

Individual Decision

The attached report will be taken as an
Individual Portfolio Member Decision on:

Wednesday, 10 September, 2014

Ref:	Title	Portfolio Member	Page No.
ID2860	Royal Avenue and Charrington Road, Calcot - Traffic Management Study	Councillor Pamela Bale	1 - 52



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Individual Executive Member Decision

Title of Report:	Royal Avenue and Charrington Road, Calcot - Traffic Management Study
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	10 September 2014
Forward Plan Ref:	ID2860

Purpose of Report: To inform the Executive Member for Highways and Transport of the results of the consultation on potential options to identify and address "rat run" issues in Calcot and allow a decision to be made as to whether to proceed.

Recommended Action: That no action be taken at this time and that the situation be reviewed following completion of the A4 Widening Improvements.

Reason for decision to be taken: To consider the responses to the above consultation and make a decision as to how to proceed.

Other options considered: As detailed in the report

Key background documentation: Consultation Survey results
Consultation Leaflet
Traffic Management Report

Portfolio Member Details	
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Implications

Policy:	None
Financial:	None as part of this report.
Personnel:	None
Legal/Procurement:	None as part of this report.
Property:	None
Risk Management:	None

Is this item relevant to equality?	Please tick relevant boxes		Yes	No
Does the policy affect service users, employees or the wider community and:				
• Is it likely to affect people with particular protected characteristics differently?			<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Is it a major policy, significantly affecting how functions are delivered?			<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Will the policy have a significant impact on how other organisations operate in terms of equality?			<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?			<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Does the policy relate to an area with known inequalities?			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Outcome (Where one or more 'Yes' boxes are ticked, the item is relevant to equality)				
Relevant to equality - Complete an EIA available at www.westberks.gov.uk/eia			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Not relevant to equality			<input checked="" type="checkbox"/>	<input type="checkbox"/>

Consultation Responses

Members:

Leader of Council:	Councillor Gordon Lundie has no objection to the recommendation.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell has no objection to the recommendation.
Ward Members:	Councillors Emma Webster, Peter Argyle, Brian Bedwell, Tony Linden, Manohar Gopal and Joe Mooney have no objection to the recommendation.
Opposition Spokesperson:	Councillor Keith Woodhams has no objection to the recommendation.
Local Stakeholders:	Residents as detailed in Appendices B and C.
Officers Consulted:	Mark Edwards, Andrew Garratt and Jenny Graham.
Trade Union:	N/A

Is this item subject to call-in?	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
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Supporting Information

1. Background

- 1.1 In conjunction with the proposed improvements to widen the A4 at Calcot, West Berkshire Council has committed to review the current traffic management issues in Royal Avenue, Charrington Road and Dorking Way, with particular attention to the issue of alleged rat running during the morning and evening peaks. At busy times drivers on the A4 may be tempted to use these roads as alternatives to the A4. Although the proposed widening of the A4 makes this less attractive, concerns still remain.
- 1.2 Royal Avenue is a parallel route through a residential estate north of the A4 between the Royal Avenue roundabout to the west and its junction with Langley Hill to the east and is the principal access to Calcot Junior and Infants schools.
- 1.3 Residential properties fronting Royal Avenue have limited off street parking. Restricted carriageway widths and substantial on street parking reduces significant lengths of the route to single file. This creates conflict and congestion between residents, rat running vehicles and parents accessing the schools. Previous investigations have resulted in the introduction of waiting restrictions (Double Yellow Lines) at both locations where Curtis Road meets Royal Avenue. It was determined at that time that any measures to regularise on street parking, with a view to creating passing places to reduce single file lengths, would have resulted in substantial reduction of on street parking provision, to the ultimate detriment of residents. It was decided that such action would result in undesirable displacement of vehicles into adjoining streets. Consequently this measure did not proceed and on street parking practices have remained unchanged to date, with little scope for improvement. There is a bus route, which runs via Royal Avenue/Garston Crescent/Royal Avenue, in both directions.
- 1.4 Charrington Road and Dorking Way are parallel traffic calmed (priority working) residential distributor roads south of the A4. Dorking Way connects the Sainsbury's roundabout to the west with Charrington Road, which runs between the Royal Avenue roundabout at its western end to its junction with Pollards Way to the east. Pollards Way (a cul-de-sac, except for buses) forms a junction with the A4 at the Langley Hill signal controlled junction.
- 1.5 In the past, both Charrington Road and Royal Avenue areas have been subject to requests for the introduction of entry restrictions to all traffic except residents and bona fide users. Restrictions of this type do not lend themselves well to areas where through routing is available, as enforcement under these circumstances is impractical at best.
- 1.6 Requests have also been received for the introduction of speed cameras in both areas. Current legislation clearly defines conditions where such measures are appropriate and they are where the introduction would have a direct and positive effect on accident reduction, where accident records indicate excess speed as a common causation. Accident records taken over the past 7 years in these areas show that in all except one case, excess speed was not a contributory factor. On that basis the introduction of speed cameras could not be justified (See Appendix D for accident history).

- 1.7 Prior to the main consultation, a Traffic Management study was undertaken into conditions and issues associated with Curtis Road, Calcot, centred on problems associated with Calcot Infants and Junior Schools activities. This investigation was undertaken in association with the Councils' Road Safety team allied to their Safer Routes to Schools programme, which included such issues as Park and Stride, Walking Bus etc. Possible improvements and alterations on Curtis Road are also being discussed with the Schools. This is currently a work in progress, which may need to be the subject of a separate report.

2. Option Details

- 2.1 Each route has been reviewed and options have been considered to try and resolve the issues identified. This section of the report describes the options and the potential advantages and disadvantages that they have and are as detailed in the leaflets circulated throughout the Charrington Road/Dorking Way and Royal Avenue areas as part of the consultation process described in Section 3.

Charrington Road and Dorking Way

- 2.2 **Option 1 - 20mph Speed Limit** - Based on the results of the speed surveys undertaken between the 24th and 28th April 2014, it would be necessary to introduce additional traffic calming measures on Charrington Road and Dorking Way to reduce the average speeds to bring them into compliance with the introduction of a 20 mph speed restriction. Whilst additional calming features would introduce increased inconvenience to through routers and possibly discourage many from utilising this route, it also increases inconvenience for the residents, who are the majority users.

Charrington Road Traffic Speeds

	85%ile (mph)		Average Speeds (mph)
Westbound	34	Westbound	27
Eastbound	33	Eastbound	27

- 2.3 **Option 2 - Point No-Entries** - The introduction of short lengths of one way, also known as point No Entry restrictions (with an exemption for buses), placed on Charrington Road at a point slightly west of its junction with Fernhurst Road, preventing westbound movements from that point, and on Dorking Way preventing access from the A4.

