided on raised tables to calm traffic speeds. Install tactile paving. • Broadway / High Street junction: Identify opportunities to redesign junction with shorter crossing distances provided on the pedestrian desire line. • Identify opportunities for additional planting within highway land, potentially including street trees in locations which would not hinder pedestrian or vehicle movement.

Walking Route Audit
Route W5 – Dunstan Park to Park Lane

Summary of existing situation

- Route connecting Dunstan Park area to Thatcham town centre via Park Lane. Most of the route is traffic-free route and designated for use by people cycling and walking.
- Traffic-free sections have limited natural surveillance (overlooking). Some minor littering and path defects identified.
- Barriers at each access point to the traffic-free path may prevent access or cause difficulties for some legitimate path users.
- Footways on Park Avenue generally 1.5m-2m wide, with some adjacent sections of highway verge.
- Existing footways near the Thatcham Park Primary School access could be improved to better cater for pedestrian desire lines.
- No priority for pedestrians crossing Thatcham Park Primary School primary school access.
- Two wide side road crossings without tactile paving on Park Avenue.

Plan of key issues



Shared-use path (alignment of Rights of Way THAT/8/1 & THAT/8/4): 3m-wide traffic-free path, designated for use by people cycling and walking. Some sections with limited natural surveillance. Isolated damage to footpath and minor littering observed. Barriers at route section start and end points, and on both approaches to Cowslip Crescent, may cause difficulties or prevent access for some legitimate path users (including people using some cycle designs).

Foxglove Way: Tactile paving missing on crossing of Foxglove Way. No formal priority for crossing pedestrian / cycle movements on Foxglove Way.

Crossing of Cowslip Crescent: Raised-table provided to enable level crossing and reduce vehicle speeds, although without tactile paving or formal priority for crossing pedestrian / cycle movements.

Park Avenue: Footways generally 1.5m-2m wide, largely flanked by sections of highway verge. Two wide side roads which lengthen pedestrian crossing distances and without priority for crossing pedestrians), neither of which have tactile paving.

Thatcham Park Primary School access:

Some evidence of footway damage outside Thatcham Park Primary School.

Footways connecting the western end of Park Avenue to Thatcham Park Primary School and the traffic-free path to Dunstan Park (Right of Way THAT/8/4) could be improved to better cater for pedestrian desire lines. No priority for pedestrians crossing the primary school access.

Location	Recommended improvements (subject to further study, feasibility and consultation)
Dunstan Park traffic-free path (public right of way reference THAT/8/1 & THAT/8/4)	• Review access barriers, and if required redesign, to ensure path can be easily accessed by all legitimate users (people walking and people cycling). • On Foxglove Way, consider constructing raised table crossing, to enable level pedestrian crossing and give greater priority for pedestrians crossing between footways. Provide tactile paving. • On Cowslip Crescent, give greater priority for crossing pedestrians and cyclists through give-way carriageway markings, denoting priority for people walking and cycling. Provide tactile paving. • Street cleansing and maintenance works required in some locations. Note: This section of traffic-free path also forms part of the proposed combined cycle network for Thatcham. The government guidance in Local Transport Note 1/20 states that where cycle routes use paths through housing estates away from streets, physically separated spaces should usually be provided for people walking and people cycling. Such an approach would be beneficial for this route.
Park Avenue	• Develop scheme to widen footways using sections of adjacent highway verge. • Consider constructing additional section of footway, using Council-owned land fronted by Thatcham Park Primary School, to better cater for pedestrian movements between the traffic-free path and the northern footway on Park Avenue. • Construct additional crossing/s on Park Avenue in significant locations for people walking (such as in the vicinity of Thatcham Park Primary School / The Henrys side road junction). This could take the form of a raised table, or potentially a zebra crossing, based on traffic surveys. • Review side road junction layouts to identify whether pedestrian crossing distances can be reduced for pedestrians by amending kerblines (The Henrys; Thatcham Park Primary School). Install tactile paving at both side road junctions. • Carry out maintenance/resurfacing works to address areas in poor condition. • Consider the introduction of a reduced area-wide 20mph speed limit and associated traffic calming measures.

