

West Berkshire Council

Infrastructure Delivery Plan

April 2016

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1. INTRODUCTION

Purpose of the Infrastructure Delivery Plan (IDP)

- 1.1 The Infrastructure Delivery Plan (IDP) sets out the infrastructure necessary to support and underpin West Berkshire's growth through to 2026. It forms part of the evidence base for the Local Plan (which includes the adopted Core Strategy and the Housing Site Allocations Development Plan Document (DPD), the latter of which is in preparation) and the Council's Community Infrastructure Levy (CIL). CIL is discussed in more detail in Chapter 2 of this document.
- 1.2 The purpose of the IDP is to help deliver West Berkshire's future growth sustainably. It describes what infrastructure is needed and how, when and by whom it will be delivered and, where known, the location. It is accompanied by a schedule that prioritises infrastructure by need (as identified by the infrastructure providers), and provides an indication of likely costs, and other funding sources. This will help to ensure the timely provision of infrastructure.
- 1.3 The IDP provides a snapshot at the time of publication. However the need for infrastructure and the ways of delivering it are constantly being reviewed by infrastructure providers. Details of infrastructure deficits, standards, and investment programmes are therefore likely to change over time, and the IDP will be updated periodically.
- 1.4 The IDP was originally produced in 2010 to support the Council's adopted Core Strategy. The supporting infrastructure delivery schedules to this document were then updated in February 2011. In 2013 the IDP was updated to support work on the Council's Community Infrastructure Levy (CIL). These can all be viewed at:
<http://www.westberks.gov.uk/index.aspx?articleid=19636>.
- 1.5 We are now undertaking a further update to the IDP in light of the publication of the Council's proposed submission Housing Site Allocations Development Plan Document (DPD).

What the IDP does not do

- 1.6 The timescales set out for the delivery of infrastructure are not definitive, and keeping the IDP regularly updated will therefore be essential. The IDP does not prioritise what funding should be allocated for infrastructure, and inclusion of a scheme does not guarantee that it will be delivered.

Structure of the IDP

- 1.7 The IDP takes in turn each service area, and considers the existing and anticipated situation, and then examines the 'what, where, and when' of infrastructure requirements. The likely cost and timing of delivery is included within the infrastructure schedule at Appendix A.

What is infrastructure?

1.8 The Planning Act 2008¹, amended by the Localism Act 2011, defines infrastructure as including road and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces. Because this list is not exhaustive, it can include other elements of infrastructure, such as those listed in Table 1.1 below. These service areas have been used as the basis for the detailed infrastructure delivery schedule within Appendix A.

Table 1.1: Infrastructure definitions

Transport	Bus network
	Cycling and walking infrastructure (Public Rights of Way)
	Rail network
	Road network
Education	Nursery schools
	Primary and secondary education
	Further and higher education
Health	Acute care and general hospitals
	Ambulance services
	Health centres / Primary Care Trusts
	Mental healthcare
Social infrastructure	Culture and heritage
	Social and community facilities
	Sports centres
	Supported accommodation
Green infrastructure	Allotments, community gardens and city (urban) farms
	Amenity greenspace
	Biodiversity
	Cemeteries and churchyards
	Green corridors (including river and canal banks, cycleways and rights of way)
	Green roofs and walls
	Natural and semi-natural greenspaces
	Outdoor sports facilities
	Parks and gardens
	Provision for children and teenagers (including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas)
	River and canal corridors
Public services	Cemeteries
	Drug treatment services

¹ 2008 Planning Act:

http://www.legislation.gov.uk/ukpga/2008/29/pdfs/ukpga_20080029_en.pdf

	Emergency services (police and fire)
	Libraries
	Places of worship
	Prisons
	Waste management and disposal
Utility services	Electricity supply
	Gas supply
	Heat supply
	Renewable energy
	Telecommunications infrastructure
	Water supply and waste water treatment
Flood defences	
Air Quality Management	

Methodology

1.9 The service providers originally identified for previous updates of the IDP were all contacted and asked to provide an update in respect of:

- Relevant plans, policies, and programmes;
- Existing situation;
- Anticipated needs;
- Sources of funding;
- Any potential gaps in funding; and
- When the infrastructure would be required (short, medium, and / or long term).

1.10 For this update of the IDP the following neighbouring authorities were also contacted:

- Basingstoke and Deane Borough Council
- Hampshire County Council
- Oxfordshire County Council
- Reading Borough Council
- Wokingham Borough Council

1.11 The National Planning Policy Framework (NPPF) sets out strategic issues where co-operation might be appropriate, and this includes the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and the provision of minerals and energy (including heat).

1.12 Further to this, the strategic matters considered as having particular relevance to the Housing Site Allocations DPD include infrastructure requirements (further detail on this is set out in the Duty to Cooperate Statement).

Prioritisation of infrastructure

- 1.13 Whereas some infrastructure types are critical to ensuring that sufficient services are available to meet the needs of existing and future residents, there are other items of infrastructure that are more directly related to quality of life and could be considered less essential.
- 1.14 In light of this, the IDP has adopted a categorisation for each infrastructure item, which reflects its importance to the delivery of the Core Strategy, together with the level of risk it poses if not delivered. The categories used are set out in Table 1.2 below:

Table 1.2: Prioritisation of infrastructure – a definition

Level of risk to the Core Strategy	Definition
Critical	The identified infrastructure is critical, without which development cannot commence.
Necessary	The identified infrastructure is necessary to support new development, but the precise timing and phasing is less critical, and development can commence ahead of its provision.
Preferred	The delivery of the identified infrastructure is preferred in order to build sustainable communities. Timing and phasing is not critical over the plan period.

- 1.15 The IDP also includes an assessment by the infrastructure provider of the likely level of risk to the authority if infrastructure items are not delivered. Any contingencies are also identified.

Review and monitoring of the IDP

- 1.16 The Council already undertakes regular monitoring through its Local Plan Annual Monitoring Report (AMR).
- 1.17 It is considered that the most appropriate mechanism for ensuring that the IDP is regularly monitored will be to incorporate this into the AMR process. The AMR would then include a separate section specifically on the IDP, reviewing the progress made against the IDP Delivery Schedules and identifying whether this gives rise to concerns such that a more formal periodic review of the IDP is necessary.
- 1.18 It will be important to ensure that there is liaison with the service providers as part of the monitoring process each year.
- 1.19 AMR's are published on the Council's website, ensuring that the information on progress on infrastructure delivery is publicly available.

1.20 Capital schemes being undertaken by West Berkshire Council are detailed in the Council's Capital Strategy and Programme, which is also available on the Council's website. As schemes in the IDP receive approval to be delivered, they will be included on the Capital Programme together with the funding being used to deliver them. The exception to this will be projects carried out by Parish and Town councils using CIL funding passed to them.

2. LEGISLATIVE AND POLICY CONTEXT

National

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) at paragraph 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of a range of infrastructure types and its ability to meet forecast demands; and take account of the need for strategic infrastructure within the authority's area.
- 2.2 Further to this at paragraph 179, The NPPF sets out a duty to cooperate across boundaries and organisations on planning issues. Infrastructure planning should therefore be deliverable by other public and private bodies where necessary; and should take into account the needs and capacities of all relevant parties. The IDP should continue the cooperation with external and internal bodies that has characterised the preparation of the Local Plan.

National Planning Practice Guidance

- 2.3 The Government's planning practice guidance (PPG) at paragraph 018 (ref ID: 12-018-20140306) states that as part of the Local Plan process, local authorities should identify what infrastructure is required and how it can be funded and brought on stream at the appropriate time whilst ensuring that the requirements of the plan as a whole will not prejudice the viability of development. The PPG also advises that it should be made clear in Local Plans for at least the first 5-years, what infrastructure is required, who is going to fund and provide it and how it relates to the anticipated rate and phasing of development. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself.

Community Infrastructure Levy (CIL)

- 2.4 Changes to government legislation have modified how infrastructure planning is undertaken and strengthened the link between the local plan and the delivery of infrastructure. The Planning Act 2008 contained enabling legislation for the charging of a CIL, which was then prescribed in detail in the CIL Regulations 2010 (subsequently amended).
- 2.5 CIL is a levy charged on most new development within the local authority area. The money is used to pay for new infrastructure required as a result of the new development. West Berkshire Council adopted a CIL Charging Schedule and approved the Regulation 123 List (which contains generic types of infrastructure that may be funded using CIL receipts) on 4 March 2014, with an implementation date of 1 April 2015.

2.6 Whilst CIL replaces most of the previous system of developer contributions collected under Section 106, it will still be necessary to have S106 agreements under certain circumstances, for example to provide affordable housing, or provide infrastructure on site, or pay for infrastructure improvements required off site but specifically as a result of a development.

2.7 Further to the CIL Regulations, the Government has published CIL guidance², which sets out how infrastructure planning should be carried out to inform the CIL process and the direct relationship that this should have to the infrastructure assessment which underpins the relevant Plan.

Local

West Berkshire Core Strategy Development Plan Document

2.8 The Council has an adopted Core Strategy Development Plan Document (DPD) which forms part of the Local Plan for the district. The Core Strategy sets out the spatial strategy for the district (including a settlement hierarchy for where development is to be directed) and provides an overall framework to guide development. It also allocates two strategic development sites in Newbury (Newbury Racecourse and Sandford Park), and includes a policy (CS5) which has regard to the identification of infrastructure requirements.

2.9 In respect of the spatial strategy, development in West Berkshire follows the existing settlement pattern. West Berkshire's main urban areas will be the focus for most development. Most development should be within or adjacent to the settlements included in the settlement hierarchy set out in Table 2.1 below, and related to the transport accessibility of the settlements (especially by public transport, cycling and walking) and their level of services. The majority of development will take place on previously developed land but the Housing Site Allocations DPD allocates a number of Greenfield sites, to meet the housing requirement.

Table 2.1: District settlement hierarchy:

Urban Areas	Newbury, Thatcham, Eastern Urban Area (Tilehurst, Calcot and Purley on Thames)
Rural Service Centres	Burghfield Common, Hungerford, Lambourn, Mortimer, Pangbourne, Theale
Service Villages	Aldermaston, Bradfield Southend, Chieveley, Cold Ash, Compton, Great Shefford, Hermitage, Kintbury, Woolhampton

2.10 Below the settlement hierarchy there are two additional types of area:

² CIL Guidance: <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>

- smaller villages with settlement boundaries (suitable for only limited infill development subject to the character and form of the settlement) and
- open countryside – only appropriate limited development in the countryside will be allowed, focused on addressing identified needs and maintaining a strong rural economy.

2.11 To implement the Spatial Strategy, a delivery strategy is set out within the Core Strategy which divides the District into 4 main geographical areas. This is to reflect the distinct characteristics of the different parts of West Berkshire using the District’s settlement hierarchy as the focus of development within these areas. A level of growth is proposed for each, with allocations set out in the Housing Site Allocations DPD.

2.12 Table 2.2 below shows the distribution of residential development within the 4 spatial areas.

Table 2.2: Core Strategy housing distribution

Spatial area	Core Strategy requirement (Net Dwellings)	Completions (March 2015)	Commitments and Sandford Park	Remaining
Newbury and Thatcham	Approx. 6,300	2,453	3,182	665
Eastern Area	Approx. 1,400	324	471	605
AONB	Up to 2,000	1,138	240	622
East Kennet Valley	Approx. 800	472	89	239
TOTAL	10,500	4,387	3,982	2,131

West Berkshire Housing Site Allocations DPD:

2.13 The Council are currently preparing a Housing Site Allocations DPD. This is the second DPD within West Berkshire’s Local Plan, and its role is to implement the framework set by the Core Strategy by allocating non-strategic housing sites across the District in accordance with the spatial strategy of the Core Strategy. The remaining Core Strategy housing requirement is allocated through the Housing Site Allocations DPD, with additional flexibility to meet the first part of the objectively assessed housing need.