These features would prevent the use of Charrington Road westbound and the similar feature on Dorking Way would prevent eastbound movements from the A4 at all times. Under this option, PM eastbound movements (which are the heavier flows) could not be prevented on Charrington Road, as although the feature on Dorking Way would prevent use of that route, through vehicles could continue to secure access to Charrington Road via the Royal Avenue roundabout and exit via Pollards Way as at present. It would also restrict residents' movements westbound for that part of the community living east of the restriction.

- 2.4 **Option 3 - Camera Controlled Bus Gate** – A Bus Gate is a restriction that prohibits the passage of all motor vehicles except buses. Enforcement of the restriction could be carried out by West Berkshire Council using an automatic

number plate recognition (ANPR) camera. The introduction of such a restriction, placed on Charrington Road, slightly to the west of its junction with Fernhurst Road, would eradicate all rat run manoeuvres in both directions on Charrington Road and on Dorking Way (given that the majority of rat run vehicles on this adjoining route enter or exit via Pollards Way). A bus gate at any point on Charrington Road would result in splitting the community as far as vehicular access is concerned. Therefore, the location of this feature has been chosen to minimise the number of residents affected by the requirement to access the eastern part of Charrington Road via the A4 and Pollards Way.

- 2.5 Option 4 - Take No Action at this time** - Review driving practices following completion of the A4 widening works.

Royal Avenue

- 2.6 Option 1- 20mph Speed Limit** - Based on the results of the speed surveys undertaken between the 22nd and 28th April 2014, the introduction of a 20 mph speed limit based on the measured average speeds, could be justified. It would commence on Royal Avenue at a point northeast of its junction with Highview to its junction with Langley Hill and would include all other estate roads between those points. In this situation where self enforcing traffic calming measures would be preferable but not legislatively required, there is concern that low priority on enforcement as described in Article 4.2 of this report could lead to some abuse of a reduced speed limit.

Royal Avenue traffic Speeds

	85%ile (mph)	Average Speeds (mph)
Westbound	27	Westbound 20
Eastbound	23	Eastbound 19

- 2.7 Option 2- Point No-Entries** - The introduction of a point No Entry (with exemption for buses) preventing eastbound movement could be placed on Royal Avenue at a point adjacent to its eastern junction with Garston Crescent. Also in conjunction with this option the introduction of a No Entry restriction on Conway Road at its junction with Garston Crescent would be necessary to prevent circumnavigation of the Point No Entry on Royal Avenue.

This option, if introduced, would address eastbound rat run manoeuvres but would have no effect on westbound movements. The general road layout within this estate area determines the location suiting such a feature. The location chosen for this option is considered the most suitable as the number of residents and bona fide users requiring access to the eastern part of the estate via the Royal Avenue/Langley Hill junction would be minimised. Given the proximity of this junction to the A4 signal controlled junction and traffic volumes on Langley Hill and the A4, particularly during peak hours, congestion at the Royal Avenue/Langley Hill junction could be considerable at these times.

- 2.8 Option 3 - Camera Controlled Bus Gate** - The introduction of a camera controlled bus gate on Royal Avenue at a location adjacent to its eastern junction with Garston Crescent would prevent all through manoeuvres in both directions along

Royal Avenue. However, it would be necessary to reconfigure the junction to enable space to be created to locate this feature. It would also be necessary to cul-de-sac Conway Road at its junction with Garston Crescent to prevent circumnavigation of the bus gate via Empress Road, St Birinus Road and Conway Road. This location is considered the most suitable for a bus gate as it would split the community at a point where vehicular movements at the difficult Royal Avenue/Langley Hill junction would be minimised and would require the majority of the community lying west of the bus gate to enter and exit via the Royal Avenue roundabout on the A4, which has the configuration and capacity to more readily accept these changes.

2.9 Option 4 - Take No Action at this time - Review driving practices following completion of the A4 widening works.

3. Consultation

- 3.1 Leaflets with a four-option questionnaire were circulated to residents and business properties in the areas and to other stakeholders (The consultation leaflets can be seen in Appendix A). The consultation commenced on the 13th June 2014 and ended on the 18th July 2014. A total of 885 leaflets and questionnaires were circulated to the Charrington Road/Dorking Way areas and 660 circulated to the Royal Avenue area. A detailed report on the options was also publicized on the Council's "Consultation Finder" website. Residents were invited to return the questionnaires by post, complete the questionnaires on-line or return a copy to WBC's Calcot (Sainsbury's) Office.
- 3.2 Of the 885 leaflets circulated in the Charrington Road/Dorking Way area 153 responses (17% response rate) were received. Of these 35.3% supported Option 1, 21.6% supported Option 2, 17% supported Option 3 and 26.1% supported Option 4.
- 3.3 Of the 660 leaflets circulated in the Royal Avenue area 60 responses (10% response rate) were received. Of these 38.3% supported Option 1, 26.7% supported Option 2, 23.3% supported Option 3 and 11.7% supported Option 4.
- 3.4 Appendices B and C contain summaries of all responses received with officer comments. The most significant concerns are summarised below.

4. Consultation Responses and Officer Comments

Royal Avenue Area

Parking problems on Royal Avenue are contributing to issues along this route

- 4.1 Paragraph 1.3 of this report refers to past investigations into parking problems along Royal Avenue.

Option 1 a 20 mph Speed Limit would not be observed without a means of enforcement

- 4.2 It is preferable that 20 mph Speed Limits be associated with physical self-enforcing features such as speed humps, build outs or chicane systems. Whilst Speed Limits can be introduced without such features where average speeds are at or close to

the speed limit recommended (as in this case), Police enforcement within such areas is likely to carry a low priority.

Options 2 and 3 would add significant inconvenience to all residents of the area

- 4.3 An unfortunate consequence of these options is that most residents would be required to change their driving practices. Depending on the individual origin and destination and their direction of travel, journey times could increase for many increasing running costs and carbon footprint and could consequently increase the volume of traffic on the through alternative routes available to them, particularly the A4.

Charrington Road/Dorking Way Areas

Option 1, a 20 mph Speed Limit would not be observed without a means of enforcement

- 4.4 Charrington Road and Dorking Way are both subject to a series of Traffic Calming measures; however, current speed survey figures (Article 2.1.1 of this report) indicate that average speeds continue to be significantly above the threshold for the introduction of a 20 mph Speed Limit. Additional traffic calming measures (as yet undefined) would be necessary to achieve a suitable reduction in average speeds. Again, Police enforcement is likely to be allocated as a low priority.

Options 2 and 3 would add significant inconvenience to all residents of the area

- 4.5 As paragraph 4.3 of this report.

