



Consultation on the Hungerford Neighbourhood Development Plan (Regulation 16 Consultation)

Representation Form

Ref:

(For official use only)

Please complete online or return this form to:	By email: planningpolicy@westberks.gov.uk
	By post: Planning Policy Team, Development and Housing, West Berkshire Council, Council Offices, Market Street, Newbury, RG14 5LD
Return by:	11:59pm on Friday 23 May 2025

This form has three parts:

- Part A - Your details: need only be completed once
- Part B - Your representation(s): please fill in a separate sheet for each representation you wish to make
- Part C - Notification of progress of the Hungerford Neighbourhood Development Plan

PART A: Your Details

Please note the following:

- We cannot register your representation without your details.
- Representations cannot be kept confidential and will be available for public scrutiny, however, your contact details will not be published.
- All personal data will be handled in line with the Council's Privacy Policy on the Development Plan. You can view the Council's privacy notices at <http://info.westberks.gov.uk/privacynotices>

	Your details	Agent's details (if applicable)
Title:	Dr	
First Name:*	Paul	
Last Name:*	Rumsby	
Job title (where relevant):	-Retired Environmental Toxicologist -Sustrans Volunteer warden Marsh Benham to Gt Bedwyn	
Organisation (where relevant):	West Berkshire Spokes	
Address* Please include postcode:	[REDACTED]	
Email address:*	[REDACTED]	
Telephone number:	[REDACTED]	

*Mandatory field

Part B – Your Representation***Please use a separate sheet for each representation***

Your name or organisation (and client if you are an agent):	Paul Rumsby West Berkshire Spokes
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Please indicate which part of the consultation documents that this representation relates to:

Policy:	
Section/paragraph:	2..16, 2.23, 2.31, HUNG3, HUNG6
Appendix:	

Comments

West Berkshire Spokes agree that cycle facilities In Hungerford are poor, and we welcome the plan's identification of a need to address the challenge of improving pedestrian and cycle infrastructure. The difficulty in improving the atmosphere and attraction of the town and the safety of pedestrians and cyclists in the presence of a major highway route towards Salisbury is acknowledged.

The Greenham Trust project, 'Reimagining the Kennet & Avon Canal' in partnership with other interested parties is a great potential opportunity to improve the attractiveness of the Kennet & Avon Canal and hence the town as well as improving the entrances into the High Street. It is important for the Parish officials to engage fully with all the participants.

An approach to the town for walkers and cyclist via a multi-user canal towpath is an attractive idea and we would support this development. The NP appears to place some reliance on the initiative 'Reimagining the Kennet & Avon Canal' and the moving of the National Cycle Network (NCN) 4 to the canal towpath. However, any adoption of such a change in the towpath from Marsh Benham westward appears a long way off and there appears to be no detailed feasibility study or consultation with local interested parties agreed as yet. In many places the towpath presently is much too narrow for an NCN route for cyclists even without consideration of sharing with pedestrians and the necessary widening would be extremely costly and difficult; for example, the path under the bridge in the High Street would have to be at least twice the width it is now.

Therefore while acknowledging that such a project would be excellent in improving the approach to the town for cyclists (it is OK for walkers presently), it would be wise to consider improvements on the present route of NCN4 and other cycleways within the Parish.

Part B – Your Representation***Please use a separate sheet for each representation***

Your name or organisation (<i>and client if you are an agent</i>):	Paul Rumsby West Berkshire Spokes
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Please indicate which part of the consultation documents that this representation relates to:

Policy:	
Section/paragraph:	2.3, 3.1
Appendix:	

Comments

It has not been mentioned that the everyday economy and tourism of Hungerford is enhanced by the presence of cyclists both travelling long distances and from local larger towns such as Swindon and Newbury using the many cafes and also accommodation. The presence of NCN4, the main cycle between London and Bath and beyond means that riders have been encountered from all part of Europe (although they are often surprised/disappointed by the state of a National cycle route) on the road and in the local hostelryes.

Part B – Your Representation***Please use a separate sheet for each representation***

Your name or organisation (<i>and client if you are an agent</i>):	Paul Rumsby West Berkshire Spokes
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Please indicate which part of the consultation documents that this representation relates to:

Policy:	
Section/paragraph:	3.2, Obj G, HUNG2
Appendix:	

Comments

In the immediate absence of an alternative route for NCN4, the presence route has a number of problems for cyclists. It has an attractive approach to the town from the Common in the east and North Standen Road in the west. However negotiating the two mini roundabouts (and actually the Bear roundabout at the end of the High Street with its difficult sight-lines) can be dangerous. While the ideas in this Plan to slow and calm the traffic could be helpful, it would appear that many drivers treat the High Street as the main thoroughfare and right-of-way without yielding to traffic already entering the roundabout. While not generally in favour of too much signage in towns, perhaps better warning and road markings should be considered.

As regards the potential use of roads by local cyclists, many hours have been spent on cycle counts for WBC during the morning rush-hour period. Heavy traffic including large lorries and agricultural machinery has been observed leading to a potentially dangerous and unpleasant atmosphere for cyclists and pedestrians (has air pollution been measured during this period?), which must deter locals especially school-aged young people. The low cycle counts seen are evidence of this. The proposed routes around the outskirts of the town appear poorly linked and insufficient to provide the desired 'permeability' of cyclists into the town.

PART C – Notification of progress of the Hungerford NDP

Do you wish to be notified of any of the following?

Please tick all that apply

Publication of the Examiners report / Decision to progress to referendum	Yes
Decision to adopt the Hungerford NDP	Yes

Signature	Paul C Rumsby	Date	23rd May 2025
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Your completed representations must be received by the Council by 11:59pm on Friday 23 May 2025.