2.14 Sites for Gypsies, Travellers and Travelling Showpeople are also proposed for allocation in the Housing Site Allocations DPD.

2.15 Following the adoption of the Housing Site Allocations DPD the council will start work on a new Local Plan, which will look forward to 2036. Infrastructure providers are asked to consider what infrastructure requirements there may be over this longer time scale, and whether there are any infrastructure restrictions that would impact on the future location of development.

Newbury and Thatcham:

Newbury will be the main focus for housing development throughout the plan period.

The vitality of Newbury town centre will be enhanced through the completion of new retail floorspace and leisure uses. New housing development will take place within the existing urban area, on strategic urban extensions to the east and south, and on smaller sites to be allocated in subsequent Development Plan Documents. The two strategic urban extensions are proposed at:

- Newbury Racecourse for up to 1,450 homes (delivery has now commenced on this).
- South Newbury at Sandford for approximately 2,000 homes, however only approximately 1,000 of these would be built within the plan period, the remainder would be phased post 2026).

The Housing Site Allocations DPD allocates seven sites in the Newbury and Thatcham Spatial Area

Newbury:

- Land north of Newbury College, Monks Lane, Newbury for approximately 15 dwellings
- Land at Bath Road, Speen, Newbury for approximately 100 dwellings
- Land at Coley Farm, Stoney Lane for approximately 75 dwellings
- Land off Greenham Road and New Road, South East Newbury for approximately 235 – 255 dwellings

Thatcham:

- Land at Lower Way, Thatcham for approximately 85 dwellings

Cold Ash:

- Land at Poplar Farm Cold Ash for between 10 and 20 dwellings
- St Gabriel's Farm, The ridge, Cold Ash for approximately 5 dwellings

Eastern Area:

The Eastern Area broad location includes the Eastern Urban Area (Purley on Thames, Calcot and Tilehurst) as well as the Rural Service Centre of Theale.

Development and infrastructure improvements in this area will help to support the development of Reading as a regional hub. Sites will be allocated in the Site Allocations and Delivery DPD (or subsequent Local Plan) for the remainder.

Eight sites are proposed for allocation through the Housing Site Allocations DPD

Eastern Urban Area:

- Land to the east of Sulham Hill, Tilehurst for approximately 35 dwellings
- Two sites at Stonehams Farm, Long Lane, Tilehurst for approximately 75 dwellings
- 72 Purley Rise, Purley-on-Thames for approximately 35 dwellings
- Land Adjacent to Junction 12 of M4, Bath Road, Calcot for approximately 100 dwellings
- Land adjacent to Bath Road and Dorking Way, Calcot for approximately 35 dwellings

Theale:

- North Lakeside for approximately 15 dwellings
- Land between A340 and The Green, Theale for approximately 70 dwellings

The East Kennet Valley

The East Kennet Valley includes the Rural Service Centres of Mortimer and Burghfield and the Service Villages of Woolhampton and Aldermaston.

Three sites are proposed for allocated through the Housing Site Allocation DPD, with allocations in Mortimer being done through their Neighbourhood Development Plan

Burghfield Common:

- Land adjacent to Pondhouse Farm, Clayhill Road, Burghfield Common for approximately 100 dwellings
- Land to the rear of The Hollies Nursing Home, Reading Road and Land opposite 44 Lamden Way, Burghfield Common for approximately 60 dwellings

Mortimer:

- 110 dwellings to be allocated through the Neighbourhood Development Plan

Woolhampton:

- Land to the north of the A4, Woolhampton for approximately 30 dwellings

No sites are proposed for allocation in Aldermaston.

The North Wessex Downs Area of Outstanding Natural Beauty (AONB)

Within the protected landscape of the North Wessex Downs AONB development can only take place which conserves and enhances its special landscape qualities. Within the AONB, development will be focused on the Rural Service Centres of Hungerford, Lambourn and Pangbourne and the six Service Villages (Bradfield Southend, Chieveley, Compton, Great Shefford, Hermitage, and Kintbury).

Nine sites are proposed for allocation through the Housing Site Allocations DPD

Hungerford:

- Land east of Salisbury Road, Hungerford for approximately 100 dwellings

Lambourn:

- Land adjoining Lynch Lane, Lambourn for approximately 60 dwellings
- Land at Newbury Road, Lambourn for approximately 5 dwellings

Pangbourne:

- Land north of Pangbourne Hill and west of River view Road for 35 dwellings.

Bradfield Southend:

- Land off Stretton Close, Bradfield Southend for approximately 10 dwellings

Compton:

- Pirbright Institute Site, High Street, Compton for approximately 140 dwellings

Hermitage:

- Land off Charlotte Close, Hermitage for approximately 15 dwellings
- Land to the south east of the Old Farmhouse, Hermitage for approximately 10 dwellings

Kintbury

- Land to the east of Layland's Green, Kintbury for approximately 10 dwellings

No sites are proposed for allocation in Chieveley or Great Shefford.

3. INFRASTRUCTURE REQUIREMENTS

3.1 This section of the IDP sets out the requirements identified by the infrastructure providers, however the following providers did not provide an update:

- BT Openreach
- EE
- Great Western Railway
- Hampshire County Council
- National Grid
- NHS England
- Oxfordshire County Council
- Reading Borough Council
- Reading Buses
- Royal Berkshire Fire and Rescue
- Scotia Gas Networks (British Gas)
- Scottish and Southern Power
- South Central Ambulance
- Three
- West Berkshire Council Public Rights of Way
- West Berkshire Council Public Health
- West Berkshire Council Emergency Planning
- West Berkshire Council Adult Social Care
- West Berkshire Council Culture
- West Berkshire Council Libraries
- Wales and West Utilities
- Wokingham Borough Council
- Vodafone and O2

(a) Highways and transport

(i) Road network

Respondents: West Berkshire Council Transport Policy Team, West Berkshire Council Highways and Transport Team, Highways England

Current situation	<p>There have been a number of transport-related schemes and projects that have been delivered between 2006 and 2015, including;</p> <p><u>Local Highway Schemes:</u></p> <ul style="list-style-type: none">• A4 Calcot 'Pinchpoint' funding (from Department for Transport (DfT)) scheme to improve capacity on the A4 Bath Road between Langley Hill and Royal Avenue in Calcot.• Improvements to A4 Bath Road / Langley Hill junction in Calcot.• Improvements to Robin Hood roundabout and A4 / Faraday Road junctions in Newbury, including installation of SCOOT traffic signal management system.• Construction of new railway bridge to serve Newbury Racecourse to the east of Newbury Racecourse railway station linking to Hambridge Road and Hambridge Lane as part of the Racecourse housing development.• Various junction and safety improvements at key junctions along major corridors (such as the A4/Tull Way roundabout and A4/Harts Hill Way junction).
Anticipated needs	<p><u>Strategic Road Network:</u></p> <ul style="list-style-type: none">• M4 J3-12 Smart Motorway project; this is a National Strategic Infrastructure Project for which the Planning Inspectorate is responsible for examining the planning applications. The project is currently at the Examination Stage, and subject to approval, construction is due to commence by the end of March 2017, with anticipated completion by the end of March 2022. This will help to address capacity and better manage traffic volumes on very busy section of motorway which often experiences peak time delays.• A34 Technology enhancements; introduction of driver information systems between the M4 & M40 at key locations (due to commence by the end of 2019/20 – construction programme not yet in place). <p>Highways England's response to the update of the IDP noted the following:</p>

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the strategic road network, in this case the M4 and A34. We would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth in West Berkshire without careful consideration of mitigation measures. It is important that the Local Plan provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure in place.

When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support proposals that consider sustainable measures which manage down demand and reduces the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the SRN.

Local Road Network:

- Kings Road Link Road; this will provide a direct link between Hambridge Road and the A339 to support housing delivery and significantly improve access to a key employment area. The scheme is to be delivered through the redevelopment of the Sterling Cables site and has received full funding approval from the LEP / Berkshire Local Transport Body (BLTB) for Local Growth Deal funding. Construction is due to commence in 2016 and completed during 2017/28.
- A339 / London Road Industrial Estate (LRIE) access; this scheme will improve capacity on the A339 in Newbury and provide a new access to LRIE, which will unlock its potential for redevelopment. The scheme has received full funding approval from LEP / BLTB for Local Growth Deal funding. Construction commenced in February 2016 with completion due by the end of 2017/18.
- Sandleford Park Accesses; to deliver additional accesses to the strategic Sandleford Park development. A full

	<p>business case for the scheme is currently being prepared. Subject to funding approval from BLTB, construction is scheduled to commence during 2017/18, with completion anticipated during 2020/21.</p> <ul style="list-style-type: none"> • A4 Capacity improvements (Eastern Urban Area); part of this project includes works currently being undertaken at key junctions on the A4 in Calcot to support the IKEA development. • Junction improvement works at key junctions along the A339 in Newbury to funded by the Racecourse development– Robin Hood Gyrotary, A339/Bear Lane/B3421 roundabout, and A339/Greenham Rd/A343 roundabout. • Intelligent transport systems in relation to traffic signals (SCOOT) – will come forward in conjunction with Racecourse and Sandlesford developments (for Bear Lane roundabout) • Junction improvement works to come forward in conjunction with the Sandlesford Park development – A339/Pinchington Lane roundabout, Monks Lane/Newtown Road roundabout, Monks Lane/A343 Andover Road junction (including pedestrian and cycle movements), A34/A343 south junction improvement.
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Basingstoke and Deane Borough Council commented that any cross boundary impacts would focus on transport issues, particularly in terms of impact upon the B4640. They went on to note that Hampshire County Council would respond directly on this issue and so Basingstoke and Deane do not have anything to raise at this point in time. Hampshire County Council did not respond to this update of the IDP.

(ii) Public transport

Respondents: West Berkshire Council Transport Policy Team, West Berkshire Council Highways and Transport Team

<p>Current situation</p>	<p><u>Buses</u></p> <p>At the time of writing (January 2016), there are 40 local bus services registered with the Traffic Commissioner as being for public use, operating in West Berkshire District.</p> <p>Of these 40 registered services, 9 services are focussed specifically on the transport of students to and from Theale Green or Little Heath Schools and only operate on school days. The balance of 31 services comprises the mainstream bus network used day-to-day by the general public.</p> <p>Including those bus services operating in the Eastern Urban Area (Calcot, Tilehurst and Purley-on-Thames), only 6 services are operated on a wholly-commercial basis, without subsidy.</p> <p>At the time of writing, 25 bus services are operated with subsidy, either:</p> <ul style="list-style-type: none">• Wholly-subsidised by West Berkshire Council (WBC) (11 services); or• Jointly by WBC with one or more other authorities (5 services); or• By other local authorities or external organisations (9 services). <p>In 2015-2016 WBC was in a position to provide £1.4 million to support public bus services.</p> <p>However, owing to the requirement on the Council to deliver very significant savings of £18.9million in 2016-17 Financial Year alone, as a result of the worse-than-expected Local Government Settlement, at the time of writing it is forecast that the budget available to support bus services will fall to approximately £0.5 million in 2016-17, with potential further savings requirements in future years.</p> <p>The extent of savings required will undoubtedly impact on the ability to deliver and sustain public transport services in 2016-17 and future years.</p>
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Community transport:

14 organisations in West Berkshire presently provide door-to-door Community Transport and dial-a-ride services, with financial assistance from the Council, the majority using volunteer drivers to deliver their services. The Community Transport and dial-a-ride operations are focussed on the needs of the frail elderly and those with temporary or permanent ambulant disabilities. There are variations in coverage and means of delivery across the District.