There is no rat run problem on Charrington Road/Dorking Way

- 4.6 Approximately 40% of the responses received stated that they did not perceive any rat run problems, however, approximately 60% stated the opposite. It is possible that the perception of traffic problems may be related to the chosen routes of individual drivers and the times they travel these routes. Whilst it is accepted that during the morning and afternoon peak periods traffic volumes do increase along this route (as supported by Origin and Destination surveys carried out in November 2013) and can at those times create some inconvenience to resident users, compounded in part by the series of Vehicle Priority build outs, it does not indicate that the road capacity is incapable of accepting the increased volume at these times.

5. Equalities Impact Assessment Outcomes

- 5.1 This report is not relevant to equality.

6. Conclusion

- 6.1 The consultation response levels for Royal Avenue at 10% return and Charrington Road/Dorking Way at 17% return, are very low.
- 6.2 Whilst the survey responses received give an indication of the opinions and wishes of those residents who chose to respond to the consultation, the response level is far too low to establish a general consensus. It would not be factually accurate to

assume that an extrapolation of the responses would reflect the opinions of a larger consultation response.

7. Recommendation

- 7.1 Given the level and content of consultation responses received and that there is no clear consensus from those that did respond, it is recommended that no action be taken on any of the consultation options until after completion of the A4 widening works. However, this should not preclude the further investigation and possible implementation of separate measures on Curtis Road as suggested by the Traffic Management Study (paragraph 1.7)
- 7.2 This will provide the opportunity to re-evaluate traffic movements on the routes in question and to identify whether the A4 improvements have had an impact on use of Royal Avenue, Charrington Road and Dorking Way.

Appendices

Appendix A – Consultation Leaflets

Appendix B – Royal Avenue Consultation Summary

Appendix C - Charrington Road/Dorking Way Consultation Summary

Royal Avenue

Traffic Management Measures

West Berkshire Council is seeking your views on possible traffic management measures to reduce rat running through Royal Avenue.

Rat-running and inconsiderate driving has been a longstanding issue in Royal Avenue. The forthcoming widening of the A4 and the additional capacity this will provide will reduce the need for drivers to seek an alternative route to the A4. However, the issue was raised by several residents during the consultation on this project. West Berkshire Council therefore appointed Traffic Management Consultants Jacobs to carry out an investigation into possible options to reduce rat running.

This leaflet outlines a number of proposed measures, however a full copy of Jacobs' investigation report can be found on the Council's web-site at: www.westberks.gov.uk/a4calcot

In addition to the proposals included within this leaflet, a number of options were considered but discounted. Consideration was given to the feasibility of introducing an access restriction except for residents. Unfortunately such a restriction would be impossible to enforce and would be open to abuse, therefore impractical. The feasibility of introducing speed cameras was also considered, however there are strict national criteria set for the provision of speed cameras. The current conditions on Royal Avenue fall well short of these criteria.

Further information and explanation regarding the discounted options can be found in the full investigation report.



1. Name: _____

2. Postcode: _____

3. Do you think that rat running on Royal Avenue is a problem?

Yes No

4. Which of the following measures would you prefer to see implemented in order to discourage rat running on Royal Avenue?

To introduce a 20 mph Speed Limit on the Royal Avenue area between its junctions with Garston Crescent and Langley Hill

To introduce a No Entry restriction eastbound (with exemption for buses) on Royal Avenue near its eastern junction with Garston Crescent

To introduce a camera controlled bus gate on Royal Avenue near its eastern junction with Garston Crescent

None of the above

5. Would you like to add anything further?

6. If you would like to be kept up to date with the result of this consultation, please provide your email address below.

Options

1. To introduce a 20 mph Speed Limit covering the estate area from a point on Royal Avenue above its junction with Highview to its junction with Langley Hill.
2. To introduce No Entry restrictions eastbound (with exemption for buses) on Royal Avenue at its eastern junction with Garston Crescent, and at the junction of Conway Road with Garston Crescent. This measure would prevent all eastbound through routing movements.
3. To introduce a camera controlled bus gate on Royal Avenue at its eastern junction with Garston Crescent and to convert Conway Road to a cul-de-sac at its junction with Garston Crescent. This measure would prevent all through routing movements (except buses) at all times.
4. Take no action.