Walking Route Audit
Route W6 – Northfield Road to Park Lane

Summary of existing context and key issues

- Sagecroft Road, Shakespeare Road Masefield Road provide important east-west walking routes and access to Whitelands Park Primary School.
- Footways are generally around 1.5m wide, although with some pinch points in the vicinity of Eliot Close, Dryden Close and between Northway and Northfield Road.
- Instances of vehicles parked partly on the footway, reducing or obstructing the space for people walking.
- Some locations where footways could be redesigned to better cater for pedestrian desire lines.
- Several wide side road junctions, which lengthen pedestrian crossing distances.
- Several side roads where tactile paving and/or dropped kerbs are missing.
- No priority for pedestrians crossing Northfield Road in the vicinity of Sagecroft Road.

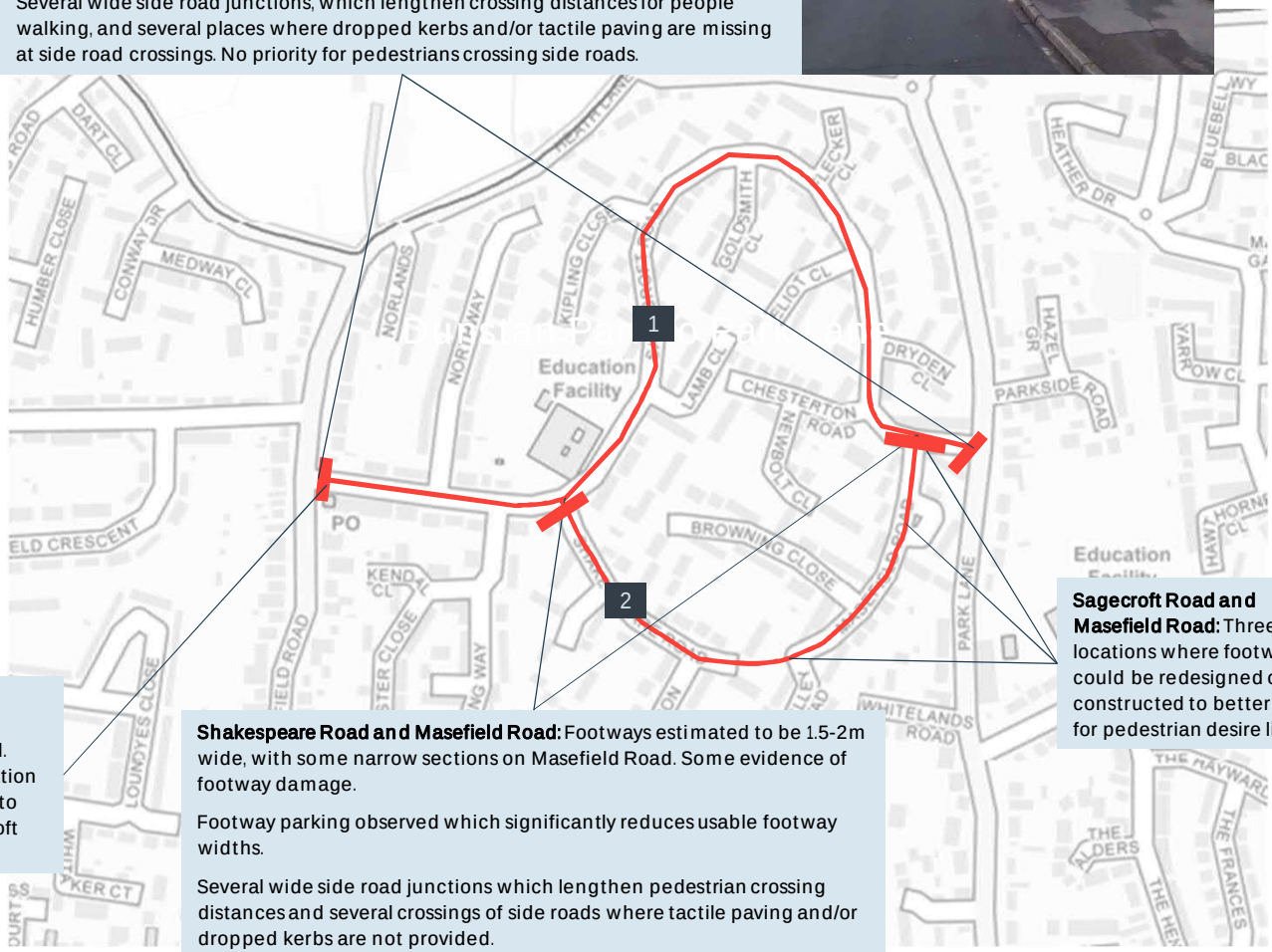
Plan of existing situation

Sagecroft Road:

Footways generally 1.5-2m wide, although with pinch points (less than 1.5m) in the vicinity of Eliot Close, Dryden Close and between Northway and Northfield Road.

Several instances of footway parking observed which significantly reduce usable footway widths. Some evidence of footway damage.

Several wide side road junctions, which lengthen crossing distances for people walking, and several places where dropped kerbs and/or tactile paving are missing at side road crossings. No priority for pedestrians crossing side roads.



Northfield Road / Sagecroft Road junction: No formal provision for pedestrians to cross Northfield Road. This is likely to be an important location for pedestrian crossing movements to access the shop and reach Whitecroft Park Primary School.

Shakespeare Road and Masefield Road: Footways estimated to be 1.5-2m wide, with some narrow sections on Masefield Road. Some evidence of footway damage.

Footway parking observed which significantly reduces usable footway widths.

Several wide side road junctions which lengthen pedestrian crossing distances and several crossings of side roads where tactile paving and/or dropped kerbs are not provided.

Sagecroft Road and Masefield Road: Three locations where footways could be redesigned or constructed to better cater for pedestrian desire lines.