The current arrangements are also likely to be affected as a result of an independent study, using DfT 'Total Transport' challenge funding, currently underway and which is considering how this type of service might be delivered going forwards.

There are a number of funding streams that the Council has, to date, been able to draw upon to enable delivery of mainstream bus services, Community Transport and supporting facilities such as bus stops. These include Council Revenue Funding, Developer Contributions (capital and revenue) and funding from business partners or other third-party organisations. Council core Capital Funding for Public Transport infrastructure measures remains limited.

However, the requirement to deliver very significant Revenue savings, coupled with the changes to developer funding and the attendant reduction in available Section 106 Revenue budget will impact severely on service delivery.

In line with the Policies and objectives set out in the current Local Transport Plan and in the supporting technical strategies relating to Bus Infrastructure, Bus Information and Real Time Passenger Information, the Council has sought to make use of available Developer Contributions to:

- Maintain the bus network;
- Deliver improved, accessible bus stops, waiting facilities including bus shelters and access to rail stations; and
- Real Time Passenger Information.

The lead responsibility for delivering enhancements to rail stations lies with the Train Operating Company. The Council has provided match funding to enable certain enhancements (eg. new waiting shelters at Aldermaston Station, contributions to create a rail-based Park and Ride with improved customer facilities at Theale Station).

We have progressively provided raised kerbs at bus stops in urban areas and village centres. 268 bus stops (accounting for 23% of the stops in the District currently served by local buses) have these kerbs, to ease boarding and alighting from low-floor buses operated by commercial and contract bus operators. We have also upgraded over 150 stops with distinctive high-quality marker poles with integral publicity displays to highlight and spur use of, the 'Link', 'Jet Black 1', 'Lime 2/2a' and 'sky blue 16' quality, branded bus routes.

In April 2014 we used Section 106 funding to successfully introduce 'Ticketer' smart ticket machines, web-based fare management and monitoring capability to subsidised bus services via an agreement with operator Newbury and District. Vehicle tracking output from Ticketer also feeds into the Real Time Passenger Information (RTPI) system.

2013-14 also saw completion of work on the RTPI system, which allows customers to obtain live departure information for local bus services and operators to monitor service status. At the time of writing, the RTPI system currently covers 2 local bus operators and 18 individual bus routes. The most visible, public-facing components of the RTPI system are 20 on-street audio-visual display screens sited at key bus stops in the Newbury, Thatcham, Theale, Calcot, Tilehurst and Purley areas. We have also linked the RTPI system into the 'NextBuses' mobile internet and text service delivered through Traveline (www.nextbuses.mobi) and have been actively promoting 'NextBuses' on distinctive sign plates at bus stops, in static publicity and travel guides. 'NextBuses' live departure information is currently available for over 500 bus stops.

However, again, the requirement to deliver Revenue savings looks likely to impact on WBC's ability to sustain RTPI in 2016-17 and going forwards.

Bus services are affected by traffic congestion in the Newbury-Thatcham corridor and in the Eastern Urban Area. Limited fixed bus priority measures exist in Newbury, in Thatcham and in Calcot. To date, no 'virtual' bus priority installations at traffic signal sites have been introduced although technical options are under discussion with Highways Projects and Traffic Services colleagues.

Rail-bus through ticketing is available through the PlusBus scheme in Newbury. Public buses serve bus stops close to Hungerford, Newbury, Thatcham, Aldermaston, Pangbourne and Mortimer Stations.

	<p><u>Rail:</u></p> <p>There are 10 rail stations within West Berkshire. The passenger train services to these stations are presently provided by Great Western Railway. All of the District's rail stations presently have issues with access for mobility and sensory-impaired customers.</p>
Anticipated needs	<p><u>Rail</u></p> <p><i>Strategic enhancements;</i></p> <ul style="list-style-type: none"> • Great Western Electrification (GWML and to Oxford and Newbury – 2018/19) Electrification between Southcote junction and Basingstoke (serving Mortimer and the proposed new Reading Green Park station (estimated 2024). • New electric trains to provide additional capacity to accommodate forecasted growth in demand for rail travel (timings in conjunction with provision of electrification) <p><i>Station improvements;</i></p> <ul style="list-style-type: none"> • New station footbridge and lifts to provide step-free access at Newbury station (to be delivered by Network Rail) – 2016/17 • New footbridge and lifts to provide step-free access at Theale station (to be delivered by Network Rail) – estimated 2016/17 • Improved interchange at Newbury railway station to accommodate increased passenger growth including from Sandleford Park and Market Street developments. • Access and related improvements to various stations In West Berkshire <p><u>Buses/rail:</u></p> <ul style="list-style-type: none"> • Revenue and capital funding to enable provision of information for customers on the status and predicted departure times of public transport services and if feasible, information on known disruptions, through the sustainable provision of RTPI for bus and rail services. Given Revenue funding pressures referred to above, it may only be deemed feasible to seek to deliver RTPI for bus services via internet/mobile internet and text services, possibly complemented by departure screens at interchanges and key stops. Timescale: focus on 2016-2020, but ongoing throughout the IDP period; • Easier fare collection arrangements and reduced

boarding times, through extension of smart ticketing across the bus network and exploration of the scope for inter-operable bus-rail smart tickets, in line with Government policy. **Timescale: focus on 2016-2020, but ongoing throughout the IDP period.**

Buses/community transport:

- For any substantial new residential or mixed-use urban extensions, or similar developments in villages and rural areas: the Transport Services Team anticipates the need for developer contributions to enable **either** the sustaining of (and desirably the enhancement of frequency of) existing local bus services or other publicly-accessible road-based passenger transport service such as a Community Bus operated under an appropriate licensing regime, **or** - where it is adjudged by the Council that an existing local bus service or services cannot feasibly be modified to serve such a development without detrimentally affecting existing provision - the provision with full funding by the developer of an entirely new local bus service, with frequency appropriate to the scale of development, connecting the heart of the development either with a focal point close to the centre of the nearest Urban Area as defined in the District Settlement Hierarchy, or an inter-modal interchange location such as a bus station or rail station within or bordering the District. **Timescale: implement the above mitigating measures immediately prior to the occupation of the first property in any such development or urban extension;**
- Funding to mitigate the impacts of congestion on the reliability of existing and new bus services, through pursuing opportunities to deliver physical and/or virtual bus priority measures (eg. bus gates, or 'virtual' priority for buses at traffic signals), complementing other measures such as site-specific Travel Plans, to encourage less car-dependence. **Timescale: ongoing throughout the IDP period;**
- Funding for further physical improvements to improve and maintain ease of access to, and facilities at additional bus stops on core routes, in village centres and within/adjoining new developments, coupled with investment to deliver inter-modal and multi-modal interchange and, in particular between buses, and between bus and train. **Timescale: focus on 2016-2020, but ongoing throughout the IDP period;**
- New service – to serve the Racecourse development
- New service(s) – in conjunction with mitigation measures

	<p>associated with the Sandford Park development</p> <ul style="list-style-type: none">• Wharf Interchange (in conjunction with the Market Street development).
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(iii) Walking and cycling

Respondent: West Berkshire Council Transport Policy Team

Current situation	<ul style="list-style-type: none">• Provision of new pedestrian/cycle shared use footway alongside A340 between Aldermaston Wharf and Aldermaston village.• Provision of new footbridge crossing the Kennet & Avon canal in Hungerford town centre.• Improved cycle parking in town centres, railway stations and other main locations.
Anticipated needs	<p><u>Walking / Cycling</u></p> <ul style="list-style-type: none">• National Cycle Network Route 422 (Newbury – Legoland). Pan-Berkshire cycle route scheme starting in Newbury and going on through to Legoland, Windsor. The scheme will deliver new cycle facilities along the route and has secured full funding approval from BLTB. Delivery is anticipated to commence during 2016/17 and be completed during 2018/19.• Improved pedestrian/cycle access to/from Racecourse (in conjunction with the Racecourse development)• Improvements to National Cycle Route 4 on Canal towpath western area (in conjunction with the Racecourse development).• Improved pedestrian/cycle crossing links at Monks Lane, Newtown Road and Andover Road (to come forward in conjunction with the Sandford Park development).• Improvements to the pedestrian/cycle link between Theale and Calcot (to be provided as part of IKEA development)

(iv) Smarter choices

Respondent: West Berkshire Council Transport Policy Team

<p>Current situation</p>	<ul style="list-style-type: none">• Development of travel plans to help promote and encourage sustainable travel, including;<ul style="list-style-type: none">- School travel plans- Workplace travel plans secured through development process with major employers (e.g. Vodafone, AWE, SSE, Stryker, IKEA).- Residential travel plans for major housing sites secured through development process (e.g. Newbury Racecourse, St. Bartholomew's School residential redevelopment).• Personalised Travel Planning (PTP) project in south Newbury in association with Newbury Air Quality Action Plan (AQAP) to help raise awareness of travel options.
<p>Anticipated needs</p>	<ul style="list-style-type: none">• Car club – Provision of car club spaces and vehicles as part of Newbury Racecourse, Market Street, and Sandford Park developments. Other relevant local planning applications to provide membership as part of sustainable transport measures.• Residential travel plans (Racecourse underway, being prepared for Sandford and other major developments)• Workplace travel plans (approved travel plans being implemented. Further sought for new major business/employment applications)• Electric vehicle charging points (business/commercial) – provision of EVCP's as part of workplace travel plans and for customer use in commercial developments (e.g. IKEA)• Electric vehicle charging points (residential) – provision of EVCP's or the necessary cabling and ducting to enable future retrofitting of points for residential developments (see new parking standards)

(b) Education

(i) Early years, primary, secondary and special educational needs

Respondent: West Berkshire Council Education Team

Current situation	<p>Nationally the birth rate has increased over the last decade, from a relatively depressed period in the 1990's. The district has seen the impact of the increase in birth rate since 2011, slightly behind the national picture. Our forecasts suggest that numbers will remain high throughout the current forecast period (i.e. for the next five years), with Newbury Reception numbers continuing to grow.</p> <p>The growth in primary has been steady and continuous, whilst secondary numbers have remained relatively static.</p> <p>The growth in primary has been seen mainly in the urban areas of the district and in Newbury in particular. That said, over the last decade the majority of our schools have seen an increase in roll. The expansion of existing primary provision has been the solution to mitigating the increase in pupil numbers. This has now led to the vast majority of schools sites being unable to expand any further. This will mean that any further provision of additional places is almost certainly going to be through new provision. This will make the cost of those additional places far more expensive than previous on-site solutions.</p> <p>In addition to filling up our existing schools and sites, we have added 2 additional forms of entry (420 places) in Newbury and will be opening an additional form of entry (210 places) at Highwood Copse in 2017. There are also three temporary bulge classes, providing a further 90 places, in Newbury primary schools, a temporary bulge class providing 30 places in Hungerford and a temporary bulge class providing 10 places in Thatcham.</p>
Anticipated needs	<p>Looking forward, the demographic growth in Newbury is continuing and we anticipate that we may need to add a further permanent form of entry (210 primary places) in to Newbury. We will require two bulge classes in Newbury for September 2016.</p> <p>The increased primary numbers will begin to impact our secondary schools from September 2019. We forecast that Newbury and Thatcham secondary schools will have the most significant issue, as this has been the focus of our demographic pressures.</p>

	<p>In order to mitigate the impact of new housing in Newbury, excluding Sandford, we anticipate needing a further 210 places, 30 per year group. The existing school buildings and sites are at maximum capacity. We anticipate needing to acquire additional land and requiring new buildings to mitigate the impact.</p> <p>In addition, we anticipate that in order to meet the impact of housing proposed in Compton, Burghfield Common and Mortimer on primary provision, we will need to look for additional land as well as buildings. The schools are on constrained sites and cannot support expansion. Seeking additional land will enable this expansion to happen and the impact to be mitigated. The remaining areas should be able to accommodate demand with the provision of additional accommodation on the existing sites.</p> <p>The increasing pressure on secondary provision, along with the initial impact of the new housing and the longer term impact of the primary numbers associated with this housing, we feel will need additional land and buildings to provide for 6 forms of entry plus sixth form.</p>
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(ii) Further education