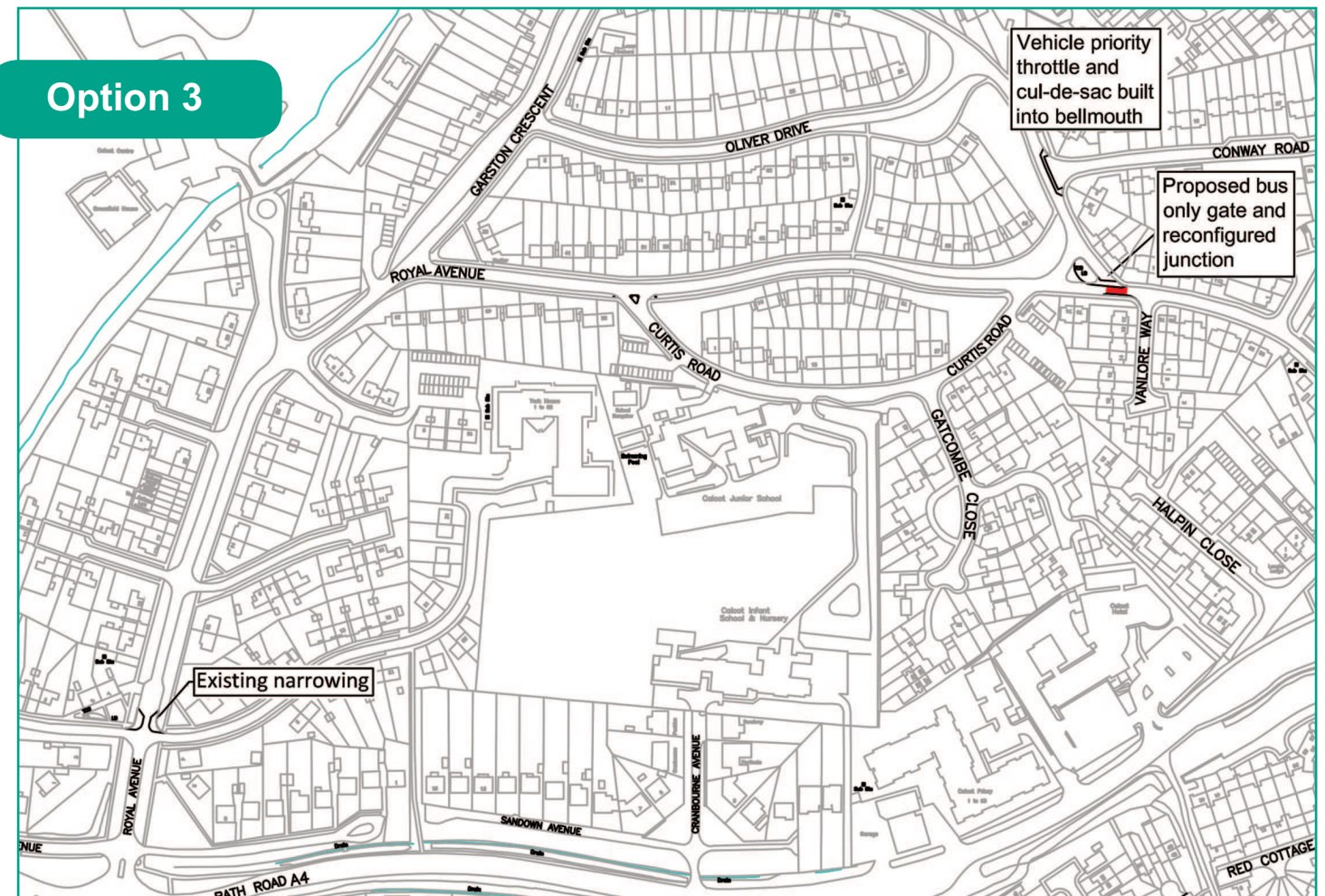
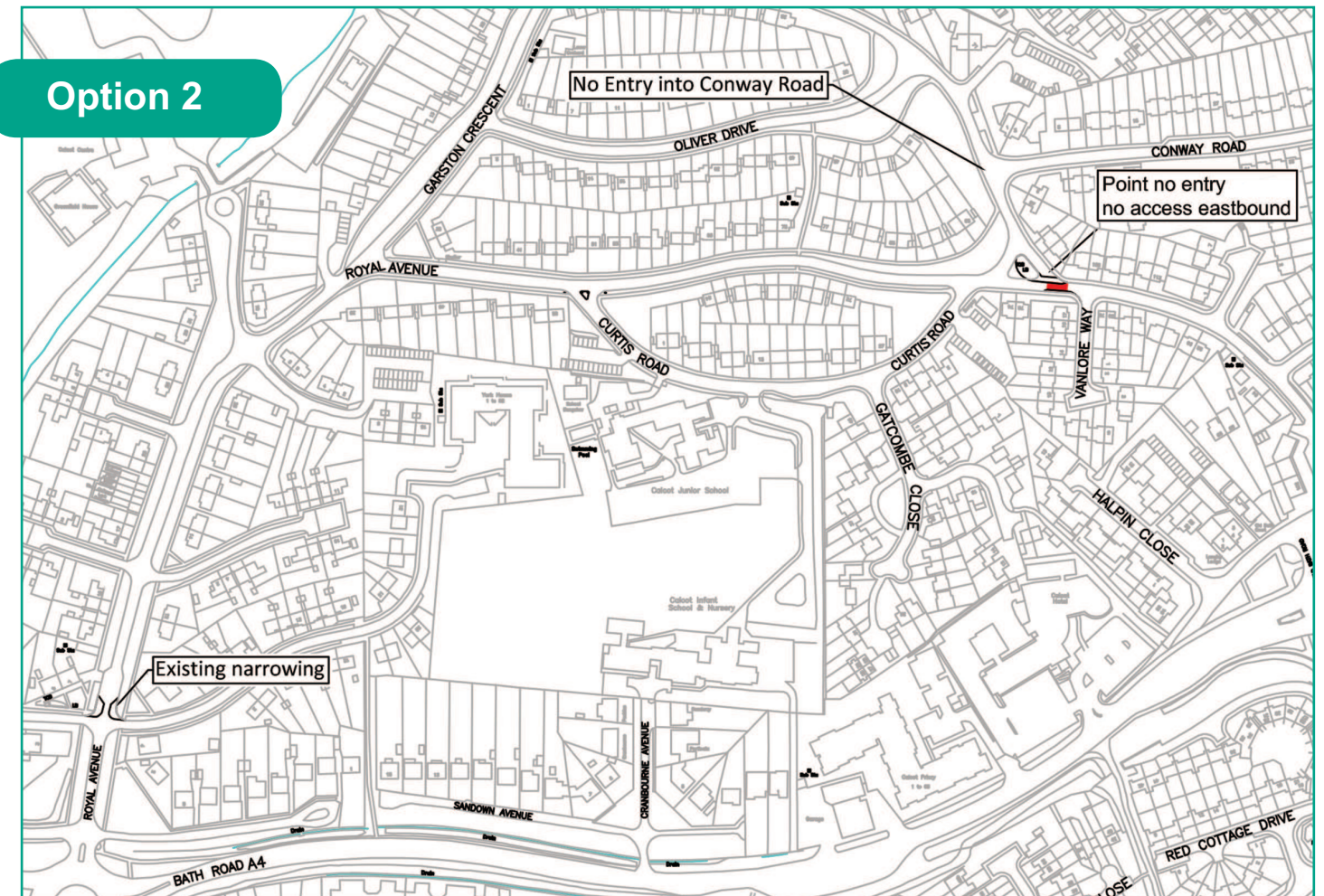
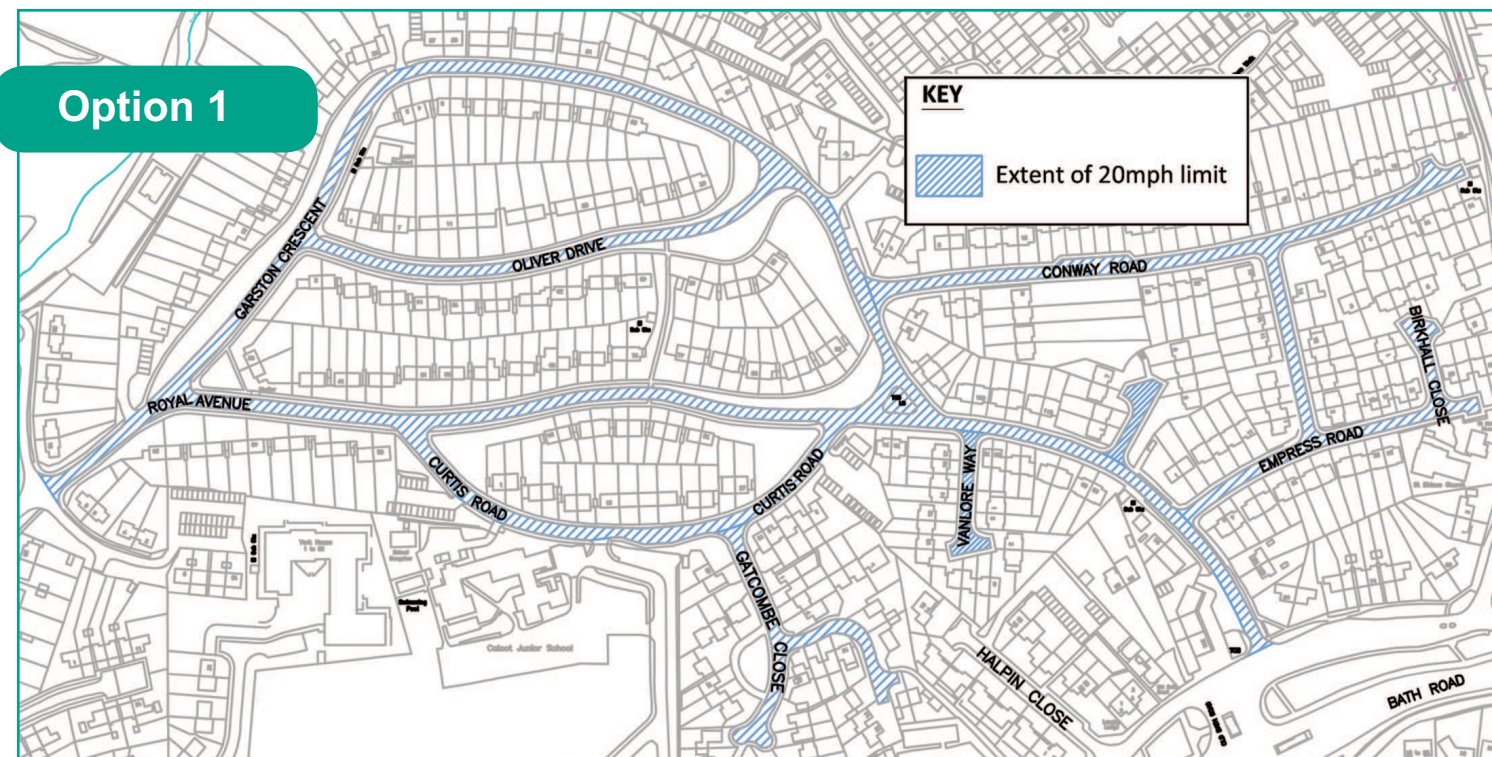
These pages show schematic plans of the proposals and the back page contains a short questionnaire.