Walking Route Audits
Route W6 – Northfield Road to Park Lane

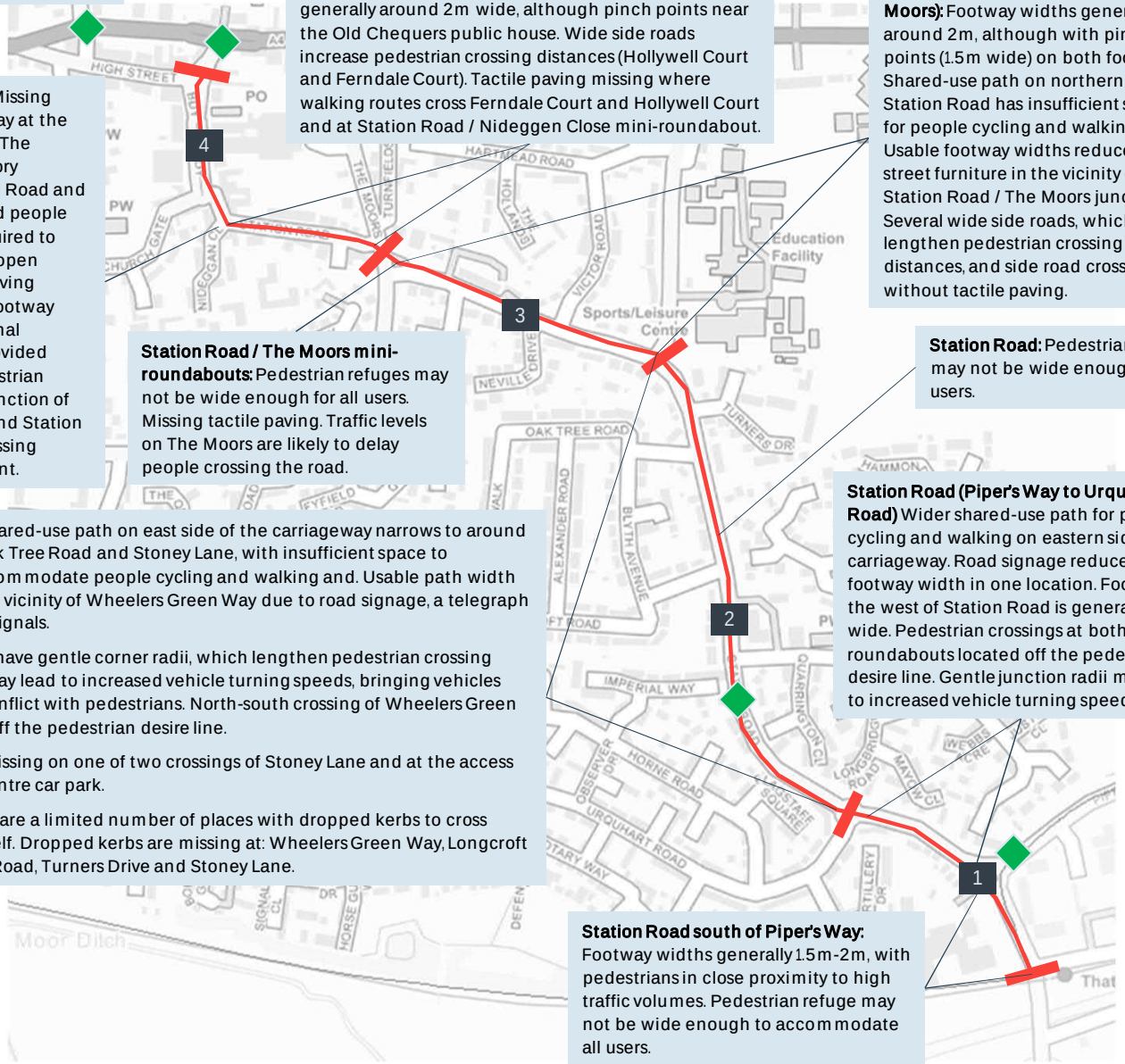
Location	Recommended improvements (subject to further study, feasibility and consultation)
Sagecroft Road	• Review side road junction layouts with the objective of reducing pedestrian crossing distances by amending kerblines. Provide dropped kerbs with tactile paving at each crossing. Consider potential for introducing continuous footways across lightly-trafficked side roads to give greater pedestrian priority. • Identify measures to prevent footways being obstructed by parked vehicles. This could include formalising on-carriageway parking on Sagecroft Road with bays delineated by white road markings, and/or awareness campaigns with residents. • There is considered to be limited scope to widen footways in some sections whilst retaining carriageway space for vehicle movement and parking. • Widen footways where feasible, and targeting potential improvements where footways are narrowest, such as between Whitecroft Park Primary School and Northfield Road. Note that in many places there is limited scope to significantly widen footways within the highway boundary whilst retaining space for traffic and accommodating on-carriageway parking. • Redesign the Masefield Road and Chesterton Road side road junctions to provide footways and pedestrian crossings on desire line (parallel to the Sagecroft Road carriageway). • Consider enhanced crossing infrastructure on Sagecroft Road to cater for north-south journeys, such as at the Shakespeare Road and Masefield Road side road junctions). These could take the form of raised tables or potentially a zebra crossing, if surveys indicate that traffic flows are higher. • Consider the introduction of a area-wide 20mph speed limit, potentially with traffic calming measures, to support a safer walking environment with low vehicle speeds. • Carry out maintenance/resurfacing works to address sections in poor condition.
Masefield Road & Shakespeare Road	• Review each side road junction layout to identify whether pedestrian crossing distances can be reduced by amending kerblines. Provide dropped kerbs with tactile paving at each crossing. Consider potential for introducing continuous footways across lightly-trafficked side roads to give greater pedestrian priority. • In many places there is limited scope to significantly widen footways within the highway boundary whilst retaining space for traffic and accommodating on-carriageway parking. • Identify measures to prevent footways being obstructed by parked vehicles. This could include formalising on-carriageway parking with bays delineated by white road markings, and/or awareness campaigns with residents. • Carry out maintenance/resurfacing works to address sections in poor condition. • Redesign Masefield Road / Shelley Road junction to provide footways and pedestrian crossings on desire line (parallel to the Masefield Road carriageway). • Construct a footway on the eastern side of Masefield Road where currently missing, alongside the open space (west of numbers 5 to 17), with dropped kerbs and tactile paving. • Consider the introduction of a area-wide 20mph speed limit, potentially with traffic calming measures, to support a safer walking environment with low vehicle speeds.
Northfield Road / Sagecroft Road junction	• Provide improved east-west and north-south crossings for people walking. These could take the form of raised tables, or potentially a zebra crossing, if surveys indicate that traffic flows are higher.