Respondent: Newbury College

<p>Current situation</p>	<p>The College has seen the development of the following infrastructures between 2006 and 2016:</p> <ul style="list-style-type: none">- College Sports Hall and Construction Centre- Castle School 6th Form- Marstons Family Diner <p>All have been developed within the original capacity of the College/Conference Centre build and have not required any extra infrastructure capacity</p>
<p>Anticipated needs</p>	<p>The College is undertaking two builds in the near future.</p> <p>The first is a Solutions Lab which has already received planning permission. It is being developed within in the existing site capacity for infrastructure and will open in September 2016.</p> <p>The second is a Primary School which is being commissioned by West Berkshire Council and will open in September 2017. It is anticipated that this will also operate within the confines of the existing infrastructure.</p> <p>The College is expecting a greater footfall and could be supported by extra bus routes visiting the college especially around school opening and closing times when the Primary School open.</p>

(c) Health

Respondent: Primary Care Co-Commissioning Manager (North and West Reading Clinical Commissioning Group (CCG), Newbury and District CCG, South Reading CCG, and Wokingham CCG)

<p>Current situation</p>	<p>There are 14 GP Practices (17 premises) in the West Berkshire Council area. Of these, only two has sufficient capacity for the current population.</p> <p>In terms of the existing capacities of these GP Practices, the current West Berkshire average is 2,073 patients per whole time equivalent GP. This average has risen from 1,900 in 2012, exceeds the national average of 1,811 and could have implications for Practices in the future in terms of their ability to offer services from their existing accommodation.</p> <p>Over the last 5 years, contributions have been pooled to improve, refurbish, or extend GP practices in West Berkshire. This includes the following examples:</p> <ul style="list-style-type: none">• Burghfield Health Centre - provision of additional car parking• Chapel Row Practice - Provision of additional car parking• Thatcham Health Centre - Improvements to internal space and access for patients• Falkland Surgery - internal changes to create additional clinical space• Theale Medical Centre – internal changes to create additional clinical space. <p>The above examples are representative of the type of works which could be required in future in relation to the ongoing services provided at other West Berkshire's GP Practices. This would be in addition to any new or relocated GP Practices which may be required as a result of strategic scale residential developments.</p> <p>Such works would ensure that there is adequate space for the current patient population but also capacity to accommodate the growth in population from new developments in the District.</p>
<p>Anticipated needs</p>	<p>From the 10,500 additional dwellings required in the Core Strategy, 3,820 are still to be built up to 2026.</p> <p>For those dwellings that already have planning permission, are under construction, or are already built, a S106 developer contribution would have been sought where</p>

	<p>appropriate and will be paid upon commencement of the development.</p> <p>Any costing therefore will be based on future needs for those developments still to be approved.</p> <ul style="list-style-type: none">• Newbury / Thatcham 2,200 = Increase in population of approximately 5,280• Eastern Area 690 = Increase in population of approximately 1,656• AONB 670 = Increase in population of approximately 1,608• East Kennet Valley 260 = Increase in population of 624 <p>The practice most affected in the Newbury / Thatcham area will be the Falkland Surgery in Newbury. Although the premises are adequate for the current population they would need to build an extension (and internal re-works) to accommodate the growth from the Sandleford Park Development.</p> <p>In the other three areas where the proposed developments will be spread across a geographical area, the impact it will have on specific GP premises will be determined when the planning application is received. At that point the practice/s affected by the development will be consulted.</p>
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(d) Green Infrastructure

(i) Open space

Respondent: Grounds Maintenance Manager, West Berkshire Council

<p>Current situation</p>	<p>WBC's Countryside Service manages and maintains a large proportion of Green Infrastructure (GI) assets. The Countryside Service plays an important role in the creation and well-being of healthy communities through play, sport, nature conservation and quiet recreation. A key function of the service is the management of the nature conservation and recreational value of important nature conservation sites in the countryside, and access to the countryside through the public rights of way network.</p> <p>Various national bodies are also responsible for managing and maintaining other elements of GI within West Berkshire including Natural England (sites of national importance including SSSIs) and British Waterways as the navigating authority. A large area of West Berkshire lies within the North Wessex Downs AONB, which is managed by a Council of Partners, which includes West Berkshire Council.</p> <p>An audit of Green Open Space undertaken in 2006 records over 4000ha within West Berkshire including:</p> <ul style="list-style-type: none">• Allotments - 30.2ha• Amenity green spaces – 164.6ha• Cemeteries and church yards – 50.2ha• Natural and semi-natural green spaces – 2501.7ha• Outdoor sports facilities – 987.6ha• Parks and Gardens – 257.1ha• Provision for children and teenagers – 9.8ha <p>Some of the key assets that contribute to the GI network include:</p> <ul style="list-style-type: none">• Snelsmore Common Country Park (over 100ha)• The recently restored Greenham and Crookham Common (500ha); Large areas with public access at Padworth, Bucklebury and Wokefield Commons, Hose Hill Lake, Thatcham Reed Beds• An environmental education facility at the Thatcham Nature Discovery Centre• 1168 kilometres of public rights of way (footpath, bridle way, byway) including two National Trails (The Ridgeway and the Thames Path)• The Kennet and Avon Canal (45 kilometres of canal and associated towing path) and other river corridors.
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	<ul style="list-style-type: none"> • Henwick Worthy Sports Grounds in Thatcham (12 outdoor pitches for hockey, football and rugby and 2 cricket pitches) • Green Flag Award Winning Parks at Holybrook and Northcroft/Goldwell • 47 children’s play areas • A range of other local parks and open spaces of various sizes distributed across the District • North Wessex Downs Area of Outstanding Natural Beauty (NWD AONB) covers 74% of West Berkshire and also offers recreational benefit as an important area of accessible green space. However, the new NWD AONB Management Plan 2009-2014 refers to a study conducted in 2007 on accessible natural greenspace provision in the South East which found that the NWD AONB has the smallest percentage (4%) of accessible natural greenspace of all the South East’s protected landscapes. • An overall assessment of the need for Open Space and Leisure undertaken for the Council by PMP (2005), concluded that West Berkshire is generally well catered for in quantitative terms, but that the quality and accessibility of open spaces could be improved, in particular the connectivity between green corridors and green spaces.
Anticipated needs	<p>The GI network in West Berkshire is generally well catered for. The key issue is the need for ongoing maintenance of and qualitative improvements to these existing assets as well as the adequate provision of multifunctional open spaces in new developments that link to the existing GI network.</p> <p>The Open Space and Leisure Assessment of Need has identified the need to improve the quality of existing public open space provision. This may be done in a number ways:</p> <ul style="list-style-type: none"> • Improving access and where required car parking to sites • Improving and enhancing play area provision • Improving infrastructure such as paths, fences, outside furniture, interpretation, outdoor sports courts and pitches and changing rooms, structures, landscaping and sports equipment • An additional floodlit artificial pitch at Henwick Worthy • The goal should be to raise the quality of existing provision so that all areas meet the recognised minimum standard as defined by the Green Flag Award judging criteria <p>The strategic site allocations at Newbury Racecourse and Sandford should provide for an appropriate network of green infrastructure as part of the mix use development. This</p>

	<p>will include the need to provide for a network of pedestrian and cycle routes that connect to the wider GI network and additional provision of Local Equipped Areas for Play (LEAPS) and Local Areas for Play (LAP), playing fields and amenity open space. At Sandford, development must be designed with significant GI to respect the sites topography and landscape importance. A masterplan or SPD will be prepared for development at Sandford which will establish core design principles for GI provision.</p> <p>British Waterways will also continue to seek improvements and upgrades to towing paths and waterways as a consequence of future development where this is likely to increase public usage. A financial contribution towards such improvements is to be secured via a S106 agreement following planning consent for development at the Newbury Racecourse Site.</p> <p>Likewise development within or close to the area designated as part of the Living Landscape Project (south of Thatcham and east of Newbury) may be required to make a similar financial contribution by way of mitigating the impact of development. Developer contributions towards the Project are again to be secured at Newbury Racecourse to mitigate the additional recreational pressure arising from that development.</p> <p>Infrastructure requirements necessary to maintain and provide for improvements to the GI network in many cases will also help to meet other key infrastructure delivery requirements. The delivery schedules for Pedestrian and Cycleway improvements, Sports Centres and Sports Pitches and Parks, Open Space and Play areas should therefore be read alongside the GI delivery schedule.</p>
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(ii) Biodiversity / Ecology

Respondent: Ecologist, West Berkshire Council

<p>Current situation</p>	<p>There are a range of biodiversity and geodiversity habitats within the district. Three sites have special protection (all three are Special Areas of Conservation). 51 nationally designated sites covering 1470ha (all Sites of Special Scientific Interest).</p> <p>There are a further range of habitats that have local significance – 473 Local Wildlife Sites (6112 ha), 5 Local Geological Sites (155ha) and 2894ha of ancient semi-natural woodland (with a further 116aha which could be restored). Whilst not statutory designations, there are 17 Biodiversity Opportunity Areas (BOAs) in the district.</p>
<p>Anticipated needs</p>	<p><u>Biodiversity Opportunity Areas</u></p> <p>Regulation 39 of The Conservation of Habitats and Species Regulations 2010 requires Local Planning Authorities to encourage the management of features in the landscape that are of major importance for wild flora and fauna. Policy CS17 of the West Berkshire Core Strategy states that opportunities for biodiversity improvement will be actively pursued within the Biodiversity Opportunity Areas (BOAs) identified on the proposals map. The maintenance and enhancement of these BOAs will enable:-</p> <ul style="list-style-type: none">• wildlife to be better able to cope with Climate Change;• will be enjoyed by people living and working in West Berkshire; and• will have mental and physical health benefits as some of this work will be undertaken by volunteers and many people will get mental and physical health benefits from walking the footpaths through these areas. <p>The Berkshire Local Nature Partnership (BLNP) has identified BOAs as the areas where there are already concentrations of biodiversity where it would be best to concentrate efforts to link and expand natural habitats. Following on from the identification of these areas, the Partnership has identified some actions that are necessary within these areas to maintain and enhance them for biodiversity (http://berkshirelnp.org/index.php/what-we-do/strategy/biodiversity-opportunity-areas). These actions are included within the Infrastructure Delivery Schedule included in Appendix A.</p>

Discussions with the Local Wildlife Trust and Natural England have identified that in general, Higher Level Stewardship (HLS) grant payments cover about 75% of the true figures. The exception was in regards to heathland restoration where the Trust had recent true figures of the cost which showed that HLS payments are about 5% of the true cost.

The calculations therefore show the cost of the works required in the BOAs, minus HLS grant moneys. Over twelve years BOAs will need £3,625,328 of financial support not available from other sources.

Countryside Projects

The BOA work will require partnerships between farmers and landowners, and the Council and Conservation bodies to establish the details of what is required in each BOA. To employ a Project Officer to undertake the delivery of the above work in the 16 BOAs in West Berkshire will cost £29,000 per year.

Berkshire Local Nature Partnership

The establishment of BOAs was undertaken by the BLNP by employing a County Co-ordinator. To oversee the implementation of BOA work and to identify new sources of funding/other resources for this work, the role of Co-ordinator needs to continue. To employ a person to undertake this work will cost £25,000 per year. However, half of this work will be undertaken in east Berkshire, therefore the cost of this post will be £14,500 per year in West Berkshire.