Your views

Your views are important to us and we need to know what you think of the options presented. To read the full report and detailed plans and fill in the on-line consultation questionnaire, please visit www.westberks.gov.uk/a4calcot. Alternatively, you can fill in the questionnaire on the back of this leaflet and either return to West Berkshire Council's Office above Sainsbury's, Calcot or post to Highways and Transport, Council Offices, Market Street, Newbury RG14 5LD.

Next Step

Consultation on the options closes on 18th July 2014. The results of the consultation will be reported for Individual Decision in September.



Charrington Road and Dorking Way Traffic Management Study Questionnaire

1. Name: _____

2. Postcode: _____

3. Do you think that rat running on Charrington Road and/or Dorking Way is a problem?

Yes No

4. Which of the following measures would you prefer to see implemented in order to discourage rat running on Charrington Road and Dorking Way?

To introduce a 20 mph Speed Limit covering the whole of Charrington Road and Dorking Way

To introduced a No Entry restriction on Dorking Way to prevent access from the A4 and to introduce a No Entry Restriction westbound (with exemption for buses) on Charrington Road west of its junction with Fernhurst Road

To introduce a camera controlled bus gate on Charrington Road west of its junction with Fernhurst Road

None of the above

5. Would you like to add anything further?

6. If you would like to be kept up to date with the result of this consultation, please provide your email address below.

Charrington Road & Dorking Way

Traffic Management Measures

West Berkshire Council is seeking your views on possible traffic management measures to reduce rat running through Charrington Road and Dorking Way.

Rat-running and inconsiderate driving has been a longstanding issue in Charrington Road and Dorking Way. The forthcoming widening of the A4 and the additional capacity this will provide will reduce the need for drivers to seek an alternative route to the A4. However, the issue was raised by several residents during the consultation on this project. West Berkshire Council therefore appointed Traffic Management Consultants Jacobs to carry out an investigation into possible options to reduce rat running.

This leaflet outlines a number of proposed measures, however a full copy of Jacobs' investigation report can be found on the Council's web-site at: www.westberks.gov.uk/a4calcot

In addition to the proposals included within this leaflet, a number of options were considered but discounted. Consideration was given to the feasibility of introducing an access restriction except for residents. Unfortunately such a restriction would be impossible to enforce and would be open to abuse, therefore impractical. The feasibility of introducing speed cameras was also considered, however there are strict national criteria set for the provision of speed cameras. The current conditions on Charrington Road and Dorking Way fall well short of these criteria.

Further information and explanation regarding the discounted options can be found in the full investigation report.



Options

1. To introduce a 20 mph Speed Limit covering the whole of Charrington Road and Dorking Way.
2. To introduce No Entry restrictions westbound (with exemption for buses) on Charrington Road at a point west of its junction with Fernhurst Road and on Dorking Way preventing entry from the A4. This measure would prevent the majority of morning and evening through routing movements.
3. To introduce a camera controlled bus gate on Charrington Road at a point west of its junction with Fernhurst Road. This measure would prevent all through routing movements (except buses) at all times.
4. Take no action.

These pages show schematic plans of the proposals and the back page contains a short questionnaire