Walking Route Audit
Route W7 – Thatcham Station To Thatcham Town Centre

Summary of existing context and key issues

- Direct route from Thatcham town centre to Kennet School and Thatcham railway station
- Much of route has high traffic volumes and there are no signal or zebra crossings north of Wheelers Green Way. This means that crossing between eastern and western footways on Station Road can be associated with some delay.
- Several locations where footways are relatively narrow (less than 1.5m wide). In some places paths are designated for shared use, although with insufficient space to comfortably accommodate people cycling and walking.
- Several wide side road junctions which lengthen pedestrian crossing distances,
- Crossing locations without tactile paving
- Two locations where infrastructure could better cater for pedestrian desire lines (at the southern end of The Broadway and Station Road / The Moors junction)

Plan of key issues



The Broadway: Missing section of footway at the southern end of The Broadway gyratory between Station Road and Church Gate and people walking are required to into the central open space. Tactile paving missing where footway terminates. Formal crossings are provided away from pedestrian desire lines at junction of The Broadway and Station Road where crossing provision is absent.

Station Road (The Moors to Broadway): Footways generally around 2m wide, although pinch points near the Old Chequers public house. Wide side roads increase pedestrian crossing distances (Hollywell Court and Ferndale Court). Tactile paving missing where walking routes cross Ferndale Court and Hollywell Court and at Station Road / Nideggen Close mini-roundabout.

Station Road (Stoney Lane to The Moors): Footway widths generally around 2m, although with pinch points (1.5m wide) on both footways. Shared-use path on northern side of Station Road has insufficient space for people cycling and walking. Usable footway widths reduced by street furniture in the vicinity of the Station Road / The Moors junction. Several wide side roads, which lengthen pedestrian crossing distances, and side road crossings without tactile paving.

Station Road / The Moors mini-roundabouts: Pedestrian refuges may not be wide enough for all users. Missing tactile paving. Traffic levels on The Moors are likely to delay people crossing the road.

Station Road: Pedestrian refuge may not be wide enough for all users.

Station Road: Shared-use path on east side of the carriageway narrows to around 2m between Oak Tree Road and Stoney Lane, with insufficient space to comfortably accommodate people cycling and walking and. Usable path width is reduced in the vicinity of Wheelers Green Way due to road signage, a telegraph pole and traffic signals.

Some junctions have gentle corner radii, which lengthen pedestrian crossing distances and may lead to increased vehicle turning speeds, bringing vehicles into potential conflict with pedestrians. North-south crossing of Wheelers Green Lane is located off the pedestrian desire line.

Tactile paving missing on one of two crossings of Stoney Lane and at the access to Burdwood Centre car park.

At present there are a limited number of places with dropped kerbs to cross Station Road itself. Dropped kerbs are missing at: Wheelers Green Way, Longcroft Road, Oak Tree Road, Turners Drive and Stoney Lane.