Thames Valley Environmental Records Centre

Thames Valley Environmental Records Centre (TVERC) is the biological records centre for Berkshire and Oxfordshire. They employ a surveyor in each County and support a large number of volunteer recorders who collect biological records in their spare time. The information collected was used by the BNCF when designating the BOA areas. The work to improve the biodiversity of the BOAs will need to be monitored to see if habitats and species are increasing and the aims of the BOAs are working. To monitor this work using direct staff and volunteer recorders will require £29,000 of time from TVERC per year.

(iii) Kennet and Avon Canal

Respondent: The Canal and River Trust

Current situation	Not specified by The Canal and River Trust
Anticipated needs	<p>The Canal and River Trust own and manage the Kennet and Avon Canal which runs for 45 kilometres through the West Berkshire area. The canal has undergone a waterway renaissance starting with its restoration in the early 1990's. The Waterway runs between Froxfield Bottom Lock and Southcote Lock as it passes through West Berkshire. It is made up of a mixture of River section, canal and canalised river and the Trust acts as Navigation Authority for the whole stretch and in many areas owns the towpath as well.</p> <p>The canal runs through a number of housing growth areas as identified in the Spatial Strategy, including Newbury, Thatcham, Colthrop and Kintbury. It is close to the planned Strategic Urban Extension at Newbury Racecourse.</p> <p>Waterside development by third parties will place extra liabilities and burdens upon the canal infrastructure in relation to ongoing management and maintenance costs. For example, the use of the canal for drainage and flood alleviation purposes and the ongoing maintenance costs for maintaining not only attractive "waterway settings" but sustainable transport routes used by the future occupiers of such development, place an increasingly heavy burden on the Trust.</p> <p>Similarly, changes of land use adjacent to the canal can alter the risk profile of our maintenance regime, leading to additional cost for British Waterways. For example, managing a canal that passes through a largely rural landscape of agricultural land generates a smaller maintenance liability than one that passes through a residential or commercial area.</p> <p>Waterside development and regeneration schemes by third parties are exploiting the waterside settings to maximise development value uplift generated by waterside location, yet these third party schemes are not always being obliged to contribute to the development, improvement, restoration and maintenance of waterways. The Core Strategy, Green Infrastructure Strategy and Infrastructure Delivery Plan provides a great opportunity for the Council and the Trust to work together to address this issue.</p> <p>Waterways are recognised as unique multi-functional assets</p>

	<p>that perform a number of other important functions such as water resourcing (drainage and flood alleviation); waterborne transport functions (freight, passengers and leisure); use of towing path as a healthy and sustainable transport route for walking, jogging and cycling; a wildlife corridor; and an integrated part of new, waterside developments.</p> <p>Furthermore, canals are a type of “economic development” linked to the visitor economy. The canals can be used to help deliver urban renaissance and improve urban and housing offers, as well as being used as tools in place making and shaping; re-branding; confidence building; delivering image change; attracting and generating investment; and improving quality of life.</p> <p>It is important to ensure that new waterside development and regeneration activity supports the long term sustainability of the canal/river corridor and helps to meet the key priorities of the GI and Core Strategy.</p> <p>The Trust carries out a mixture of reactive repairs, and planned works but our main focus is ensuring that the navigation remains safe and operational and basic maintenance is carried out. We have a rolling programme to replace lock gates and other operational structures but we are unable within our budgetary constraint to fund large scale enhancement/improvement projects although we actively seek funding from many sources to enhance the canal, towpath and environs.</p> <p>Due to the above we do not plan 10-15 years ahead, nor do we expect to have a contingency fund to cope with additional pressures on our budget. For example, nationally some of our projects will be delayed or cancelled due to the flood damage caused to our northern canals following recent heavy rain.</p> <p>The Trust will seek to maximise opportunities for partnership working to secure funding and will request developer funding from planning applications where appropriate.</p>
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(e) Social Infrastructure

(i) Archaeology

Respondent: Archaeological Officer, West Berkshire Council

Current situation	<p>Maintenance and development of the Historic Environment Record (HER) – The West Berkshire HER is an information system which forms the evidence base of the evolution and character of the district’s manmade environment, and is therefore an essential resource in infrastructure planning. Its use is embedded in both the NPPF and the West Berkshire Council Core Strategy (CS19). The HER underpins archaeological advice on development and land-use changes from flood defences to transport, and from housing to green infrastructure, in order to ensure the conservation and enhancement of the historic environment. The HER is a public record, consulted by a wide range of users and groups, and it is continually being updated.</p> <p>Since 2006 the HER has greatly expanded its content, particularly for buildings and communal or civic features. It contains the most up to date information about all historic designated assets in the unitary authority, including the Local List, but also records many undesignated heritage assets. Three historic characterisation projects have allowed assessments and recommendations to be made about all the landscape of West Berkshire.</p> <p>Extracts from the HER have been made available online via the Heritage Gateway since 2010. An audit of the HER was carried out in 2009 in conjunction with English Heritage (now Historic England) and this was revisited in 2015. A new HER Outcomes Framework is being developed nationally and the emerging Heritage Information Access Strategy puts Local Authority HERs as the first point of call for investigative research data and knowledge.</p>
Anticipated needs	<p>The HER is a computerised database and linked GIS system supported by a range of archaeological and historical reports and documentation, and maintained by professional staff. This resource is under increasing cost pressures; and any loss of service could potentially have a severe impact on the effective conservation, protection and promotion of West Berkshire’s historic environment. Future plans for development and enhancement of the HER include digitisation of paper records and developing new ways to engage with audiences, in line with the audit recommendations. These can be seen as opportunities, but</p>

	are again subject to the same cost pressures.
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(ii) Leisure facilities

Respondent: Sport and Leisure Manager, West Berkshire Council

Current situation	<p><u>Sports Centres and Playing Fields:</u></p> <p>West Berkshire Council's Sport and Leisure Team is responsible for the contractual arrangements for the Council's Sports and Leisure Centres and the management of the Dolphin Centre's Outdoor Activity Programme based at Pangbourne and the Waterside Centre (in Newbury). The Sport and Leisure Team also works with Public Health, Town and Parish Councils, regional and national agencies, voluntary organisations and community groups, to commission a range of sports programmes across the district.</p> <p><u>Sports Centres:</u></p> <p>There are 8 sports centres that are managed on behalf of the Council by Legacy Leisure. Five of these are Dual Use Facilities co-located within schools, with limited or no access during the school day but full access in the evenings, at weekends and during school holidays). These facilities are available at:</p> <ul style="list-style-type: none">• Downland Sports Centre at The Downs School, Compton (fitness gymnasium and sports hall).• Hungerford Leisure Centre at John O'Gaunt School (swimming pool, fitness gymnasium, aerobics studio, sports hall and access to outdoor sports area).• Kennet Leisure Centre, at Kennet School, Thatcham (leisure pool, fitness gymnasium, aerobics studios, squash courts, outdoor pitches and function room).• Theale Green Recreation Centre at Theale Green Community School (indoor and outdoor facilities including a sports hall, fitness gymnasium, and outdoor sports area).• Willink Leisure Centre, within Willink School, Burghfield Common (swimming pool, fitness gymnasium, school gymnasium for aerobics classes, sports hall and outdoor sports area). <p>Three are Stand Alone Facilities which have full access at all times and are provided by the following centres:</p> <ul style="list-style-type: none">• Cotswold Sports Centre, Tilehurst (sports hall, fitness gymnasium, aerobics studio and multi-use outdoor sports facilities).• The Lambourn Centre, Lambourn (sports hall, fitness gymnasium, function room, sauna, horse riding trainer).• The Northcroft Leisure Centre (a multi-purpose centre with
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both indoor and outdoor swimming pools (plus teaching and toddler pools), fitness gymnasium, aerobics studio, racquet courts, sports hall and sauna).

Whilst these eight sites provide good geographic coverage across the District, the facilities are of variable quality and some provide more limited accommodation than others. The Eastern Urban Area is least well provided for. Although adjacent to many of the recreation facilities provided by Reading Borough Council, the Cotswold Sports Centre has a very limited range of facilities and is in need of modernisation.

The Dolphin Centre, an Outdoor Activity Centre at Pangbourne delivers a programme of outdoor and water based activities (which also includes activity from the Waterside Centre in Newbury). Both centres also contain internal climbing walls providing an additional resource in the area. This service is currently delivered by West Berkshire Council

Sports Pitches:

Henwick Worthy Sports Field, Thatcham is the largest facility in West Berkshire offering 3 tennis courts, 2 netball courts, 1 floodlit artificial pitch, 10 football pitches, 1 rugby pitch and 2 cricket wickets.

4 football pitches are located at Holybrook Linear Park, Calcot and 3 at Northcroft Park, Newbury. Sports pitches are also located within school facilities and within communities either under the management of the local sports club or the town/parish council for that location.

Artificial pitches, as well as being available at some sites mentioned above, can also be found at a further seven locations across the district, these are available for community groups to hire at:

Crookham Common athletics track offers the only six lane synthetic all-weather athletics track, with in field and out field various throwing and jumping areas; two large changing rooms with showers and toilets, a club room with ancillary kitchen area and disabled facilities.

Other Leisure Facilities

There is a good range of commercially provided fitness facilities, including the Nuffield Fitness and Wellbeing Centre, David Lloyd Leisure, Any Time Fitness, the Basingstoke

	<p>Sports Trust (BST) in Newbury and Herongate Leisure in Hungerford. These together with a range of hotels which offer leisure facilities on a membership basis at the Hilton Hotels (Newbury), the Donnington Valley Hotel (Newbury), the Regency Park Hotel (Thatcham) and the Copthorne Hotel (Pingewood), golf clubs spas and local employers provide a rich mix of sports provision in the district.</p> <p>Community users are also accepted at two private schools with sports and leisure facilities - Downe House School, and Bradfield College and Indoor Tennis Centre.</p>
<p>Anticipated needs</p>	<p>Feasibility studies have been undertaken by the Council for new facilities to replace both the Downlands and Cotswold Sports Centres.</p> <p>The Rural Downlands schemes are likely to comprise the following improvements or replacements of facilities:</p> <ul style="list-style-type: none"> • Longer term the Downlands Sports Centre is in need of replacement with a modern structure providing improved reception and social space, modern changing rooms offering a high level of customer comfort, an enlarged and well equipped fitness gymnasium and an enlarged (four court) standard sports hall marked equipped for multi-sports usage plus new aerobics studio. <p>The school also acknowledge the need for improved facilities to support their physical education programmes</p> <p>The future scheme for Cotswold would be for:</p> <ul style="list-style-type: none"> • Replacement of the Cotswold Sports Centre with a new facility that includes a sports hall, indoor pool, aerobics / dance studio, fitness gymnasium, reception and social space, swimming pool changing village and separate changing for non-pool sports and, a synthetic turf pitch. <p>These projects may be planned as joint use provision on secondary school and Academy sites. The schemes have not progressed to date due to issues in obtaining the necessary funding to enable the projects to proceed. It is likely that any future financial package would come from a variety of sources including lottery and other grants, section 106 contributions, and, where a revenue return can be generated, contributions from private sector contractors and investors. Given the experience to date there must be a high</p>

	<p>risk that these projects will not proceed in the foreseeable future and there thus being a risk to the ongoing feasibility of the current facilities continuing.</p> <p>Current facilities will continue as long as is practical but both are aging and have issues such as asbestos in the roof areas so the risk of failure is increasing.</p> <p>In addition, an option analysis has been completed of the long term future of the outdoor swimming pool (Lido) at Northcroft Leisure Centre in Newbury as it approaches the point at which it becomes beyond economic repair.</p> <ul style="list-style-type: none">• Refurbishment of outdoor swimming pool to safeguard current facility, enhance the current environment and improve accessibility.• Replacement of outdoor swimming pool with new lido offering increased shallow water, full disabled access, refurbished/replacement changing facilities and improved leisure features <p>All new development should follow the good practice guidelines provided by Sport England to ensure that there are sufficient places for local communities to enjoy informal sport and recreation whether through the provision of open spaces or Multi Use Games Areas</p>
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(f) Public Services