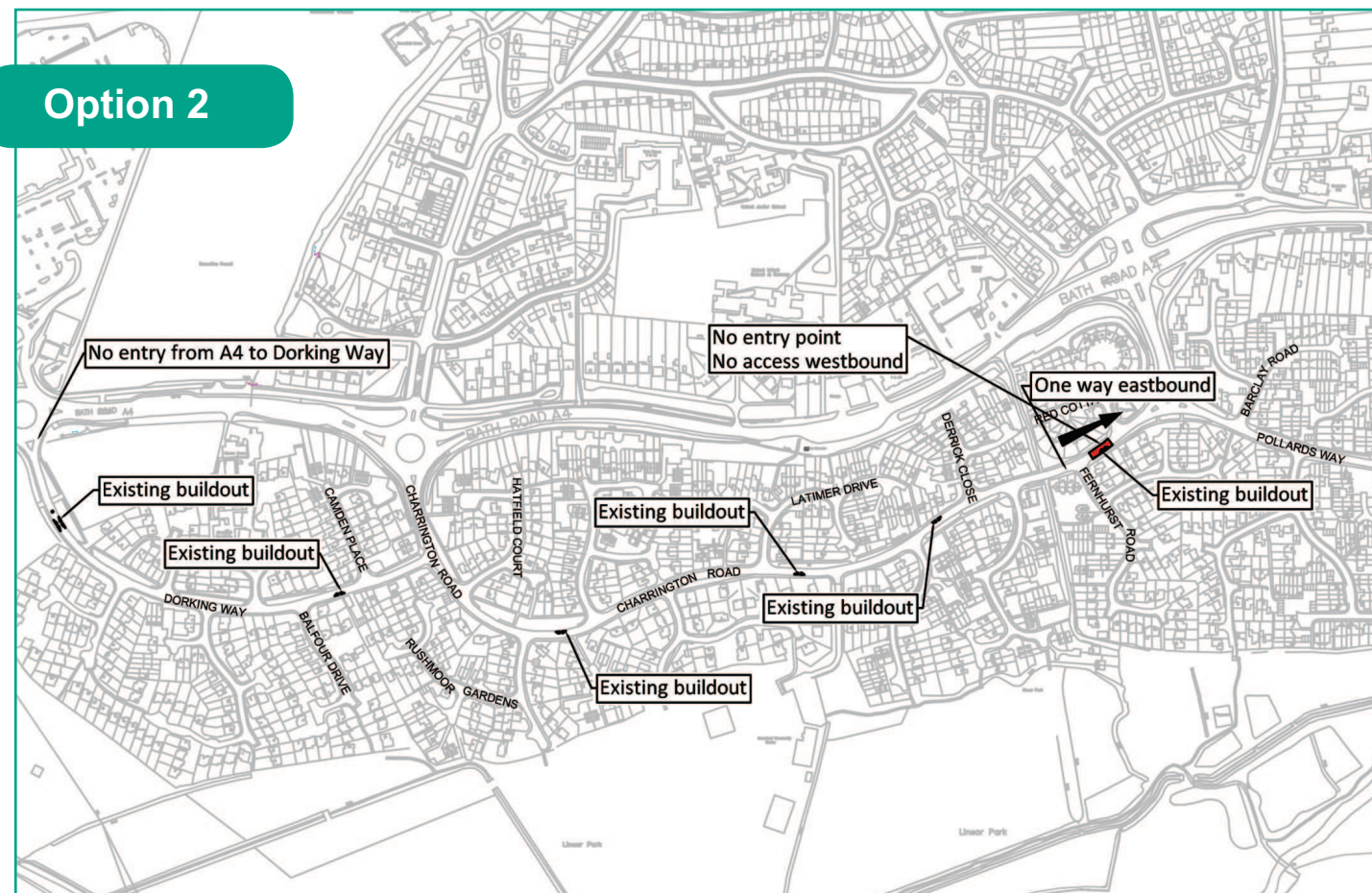
Your views

Your views are important to us and we need to know what you think of the options presented. To read the full report and detailed plans and fill in the on-line consultation questionnaire, please visit www.westberks.gov.uk/a4calcot. Alternatively, you can fill in the questionnaire on the back of this leaflet and either return to West Berkshire Council's Office above Sainsbury's, Calcot or post to Highways and Transport, Council Offices, Market Street, Newbury RG14 5LD.

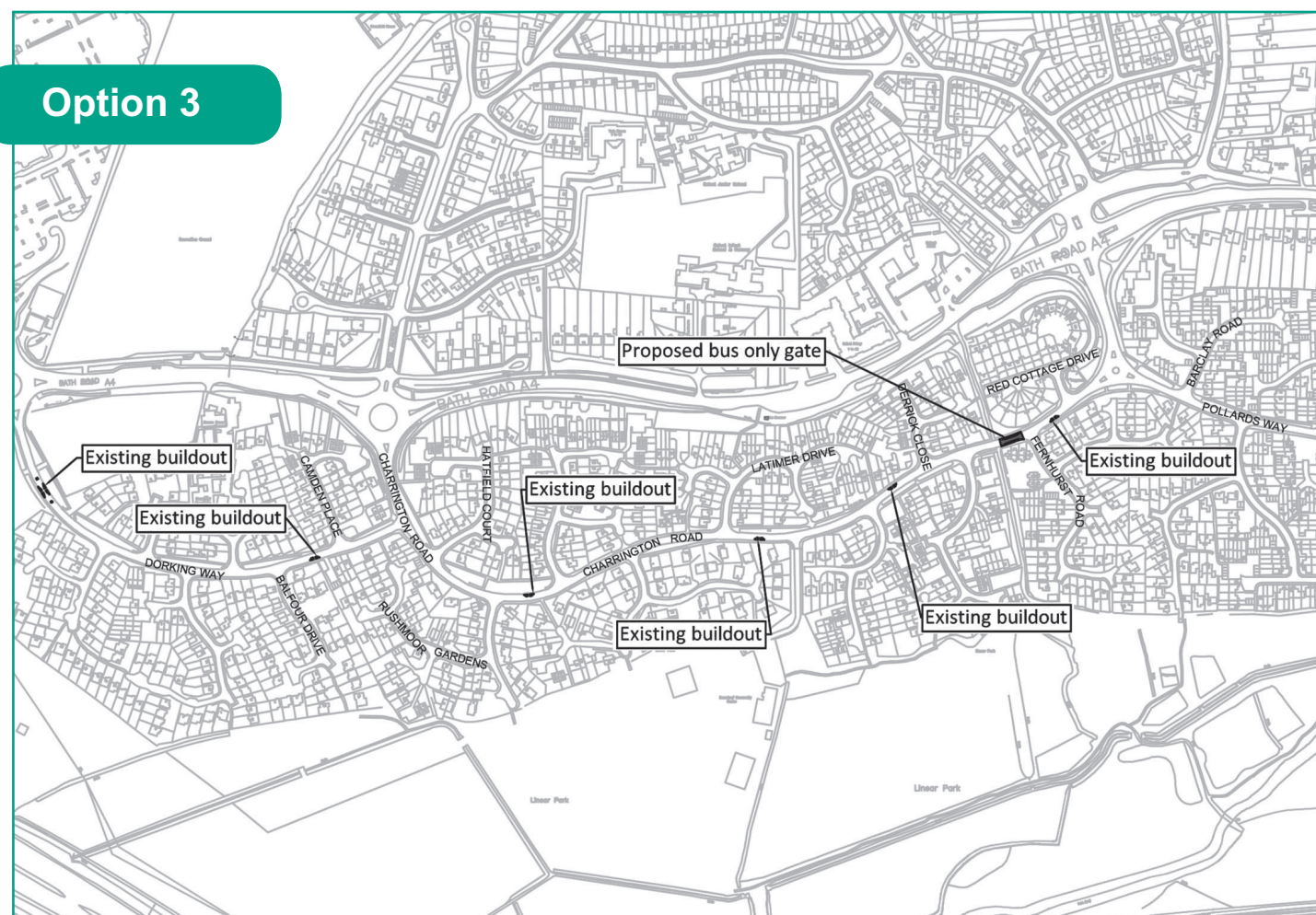
Next Step

Consultation on the options closes on 18th July 2014. The results of the consultation will be reported for Individual Decision in September.