Station Road (Piper's Way to Urquhart Road) Wider shared-use path for people cycling and walking on eastern side of carriageway. Road signage reduces usable footway width in one location. Footway to the west of Station Road is generally 2m wide. Pedestrian crossings at both roundabouts located off the pedestrian desire line. Gentle junction radii may lead to increased vehicle turning speeds

Station Road south of Piper's Way: Footway widths generally 1.5m-2m, with pedestrians in close proximity to high traffic volumes. Pedestrian refuge may not be wide enough to accommodate all users.

Walking Route Audit
Route W7 – Thatcham Railway Station To Thatcham Town Centre

Location	Recommended improvements (subject to further study, feasibility and consultation)
Station Road (Thatcham Railway Station to Stoney Lane)	• The cycle route audit also carried out for Station Road identified a requirement to provide fully segregated infrastructure for people cycling and walking, such as with different levels or a kerb, to reduce potential conflict. The highway width may mean that priority working for motor vehicles, or land acquisition, may be required to achieve continuous cycle tracks of an appropriate standard south of Pipers Way and north of Oak Tree Road. • Between Pipers Way and Oak Tree Road the upgraded provision should provide priority for people cycling and walking across intervening side roads. • Review wide side road junction layouts on western side of Station Road to identify whether pedestrian crossing distances can be reduced for pedestrians by amending kerblines. Consider installing continuous footways across side roads to give greater pedestrian priority.
Station Road / Pipers Way roundabout and Station Road / Urquhart Road roundabout	• Improve crossings as part of future junction redesign to safely accommodate cycling and walking journeys. Consideration should be given to reducing crossing distances on each arm, providing raised table crossings, and parallel crossings to give priority to people cycling and walking, plus installing tactile paving.
Station Road (Urquhart Road to Oak Tree Road)	• Widen narrow sections of western footway through kerb realignment where feasible, taking account of the recommendations for the eastern side of the carriageway (see above)
Station Road (Oak Tree Road to Stoney Lane)	• Re-site or redesign street furniture near Wheeler's Green Way which currently reduces usable footway widths. • Review, and if required, redesign the pedestrian refuge west of the Burdwood Centre to ensure there is suitable usable width for all users. • Identify additional locations for zebra or signal crossings on Station Road. This could include the Stoney Lane area to cater for journeys to Kennet School and Leisure Centre. • Install tactile paving and dropped kerbs where absent.

Location	Recommended improvements (subject to further study, feasibility and consultation)
Station Road (Stoney Lane to Neville Drive)	• Develop scheme to widen footways using available adjacent highway verges and/or through kerb realignment. This would be likely to require the loss of some on-street parking.
Station Road (Neville Drive to The Moors)	• In many places there is limited scope to significantly widen footways within the highway boundary whilst retaining two traffic lanes. More substantial footway widening would only be possible with one-way operation for motor vehicles or by acquiring land in private ownership, for example and is considered unfeasible. • Review side road junction layouts to identify whether pedestrian crossing distances can be reduced for pedestrians by amending kerblines. Consider installing continuous footways across side roads to give greater pedestrian priority. • Install tactile paving where absent.
Station Road / The Moors junction	• Improve crossings to safely accommodate east-west and north-south cycling and walking journeys. Consideration should be given to providing raised table crossings, and parallel crossings to give priority to people cycling and walking, plus comprehensively installing tactile paving. Ensure that any refuges included in the layout have sufficient space to accommodate all users
Station Road (The Moors to The Broadway)	• Develop scheme to widen narrow sections of footway on Station Road. Note that substantial widening is unlikely to be possible whilst retaining two traffic lanes. • Review side road junction layouts to identify whether pedestrian crossing distances can be reduced for pedestrians by amending kerblines. Consider installing continuous footways across side roads to give greater pedestrian priority. • Install tactile paving where absent.
The Broadway	• Redesign the southern end of The Broadway to provide a continuous footway between Station Road and Church Gate and pedestrian crossings across the Station Road and Church Gate arms. These could take the form of raised tables. • Consider installing continuous footways across side roads and accesses to give greater pedestrian priority. • Install tactile paving where absent.

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