(i) Police

Current situation	<p>Thames Valley Police (TVP) has undertaken a series of refurbishment works at Newbury PS to modernise the building and improve its energy efficiency</p> <p>TVP has also rolled out a programme of ANPR camera provision, particularly in the rural parts of the district</p>
Anticipated needs	<p>A new facility is required in the Theale/Thatcham area. TVP are currently in discussions with partner to deliver this provision and it is anticipated that an agreement will be reached shortly. Delivery of the facility is anticipated 2017/2018</p> <p>The remaining requirements, as set out in the infrastructure schedule, will be delivered as per the timescale outlined, linked to the demand generated by the growth anticipated in the district through housing delivery.</p>

(ii) Waste management

<p>Current situation</p>	<p>The Integrated Waste Management Facility, which is the key municipal waste infrastructure for the District, was built and began operating in 2011. The Newtown Road Household Waste Recycling Centre was built and became operational in 2008.</p>
<p>Anticipated needs</p>	<p>The anticipated need for Municipal Waste Management in the district for the future is the expansion or upgrading of the Mini Recycling Centres and Household Waste Recycling Centres, particularly for new housing developments.</p> <p>Preferred Infrastructure Development – the Waste Management requirement is set out in the infrastructure schedule.</p>

(g) Utility Services

(i) Energy supply

As part of the update to the IDP, the responsible bodies for energy supplies were contacted (National Grid, Scotia Gas Networks, Southern Electric Power Distribution, Scottish and Southern Energy, Wales and West Utilities.).

No response was received from National Grid, Scotia Gas Networks, Southern Electric Power Distribution, and Wales and West Utilities.

Scottish and Southern Energy advised that they have a long term development strategy plan. This does not set out any specific requirements for West Berkshire.

(ii) Water and waste water

Respondent: Thames Water

<p>Current situation</p>	<p>In context of the growth areas outlined within the West Berkshire Plan, supply is via the sources and water treatment works identified below;</p> <p>Eastern Area – supplied via Fobney and Pangbourne East Kennet Valley – Ufton Nervet Newbury & Thatcham – East Woodhay, Bishops Green and Speen North Wessex Downs – Hungerford and Bradfield</p> <p>There are no known deficiencies in the availability and ability to supply the current and projected demands within any of these areas in the current business plan period (2015 – 2020).</p>
<p>Anticipated needs</p>	<p>Thames Water, along with the other UK water and sewerage companies, is funded in 5 year planning periods known as Asset Management Plans (AMP). The money available to spend on Water Services Infrastructure during an AMP period is determined by the Office of Water Services (Ofwat) in consultation with the Government, the Environment Agency and consumer organisations amongst others. The consultation process is known as the Periodic Review, and the last review, which determined how much money TWUL have to spend between 2010 and 2015 (AMP 5), finished in 2011. AMP6 will cover the period from 1 April 2015 to 31 March 2020 and Thames Water will submit their draft Business Plan to OFWAT for this period in August 2013.</p> <p>Following Appropriate Assessment of the impact of abstraction at Speen for the Kennet and Lambourn Floodplain SAC, network modifications and new infrastructure were installed and commissioned during the previous Business Plan period (AMP5 2010 to 2015). This was to accommodate a reduction in available water abstraction licence at Speen water treatment works.</p> <p>Following an Appropriate Assessment into the impact of abstraction from the West Berkshire Groundwater Scheme (WBGWS) on the Thatcham Reedbeds Site of Special Scientific Interest (a component part of the Kennet and Lambourn Floodplain Special Area of Conservation) an augmentation solution was implemented during the previous Business Plan period (AMP5 2010 to 2015) to support use of the WBGWS during a drought event.</p>

	<p>There are no other licence reductions (and associated infrastructure investment) identified or planned within any of the areas identified within the West Berks consultation for the current Business Plan period (2015 to 2020).</p> <p>There are no other specific growth related investment schemes identified or planned within any of the areas identified within the West Berks consultation for the current Business Plan period (2015 to 2020).</p> <p>Capital maintenance investment will be undertaken on existing assets supporting water supply (treatment works, pumping stations, reservoirs, trunk and distribution mains) to maintain current operational levels and demand on a case by case basis.”</p> <p>In relation to specific infrastructure requirements, Thames Water are currently reviewing the requirements for the next few years and should have a clearer picture towards the end of the year.</p>
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(iii) Telecommunications

As part of the update to the IDP, BT Openreach, Vodafone and O2, EE, and Three were contacted. No responses were received.

(h) Flood defences

The Environment Agency (EA) has permissive powers to maintain watercourses and flood defences. West Berkshire Council is responsible for managing flood risk from Ordinary Watercourses. Responses to the update of the IDP have been received from West Berkshire Council's Principal Engineer and Projects Manager in addition to the Environment Agency.

Respondents: Principal Engineer, West Berkshire Council and Projects Manager, West Berkshire Council

Current needs	<p>Schemes from the existing IDP delivered in the last few years include:</p> <ul style="list-style-type: none">• Flood Defences: Cold Ash Flood Alleviation Scheme;• Flood Defences: Oak End Way.
Anticipated needs	<p>There are no flood alleviation schemes required at or near the developments sites, however schemes are identified at Great Shefford, Purley and Thatcham (see the infrastructure schedule for further details).</p> <p>All the sites must include sustainable drainage systems which on some sites will require sizable attenuation ponds on public open spaces. Sustainable drainage on adoptable highway and public land will be maintained by the Council from the time of adoption.</p>

Response from the Environment Agency:

Current situation	<ul style="list-style-type: none">• Newbury Flood Alleviation Scheme (FAS) – This EA project has been fully funded by Flood Defence Grant in Aid (FDGiA) and Local Levy funding and is now complete.• Eastbury FAS - This EA project has been fully funded by Local Levy funding and is now complete.• Cold Ash 1 - This lead Local Flood Authority (LLFA) project has been fully funded by FDGiA and Local Levy funding and is now complete.• Oak End Way - This LLFA project has been fully funded by Local Levy funding and is now complete.• Winterbourne - This LLFA project has been funded by FDGiA and Local Levy funding and is now in construction phase.• Tull Way - This LLFA project has been funded by FDGiA and Local Levy funding and is now about to start construction phase.
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Anticipated needs	All the other projects are being managed by the LLFA and are ongoing, subject to technical approval or require funding. These include: Woolhampton; Dunstan Park; Waller Drive; Grazeley Green; West Ilsley; Boxford; Francis Bailey; Lambourn Property Level Protection (PLP); Purley on Thames PLP
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(i) Air quality management

Respondent: West Berkshire Council Environmental Health Team

<p>Current situation</p>	<p>There are currently two air quality management areas which require Air Quality Action Plans. These are located in close proximity to the Newbury South settlement and Thatcham area. To date no work has been undertaken proactively on projects associated with these areas as there is no finance (other than existing infrastructure budgets in Highways and Transport Policy). Money is needed to implement feasibility studies, leading on to measures to improve air quality in these areas.</p> <p>In addition we have concerns with levels of air quality in Shaw Road (off Robinhood Roundabout) and Pangbourne, one close to Newbury North Settlement and the other near the Pangbourne proposed area. At this stage we are investigating matters further and air quality assessments would probably be required for both these areas, where there is an impact on increased traffic flow. If an Air Quality Management Area (AQMA) is declared we would again be looking for finance to contribute to measures to proactively reduce pollution levels in the area.</p>
<p>Anticipated needs</p>	<p>We need as an authority to demonstrate to DEFRA that we are taking measures to improve air quality. There are two approaches.</p> <ol style="list-style-type: none">1) To ensure that developments do not impact on air quality (either by increasing levels in an already high pollution area, or by creating and AQMA) The need here is to incorporate a requirement for an air quality assessment associated with any development areas near to areas of concern (Newbury Centre, Thatcham Centre, Pangbourne) and if a negative/neutral impact is shown there is a requirement for 2) below;2) Where a negative/neutral impact is shown developers should be required to contribute towards physical and behavioural measures to improve air quality in the area.3) For all other locations there should be a requirement to contribute towards the annual monitoring costs (share of £3k)

APPENDICES

Appendix A: Infrastructure Delivery Schedule

TOPIC	INFRASTRUCTURE REQUIREMENTS	AREA	LEVEL OF PRIORITY	TIMING OF DELIVERY			COMMENTS ON THE TIMING OF DELIVERY	COST	FUNDING AVAILABLE	INDICATIVE FUNDING GAP	FUNDING SOURCE(S)	FURTHER COMMENTS
				SHORT TERM (2016 - 2021)	MEDIUM TERM (2022 - 2026)	LONG TERM (2026 - 2036)						
Education - early years and primary	Two 2FE primary schools, with three nursery classes	Sandleford	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£23,897,271	£23,897,271	Not yet determined	S106	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies. The cost includes provision of land which we would seek as part of the S106 agreement.
Education - primary	Primary school places required, equivalent to 1FE, with 26 FTE nursery places. Land and build costs.	Newbury	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£9,657,471	£9,657,471	£0	S106	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Provision of additional places	Thatcham	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision.	£819,080	Not yet determined	Not yet determined	Community Infrastructure Levy (CIL)	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies.
Education - primary	Re-provide existing infant school plus the cost of a site for 3.5FE. Additionally build costs to expand the infant school to 2.5FE	Burghfield Common	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£6,244,959	£6,244,959	£0	S106	A larger site is required, as this will match the junior site and will enable potential future expansion. Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Provision of additional places in Junior school	Burghfield Common	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision.	£863,864	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Re-provide existing infant school plus the cost of a site for 3FE. Additionally build costs to expand the infant school to 2.5FE	Mortimer	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision.	£6,089,282	£6,089,282	£0	S106	A larger site is required, as this will match the junior site and will enable potential future expansion. Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Provision of additional places in Junior school	Mortimer	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision.	£282,719	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Provision of additional places	Woolhampton	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision.	£164,920	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Provision of additional places	Eastern Urban Area	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision.	£1,588,725	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger
Education - primary	An additional 0.5FE land and build costs	Theale	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£2,376,178	£2,376,178	£0	S106	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies.
Education - primary	Re-provide existing school plus the cost of a site for 2FE and a nursery class. Additionally build costs to expand the school to 1.5FE	Compton	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£10,882,016	£10,882,016	£0	S106	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Provision of additional places	Hungerford	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£555,229	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Provision of additional places	Lambourn	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£340,834	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Provision of additional places	Pangbourne	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£192,406	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - primary	Provision of additional places	Paices Hill, Enborne and Beech Hill	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£235,718	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - secondary	Expansion of existing secondary school, to include land and buildings	Sandleford	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£19,715,421	£19,715,421	£0	S106	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies. The cost includes provision of land which we would seek as part of the S106 agreement
Education - secondary	Secondary school places plus sixth form required, equivalent to 6FE. Land and build costs	Newbury and Thatcham	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£49,020,985	£49,020,985	£0	S106	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - secondary	Expansion of secondary school	Burghfield Common and Mortimer	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£1,235,247	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies