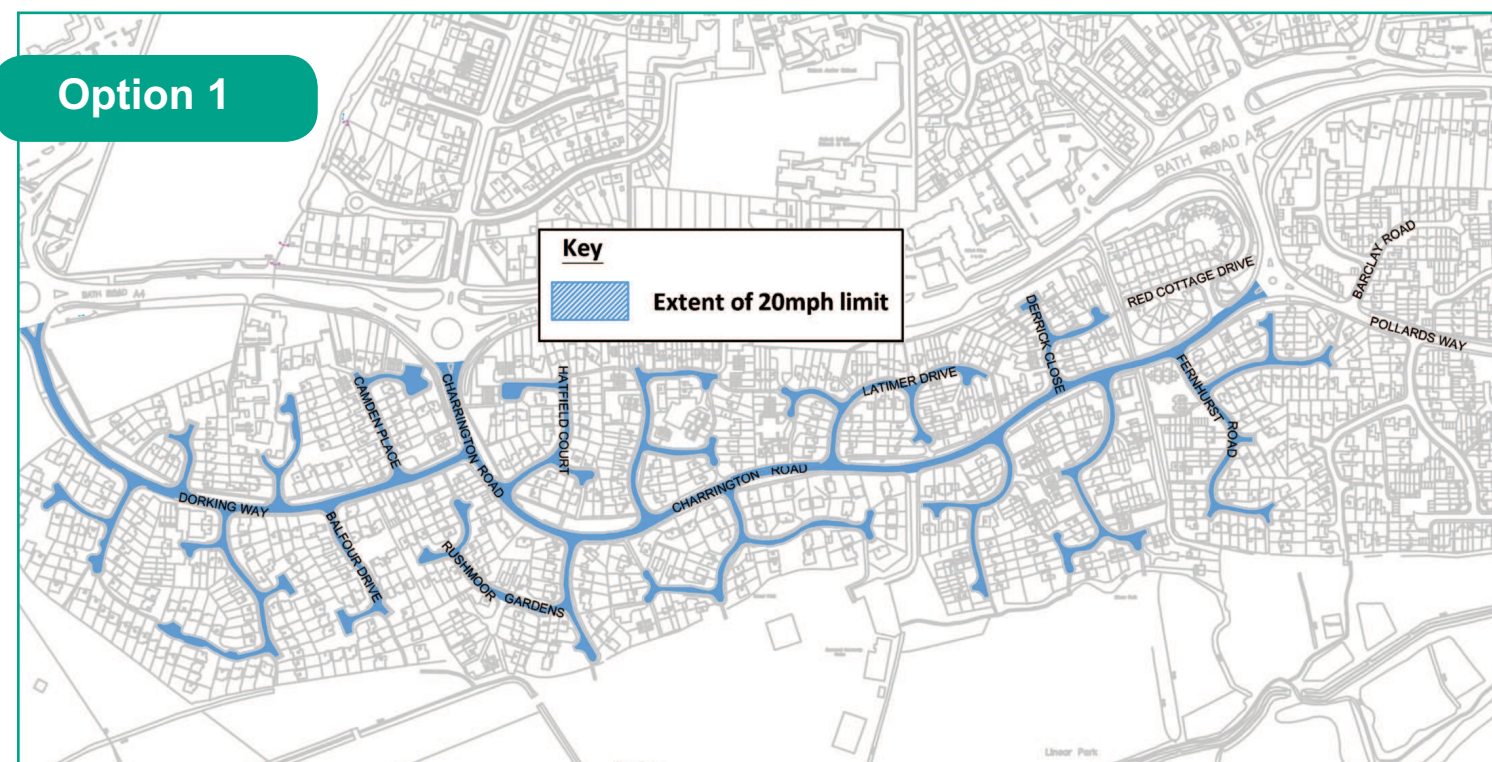
Option 2



Option 3



Option 1



		Reply from	Comments made	Officer response
1		Resident	Option 1 preferred. To introduce a 20 mph Speed Limit on the Royal Avenue area between its junctions with Garston Crescent and Langley Hill. Would like to see it enforced by physical calming measures Parking along Royal Avenue can be problematic	See Article 2.2.1 and 4.2 of report See Article 1.3 of report
2		Resident	Option 1 preferred but with physical calming measures.	See Article 2.2.1 and 4.2 of report
3		Resident	Option 1 preferred	Noted
4		Resident	Option 3 preferred	Noted
5		Resident	Without camera's a 20mph limit would mean nothing. The "existing narrowing" actually favours the majority of 'ratrunners', most of which are travelling East. Due to the natural traffic calming provided by the lights onto the Bath Road. There are few 'ratrunners' turning into Royal Avenue to travel westward. Surely given the Parking along the summit of Royal Avenue. Why not simply make Royle Avenue one way only favouring, Westbound traffic with the exception of buses, must be cheaper than bus recognition systems.	This suggestion would require the introduction of a contra-flow bus lane system, which could not be accommodated at the known problem areas on Royal Avenue, without complete removal of all on street parking on Royal Avenue between its eastern and western junctions with Garston Crescent.
6		Resident	Option 3 preferred Suggests Curtis Road be one direction as a school route	See Article 2.2.3 of report Curtis Road is the subject of a current separate investigation.
7		Resident	If an access restriction for residents is unenforceable, and traffic cameras are not applicable, how will a 20mph speed limit be enforced? If either of Options 2 or 3 are applied, more traffic will pass down Curtis road, past the school gates, which is particularly difficult to navigate at either end of the school day.	See Articles 2.2.1 and 4.2 of report Options 2 and 3 would not encourage greater use of Curtis Road. The respondent may not fully understand the implications of these options, See Articles 2.2.2 and 2.2.3 of report
8		Resident	Option 1 preferred	Noted

		Reply from	Comments made	Officer response
9		Resident	Options 2 and 3 would have a massive negative impact on the residence of Garston crescent adding additional unnecessary, time and fuel costs to every journey we make.	See Article 4.3 of report
10		Resident	Option 2 preferred	Noted
11		Resident	The 20mph should start from the bottom of Royal Avenue at May Close through the whole of the Royal Avenue area at night particularly, the traffic calming Islands by Avenue Stores, do nothing to slow the traffic there are 40mph signs at the bottom of the road which is ridiculous in a built up area.	The section of Royal Avenue referred to would require physical traffic calming measures to achieve a mean speed of 20 mph. The 40 mph signs referred to face traffic leaving Royal Avenue as they approach the A4.
12		Resident	Option 2 preferred	Noted
13		Resident	Option 1 preferred	Noted
14		Resident	I believe option 2 or 3 would be the best, introducing a reduced speed limit will have not effect, as a resident of Royal Avenue I witness daily the speeds at which cars race down the road, reducing the speed limit will not stop this. It would be useful to get this in place prior to the A4 widening as this is going to increase the traffic problem in Royal Avenue.	See Articles 2.2.2 and 2.2.3 of report See Articles 7.1 and 7.2 of report
15		Resident	Option 2 preferred I think the real problem is residents parking rather than rat running but I do think this will become a problem when Ikea is built. I think introducing a one way system is a good idea but it does concern me that in Curtis Road we will have to go a long way round to get into our street.	Noted See Articles 1.3 and 4.3 of report
16		Resident	Option 2 preferred We could also benefit from parking permits in Royal Avenue. It is impossible to park in our own road during school collection hours	Noted See Article 1.7 of report