TOPIC	INFRASTRUCTURE REQUIREMENTS	AREA	LEVEL OF PRIORITY	TIMING OF DELIVERY			COMMENTS ON THE TIMING OF DELIVERY	COST	FUNDING AVAILABLE	INDICATIVE FUNDING GAP	FUNDING SOURCE(S)	FURTHER COMMENTS
				SHORT TERM (2016 - 2021)	MEDIUM TERM (2022 - 2026)	LONG TERM (2026 - 2036)						
Education - secondary	Expansion of secondary school by 1FE to include land and build costs	Compton and Chieveley	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£6,964,431	£6,964,431	£0	S106	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - secondary	Provision of places	Paices Hill, Enborne and Beech Hill	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£138,756	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - SEN	Provision of places	Newbury and Thatcham	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£218,213	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - SEN	Provision of places	Burghfield and Mortimer	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£120,496	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - SEN	Provision of places	Woolhampton	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£9,904	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - SEN	Provision of places	Eastern Urban Area	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£95,406	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - SEN	Provision of places	Theale	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£122,146	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - SEN	Provision of places	AONB	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£137,003	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - SEN	Provision of places	Paices Hill, Enborne and Beech Hill	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£13,535	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - Early Years	Provision of two stand alone facilities	Newbury	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£1,693,092	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - Early Years	Provision of one stand alone facility	Thatcham	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£846,546	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - Early Years	Provision of two stand alone facilities	Eastern Urban Area	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£1,693,092	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - Early Years	Provision of one stand alone facility	Hungerford	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£846,546	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - Early Years	Provision of one stand alone facility	Lambourn	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£846,546	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Education - Early Years	Provision of places	Paices Hill, Enborne and Beech Hill	Critical	x			Facilities, in whole or part, will need to be in place prior to occupation of first dwelling as insufficient capacity in existing provision	£21,898	Not yet determined	Not yet determined	CIL	Provision will only be required as a result of proposed levels of housing. Additional housing or a single larger site may require additional provision and may trigger a request for S106 monies
Flood Defences	Thatcham Surface Water Management Plan (attenuation ponds)	Thatcham	Critical	x	x		Programmed	£4,000	£2,500	£1,500	Defra funding, Local levy, CIL	
Flood Defences	Great Shefford Flood Alleviation	Great Shefford	Critical	x			Dependent on funding availability	£450,000		£450,000	Defra funding, Local levy, CIL	

TOPIC	INFRASTRUCTURE REQUIREMENTS	AREA	LEVEL OF PRIORITY	TIMING OF DELIVERY			COMMENTS ON THE TIMING OF DELIVERY	COST	FUNDING AVAILABLE	INDICATIVE FUNDING GAP	FUNDING SOURCE(S)	FURTHER COMMENTS
				SHORT TERM (2016 - 2021)	MEDIUM TERM (2022 - 2026)	LONG TERM (2026 - 2036)						
Flood Defences	Maintenance of Sustainable Drainage Systems on adopted public highway and public open spaces within the development sites	District-wide	Critical	x	x	x	Maintenance commences on the adoption of the highway and open spaces	Unknown at this stage	Nil	Unknown at this stage	Developers	
Health	Extension to Falkland Surgery to provide additional consulting and treatment space, internal reworks (approx. 100 sq.m)	Newbury/Thatcham	Critical		x			£300,000		£300,000	Not specified	
Highways and Transport	A339/Sandleford Access	Newbury	Critical	x			With development	Not specified			LEP/S106	
Highways and Transport	A340/Warren Road Improvements (access to Sandford)	Newbury	Critical	x			With development	Not specified				
Highways and Transport	A339/Newbury Relief Road	Newbury	Critical		x	x	To mitigate against additional development in Newbury	£150,000		£150,000	Department for Transport (DfT)/S106/CIL	
Highways and Transport	A339 Challenge Fund Improvements (Robinhood, Bear Lane & St Johns Junctions)	Newbury	Critical	x			Programmed	£10,000	£10,000	£0	Challenge Fund, DfT, S106, LEP	
Highways and Transport	Newbury Wharf Bus Interchange.	Newbury	Critical	x			Programmed	£850,000	£850,000	£0	DfT, S106	
Highways and Transport	Kings Road Link Road	Newbury	Critical	x			Allocated LEP Local Growth Deal funding 2016/17 – 2017/18	£4.83m	£4.83m	£0	LEP LGF, S106, WBC, other	To be delivered by developer of the Sterling Industrial Estate
Highways and Transport	A339 / London Road Industrial Estate new access	Newbury	Critical	x			Allocated LEP Local Growth Deal funding 2015/16 – 2016/17	£2.40m	£2.40m	£0	LEP LGF, S106, WBC	Works commenced Feb 2016
Highways and Transport	Sandleford Park Accesses	Newbury	Critical	x			Allocated LEP Local Growth Deal funding 2017/18 – 2020/21	£5.65m	£5.65m	£0	LEP LGF, S106, Private Investment	Full funding approval from LEP yet to be received
Highways and Transport	A4 Capacity Improvements	Eastern Urban Area	Critical	x			In progress for completion 2016/17	Not specified			S106	
Highways and Transport	Traffic signals and SCOOT upgrade	District wide	Critical	x	x	x		Not specified				
Highways and Transport – Active / Sustainable Travel	Car Club	Newbury	Critical	x	x	x	Launched 2016	Not specified			DfT, S106	Joint project with the Racecourse and is included within their Travel Plan commitments
Highways and Transport - Public Transport - Buses	Creation of bus-only and bus-general traffic accesses from proposed Sandleford development	Newbury	Critical	x	x		Essential to enable the operation of bus services from the first phase of the development	Unknown at this stage	Unknown at this stage	Unknown at this stage	Developer funding	Nature and location of accesses currently subject of discussions
Highways and Transport - Public Transport - Buses	Frequent bus service (ideally 15 minute minimum frequency) linking Sandleford and Newbury Town Centre and ideally also improving links for nearby residential areas	Newbury	Critical	x	x		An appropriate level of bus service directly connecting the heart of the development with central Newbury needs to be introduced at same time first homes are occupied. Frequency and route to be enhanced as development is built out	£1.5m		£1.5m	Developer funding	Critical to enable sustainable travel between the proposed Sandleford urban extension, the town centre and Newbury Station, given the difficult topography south of the town and also to reduce the traffic impact of the development.
Highways and Transport - Public Transport - Buses	Delivery and sustaining of conventional local bus and other public road-based passenger transport services such as Community Bus services	District-wide	Critical	x	x	x	Ongoing, to offset the impact of existing and planned residential and commercial development	£20m over the 20-year IDP period (£1m per annum, including allowance for supporting Community Bus / Community Transport Services)	To be confirmed - subject to current savings consultation but indicatively £0.5m per annum	£10m over the 20-year IDP period (£0.5m per annum)	Developer funding	Seeking developer funding of £0.5m per annum, over the IDP period
Highways and Transport – Public Transport - Rail	Access and related improvements to Newbury Racecourse Satation	Newbury	Critical	x	x			£400,000			Racecourse, TOC	
Highways and Transport – Public Transport - Rail	Access and improvements to Theale Station	Newbury	Critical	x				Not specified			Network Rail	Network Rail to deliver new footbridge and lifts
Highways and Transport – Public Transport Rail	Access and interchange improvements to Newbury Station	Newbury	Critical	x	x		As a precursor to and in parallel with the Market St development. Also improvements at the station are listed in the Sandleford DPD.	£15.4m			Development, Rail industry funding (e.g. Access for All & NSIP), LGF	In addition to developer funding, Network Rail is to provide a new footbridge with lifts as part of the GW electrification project. Further funding to improve facilities at the station could come via the LEP or the rail industry.
Public Services - Policing	2 x Police Community Support Officers for 5 years	Newbury Town Centre and Outliers (including Newbury and Sandleford)	Critical	x	x		As above	£330,000 (£33,000 each x 5 years)	-	330,000		As above
Public Services - Policing	1 x Marked Police Vehicle – 4-wheeled drive & servicing for 5 years	Compton, Hermitage, Cold Ash and Chieveley	Critical	x	x		As above	£60,190 (£15,550 + servicing for 5 years @ £8,928 p.a)				As above
Public Services - Policing	1 x Mobile capable laptop & printer & licensing cost for 5 years	Compton, Hermitage, Cold Ash and Chieveley	Critical	x	x		As above	£4,850 (£4,150 start up costs + licensing for 5 years @ £150 p.a)	£4,250	£600	S106	As above
Public Services - Policing	1 x Marked Police Vehicle & servicing for 5 years	Newbury Town Centre and Outliers (including Newbury and Sandleford)	Critical	x	x		As above	£42,300 (£13,200 + servicing for 5 years @ £5,820 p.a)		£42,300		As above
Public Services - Policing	2 x Patrol Bicycles, kit & servicing for 5 years	Newbury Town Centre and Outliers (including Newbury and Sandleford)	Critical	x	x		As above	£2,480 (£740 for bike plus kit + servicing for 5 years @ £100 p.a)	£1,600	£880	S106	As above
Public Services - Policing	Town Centre drop-in facility (approx. 12 sq.m)	Newbury Town Centre	Critical	x	x		As above	£42,000 (£1,500 per sq.m and £15,000 ft out)		£42,000		As above

TOPIC	INFRASTRUCTURE REQUIREMENTS	AREA	LEVEL OF PRIORITY	TIMING OF DELIVERY			COMMENTS ON THE TIMING OF DELIVERY	COST	FUNDING AVAILABLE	INDICATIVE FUNDING GAP	FUNDING SOURCE(S)	FURTHER COMMENTS
				SHORT TERM (2016 - 2021)	MEDIUM TERM (2022 - 2026)	LONG TERM (2026 - 2036)						
Public Services - Policing	Replacement operational building (approx 40 sq.m)	Thatcham/Theale	Critical	x	x		As above	£95,000 (£2,000 per sq.m and £15,000 ft out)		£95,000		As above
Public Services - Policing	2 x Police Community Support Officers for 5 years	Compton, Hermitage, Cold Ash and Chieveley	Critical	x	x		Additional housing growth will lead to an increase in population which in turn places additional demands on Policing. It is important therefore that the identified infrastructure is in place to mitigate against this impact as housing is delivered and the population increases.	£330,000 (£33,000 each x 5 years)		330,000		If CIL funding for this item is not secured then funding will have to be diverted from other capital programmes in TVP's budget. The result being that the ability of the police to maintain the level of service for the existing and future population would be compromised.

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Air Quality	Contribution to annual costs of Air Quality monitoring within Air Quality Management Area (continuous monitor)	Newbury (A339) and Thatcham A4	Necessary	x	x	x	Annual monitoring	£14,000	£10,000	£14,000	Existing budget	Was Public Health money
Air Quality	Contribution towards costs of Air Quality Action Plan measures	Newbury and Thatcham (potentially Pangbourne)	Necessary	x	x	x	If initial measures work then longterm requirement is reduced.	£100,000	£0	£100,000		Overall figure unknown. Have relied on existing projects and limited costs towards PH project in 2014
Flood Defences	Purley Flood Alleviation	Purley	Necessary	x	x		Dependent on funding availability	£2,500	£0	£2,500	Defra funding, Local levy, CIL	
Green Infrastructure - Biodiversity	Thames Valley Environmental Records Centre	District-wide	Necessary	x	x	x	On-going monitoring is required if biodiversity is to be protected and enhanced	£348,000	£0	£348,000	CIL	The effects of development on the biodiversity of the district need to be monitored to ensure that biodiversity is enhanced as required by the Natural Environment White Paper.
Green Infrastructure - Public Open Space	The Open Space and Leisure Assessment of Need has identified the need to improve the quality of existing public open space provision. This may be done in a number ways: (a) Improving access and where required car parking to sites. (b) Improving and enhancing play area provision. (c) Improving infrastructure such as paths, fences, outside furniture, interpretation, outdoor sports courts and pitches and changing rooms, structures, landscaping and sports equipment. (d) An additional floodlit artificial pitch at Henwick Worthy. (e) The goal should be to raise the quality of existing provision so that all areas meet the recognised minimum standard as defined by the Green Flag Award judging criteria	District wide	Necessary	x	x		As phased approach 2012-2022	£5million over 10 years i.e. c£500,000 per annum				This will sustain the level of external funding that has been coming through from developers' contributions per annum since 2006. It is considered that this level of investment should continue so that provision can accommodate the additional pressure from 10,500 additional households over the next 10 years
Health	Improvements to GP premises in area of development. Approx additional 50 sq.m	Eastern area (Tiehurst, Calcot, Purley, Theale)	Necessary		x		Dependent on timing of development	£150,000		£150,000	Not specified	
Health	Improvements to GP premises in area of development. Approx additional 50 sq.m	AONB (Hungerford, Lambourn, Pangbourne)	Necessary		x		Dependent on timing of development	£150,000		£150,000	Not specified	
Health	Improvements to GP premises in area of development. Approx additional 25 sq.m	East Kennet Valley (Burghfield, Mortimer)	Necessary		x		Dependent on timing of development	£75,000		£75,000	Not specified	
Highways and Transport	New Rail/Canal Bridge, Thatcham Station.	Thatcham	Necessary		x		To allow any development in south Thatcham	£35,000		£35,000	DfT, S106	
Highways and Transport	A4 Corridor Cycle Improvements (including new bridge over M4 at Theale).	Newbury to Calcot	Necessary	x			Programmed	£3,500	£850,000	£2,650	LEP, Highways England	
Highways and Transport	Completion of Thatcham NDR	Thatcham	Necessary		x		To enable development north Thatcham	£10,000		£10,000	S106/CIL	
Highways and Transport - Active / Sustainable Travel	Theale – Calcot ped/cycle bridge over M4	Eastern Urban Area	Necessary		x		May need to take place after M4 Smart Motorway scheme is built. Would be built by HE.	£5m				Bids to DfT/HE funding would be required.
Highways and Transport - Public Transport - Buses	Sustaining and enhancing delivery of live information for bus services	District-wide	Necessary	x	x	x	Ongoing, to offset the impact of existing and planned residential and commercial development	£1m over the 20-year IDP period (£50k per annum, mixture of Capital and Revenue, with emphasis on Revenue)		£1m over the 20-year IDP period (£50k per annum, mixture of Capital and Revenue, with emphasis on Revenue)	Developer funding	To enable retention and affordable development of RTPI going forwards 2014-2026, building on existing core system. 20 years at £50k per annum, mixture of Capital (£35k p.a) and Revenue (£15k p.a)
Highways and Transport - Public Transport – Buses / Rail	Delivery of Smart ticketing on road-based public passenger transport services	District- wide	Necessary	x	x	x	Ongoing, to offset the impact of existing and planned residential and commercial development	£400k over the 20-year IDP period (£20k per annum, mixture of Capital and Revenue, with emphasis on Revenue)	£0 (Capital investment made previously - equipment now midlife. Revenue spend of £8k p.a. by current bus operator will be affected current major savings)	£400k over the 20-year IDP period (£20k per annum, mixture of Capital and Revenue, with emphasis on Revenue)	Developer funding	To enable development and retention of Smart ticketing going forwards 2014-2026, building on existing system. Desirably work with train operating company to implement bus-rail through ticketing.
Highways and Transport – Public Transport Rail	Access and related improvements to Aldermaston Station	Aldermaston	Necessary	x	x		Developer funding, Possible DfT / Rail industry funding streams (e.g. Access for All, NSIP)	£50,000				Cost derived from WBC station audit. Assumes no provision of lifts due to level of footfall
Highways and Transport – Public Transport Rail	Access and related improvements to Hungerford station	Hungerford	Necessary	x	x		Developer funding, Possible DfT / Rail industry funding streams (e.g. Access for All, NSIP)	£66,000				To deliver measures identified in WBC's Station Access Audit study
Highways and Transport – Public Transport Rail	Access and related improvements to Kintbury station	Kintbury	Necessary	x	x		Developer funding, Possible DfT / Rail industry funding streams (e.g. Access for All, NSIP)	£15,000				To deliver measures identified in WBC's Station Access Audit study
Highways and Transport – Public Transport Rail	Access and related improvements to Midgham station	Midgham	Necessary	x	x		Developer funding, Possible DfT / Rail industry funding streams (e.g. Access for All, NSIP)	£64,000				To deliver measures identified in WBC's Station Access Audit study
Highways and Transport – Public Transport Rail	Access and related improvements to Mortimer station	Mortimer	Necessary	x	x		Developer funding, Possible DfT / Rail industry funding streams (e.g. Access for All, NSIP)	£55,000				To deliver measures identified in WBC's Station Access Audit study. Does not include construction of accessible footbridge or ramped access.

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Highways and Transport – Public Transport Rail	Access and related improvements to Pangbourne station	Eastern Urban Area	Necessary		x	x	Developer funding, Possible DfT / Rail industry funding streams (e.g. Access for All, NSIP)	£2m				To deliver measures identified in WBC Station Audit, including modifications to subway to provide lifts
Highways and Transport – Public Transport Rail	Access and related improvements to Thatcham station	Newbury / Thatcham	Necessary	x	x		Developer funding, Possible DfT / Rail industry funding streams (e.g. Access for All, NSIP)	£73,000				WBC's Station Access Audit study. Station platforms may be lengthened as part of electrification project.
Historic Environment Record	Maintain and develop the Historic Environment Record	District-wide	Necessary	x	x	x		£45,000	£35,000	£10,000	Core income	
Social Infrastructure - Social and Community Facilities	Refurbishment of main Lido and paddling pool, Northcroft leisure Centre	Newbury	Necessary		x		Needs refurbishment to maintain provision and improve access.	£450,000		£450,000	WBC/Developer contributions	Costings based on 2010 estimate plus feedback from companies.

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Green Infrastructure - River and Canal Corridors	Upgrades to canal towpath	Borough wide	Necessary/preferred, depending on whether additional usage is likely as a result of a specific development	x	x	x	Reactive as a result of nearby development or failure or degradation of existing standard, or planned as a result of a joint funding bid/partnership working .	Approx £250 per linear metre, but dependant on existing surfacing and whether additional work such as bank stabilisation is required.			CRT CIL, S106, Partnerships/ funding bids,	

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Air Quality Management	Contribution to annual costs of Air Quality monitoring (NO _x tubes)	Borough Wide	Preferred				Annual monitorings	£3,000	£3,000		Existing budget	
Green Infrastructure - Biodiversity	Biodiversity Opportunity Areas	District-wide	Preferred	x	x	x	Land management is an ongoing process	£13,676,810	£10,051,483	£3,625,327	Higher Level Stewardship (£10,051,483), CIL (£3,625,327)	West Berkshire trades on the fact that it is a biodiverse and pleasant place to live. Land management support is required if this is to continue to be the case.
Green Infrastructure - Biodiversity	West Berkshire Farming & Countryside Project	District-wide	Preferred	x	x	x	Land management is an ongoing process	£348,000		£348,000	CIL	West Berkshire trades on the fact that it is a biodiverse and pleasant place to live. Land management support is required if this is to continue to be the case.
Green Infrastructure - Biodiversity	Berkshire LNP Biodiversity Coordinator	Berkshire-wide	Preferred	x	x	x	This is a long term role that will need create new partnerships with the Health and Business sectors if the benefits of the partnership working identified in the Natural Environment White Paper are to be achieved	£348,000	£174,000.00	£174,000.00	Other Local Authorities in Berkshire and Businesses, grants etc, CIL	Dedicated staff time is needed to liaise with the business, leisure and health sectors if the benefits of joint working as identified in the Natural Environment White Paper are to be achieved.
Highways and Transport	A4 Integrated Transport measures	Calcot	Preferred		x			Unknown			Development	These are not specifically linked to a development but would support the general development in the area with infrastructure to help modal shift.
Highways and Transport	A4 Integrated Transport measures	Newbury/ Thatcham	Preferred					Unknown			Development	These are not specifically linked to a development but would support the general development in the area with infrastructure to help modal shift.
Highways and Transport	A4 Theale junction improvements (including pedestrian crossing)	Theale	Preferred		x	x		£1.5m				This will help connect workplaces to services and facilities but is not critical to support new development.
Highways and Transport	Burger King roundabout improvements (Air Quality Management Area)	Newbury	Preferred		x	x	Actions needed in the short to medium term to demonstrate progress against the AQAP for the AQMA	£100,000			Development, possible grant funding	There is a duty to work towards addressing the AQMA but the issue is not linked with one development in particular
Highways and Transport - Active / Sustainable Travel	NCN422 Newbury – Legoland cycle route	Newbury / Thatcham, AONB, Eastern Urban Area	Preferred	x			Allocated LEP Local Growth Deal funding 2016/17 – 2017/18	£5.83m	£5.83m		LGF, WBC, Developer	Total costs shown. WBC will get a proportion of that amount.
Highways and Transport - Active / Sustainable Travel	Pangbourne - Purley cycle route	Pangbourne & Purley	Preferred		x	x	Time is needed to plan the project in detail	£300,000				General improvements not linked to a specific development.
Highways and Transport - Active / Sustainable Travel	Hampstead Norreys to Hermitage cycle route	AONB	Preferred		x			£80,000				This is not linked to a particular development but has been a long standing desire for this community
Highways and Transport - Active / Sustainable Travel	Hermitage – Newbury (via Curridge)	AONB	Preferred		x			Unknown				This is not linked to a particular development but has been a long standing desire for this community
Highways and Transport - Active / Sustainable Travel	Newbury – Hungerford towpath improvements	AONB	Preferred		x			£200,000				
Highways and Transport - Public Transport - Buses	Virtual traffic signal priority for buses at key traffic signal sites	Newbury, Thatcham and Eastern Urban Area	Preferred	x	x		Focus on next ten years	£250,000		£250,000	Developer funding	To provide extended green signal phases for late-running buses, wherever feasible. Assumes 10 sites at £25k per site including site equipment configuration. Preferable to help mitigate impact of congestion
Public Services - Waste Management	Provision of expansion or upgrading of local recycling facilities in step with development (in line with Municipal Waste Management Strategy objectives)	District-wide	Preferred	x	x	x	Subject to planning conditions attached to planning consents or negotiation of planning obligations. Regular review and update of adopted SPD will be required.	Unknown	None	Unknown	Developer Contributions	none
Social Infrastructure - Social and Community Facilities	Downlands Sports Centre	Compton	Preferred		x		Requires refurbishment/replacement to safeguard current community and educational provision	£3.5m		£3.5m	Cost shared between WBC/Educational Establishment/Grants/ Developer contributions)	Costings based on 2009 Eastern Area new build sports hall as an indicative cost.
Social Infrastructure - Social and Community Facilities	Cotswold Sports Centre Replacement	Tilehurst	Preferred			x	TBC	£10.1m		£10.1m	WBC/Grants/Developer contributions.	Costings based on 2009 Eastern Area new build sports hall as an indicative cost.
Social Infrastructure - Social and Community Facilities	Replacement of Outdoor Lido, Northcroft Leisure Centre	Newbury	Preferred			x	Subject to whether the above option is preferred	£2.5m		£2.5m	WBC/Grants/Developer contributions/Possible new contractor contribution.	Costings based on 2010 estimate plus feedback from companies

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Education - Further Education	Bus Routes	To/From Newbury College	Not specified	x			A phased approach from September 2017	Not specified	Not specified			
Highways and Transport – Public Transport Rail	Mortimer car park	Mortimer	Not specified		x	x	No capacity at the station for additional cars and so this will help to encourage a greater use of sustainable modes	£300,000				Delivery may depend on electrification of the Southcote Junction – Basingstoke line