		Reply from	Comments made	Officer response
			as non residents collect their children from the school in Curtis Road.	
17		Resident	Option 1 preferred Although rat running happens the impact on residents is negligible. Often it doesn't save any time as drivers are queuing to get out the Eastern end of Royal Ave, and as as the A4 is widened there will be less need to "rat run". Options two and three would have a massive negative effect on me as I live in Garston crescent.	Noted See Article 4.3
18		Resident	Option 1 preferred Parking in this area aggravates this situation of 'rat running' as it creates a dangerous environment for pedestrians (especially the Calcot school children) to cross and navigate the roads.	Noted See Articles 1.3 and 1.7 of report
19		Resident	Option 2 preferred	Noted
20		Resident	Option 4 preferred Hopefully the A4 widening will help to alleviate the current problem.	Noted
21		Resident	Option 1 preferred This resident also objects to possible measures being investigated for Curtis Road and poses a question. Rat run traffic is present but not intolerable at the moment but it is anticipated that there will be an increase in rat run traffic during the ten months of forthcoming roadworks and that the rat run traffic will be much improved because of the improved road widening. Are the traffic calming suggestions to cover that period and is it necessary for them to be permanent.?	See Article 1.7 The measures subject to this report are intended to be permanent.

	Reply from	Comments made	Officer response
22	Resident	<p>Option 4 preferred</p> <p>This residents suggests that Garston Crescent be made one way west to east and Royal Avenue between its junctions with Curtis Road (eastern end) and Garston Crescent (western end) be one way east to west.</p>	<p>Noted</p> <p>At first glance this suggestion may seem logical, however, it would result in all eastbound traffic (both residents and other users) having to travel via a narrow residential crescent neither designed or suited to accept a substantially increased traffic flow. It would also result in all traffic approaching from the east wishing to access Garston Crescent, having to travel along Royal Avenue to the western end of the crescent where a tight right hand turn on a bend would be required for access. As there is little scope to improve this junction the manoeuvre resulting from the suggestion could not be recommended.</p>
23	Resident	Option 2 preferred	Noted
24	Resident	Option 2 preferred	Noted
25	Resident	<p>Option 3 preferred</p> <p>These residents of Curtis Road have made repeated comments about the parking problems and alleged speeding particularly on Curtis Road with emphasis on issues associated with school activities.</p>	See Article 1.7 of report
26	Resident	<p>Option 4 preferred</p> <p>This resident would not oppose Option 1 although he casts doubt on its effectiveness without a consistent means of enforcement he is strongly against Options 2 and 3 and describes at length numerous scenarios and consequences arising, from increased journey times, higher costs, restricted movements and ultimately increased traffic flows along the A4.</p>	<p>Noted</p> <p>See Articles 2.2.1 and 4.3 of report</p>
27	Resident	<p>Option 2 preferred</p> <p>Add narrow road restrictions, i.e. metal bells as in Wokingham</p>	<p>Noted</p> <p>The current restricted road widths and parking practices in the</p>

	Reply from	Comments made	Officer response
		work very effectively.	areas subject to this report are such that natural narrowing presently exists. No purpose would be served by the introduction of additional narrowing features unless as an integral part of a physical traffic calming regime.
28	Resident	Option 2 preferred Speeding is a particular problem by Calcot School and along the road I live (Conway Road).	Noted See Article 1.7 regarding Curtis Road. There are no figures available to substantiate the claim of speeding on Conway Road. Additional surveys would be necessary.
29	Resident	Option 3 preferred Resident wrote comments : - After option 1, 'No difference - won't stop rat running' - After option 2, 'Will just go along Garston instead of Oliver' - Option 3 - 'ONLY OPTION' I live in Sovereign Way and have noticed a tenfold increase of traffic along Royal Ave at peak times, rat-running. There has also been an on-going problem with the cars parked along one side of Royal Avenue causing a single file of traffic which causes accidents and even a death along there.	Noted The car parking along Royal Avenue has not been cited as a contributory factor in any of the recorded personal injury accidents occurring over the past 7 years along this route. The one fatal incident involved a motor cycle and speed was cited as a possible contributor. Whilst the parking can lead to congestion and delays at certain times the record would indicate that the parking practices along this road do not cause accidents as has been alleged.
30	Resident	Option 1 preferred This completely ignores the parking problems caused by Calcot School, and the commercial vehicle parking at the Western end of Curtis Road. Any blockage at the East of Royal Avenue will prevent access to delivery vans, refuse lorries, caravans and fire engines. A block at the Western end of Garston Crescent might work. Why wasn't this an option? The existing narrowing had no effect and should be removed.	Noted See Article 1.7 regarding Curtis Road. For remaining comments see Articles 2.2.2 and 2.2.3
31	Resident	Option 1 preferred The resident also commented that providing adequate parking/widening the road would help more.	Noted Article 1.3 of the report provides information on parking issues. Carriageway widening in the problem areas would require

		Reply from	Comments made	Officer response
				extensive civil engineering construction works at high capital costs, not envisaged within the scope of the current options.
32		Resident	Option 4 preferred The resident also commented - Why not wait until A4 improvements are complete to see if that alleviates the rat running? That would make more sense! Curtis Road should be one way to avoid school run road rage and have humps.	Noted See Articles 1.7, 4.2 and 7.1 of report
33		Resident	Option 1 preferred The resident also commented - Option 2 + 3 would create far more traffic on Empress Road and St Birinus, steep slope on St Birinus treacherous in bad weather!!! and then that will cause rat run on this part of estate.	Noted Saa Articles 2.2.2 and 2.2.3 of report
34		Resident	Option 3 preferred The resident also commented. I would like to put forward a 4th option, No left turn on to Langley Hill at the East end of Royal Avenue, this option could be supported with traffic camera.	Noted This option would serve no useful purpose. It would result in preventing any movement from Royal Avenue towards Tilehurst and the northeast, particularly for all residents within the Royal Avenue area in addition to other road users. Forcing circumnavigation of the estate to access Langley Hill via the A4.
35		Resident	Option 1 preferred The resident also commented - To introduce a 20 mile per hour speed limit would stop cars speeding down the road past the narrowing of Royal Avenue and taking no notice of the give way sign.	Noted The resident has misinterpreted Option 1 which would not include the section of Royal Avenue referred to. That section would remain a 30 mph restriction.
36		Resident	Option 2 preferred	Noted

		Reply from	Comments made	Officer response
			The resident also commented - There is a major issue with sheer quantity of traffic 'rat running' via Royal Avenue, especially at peak times. The obvious measure would be to make the road wider to allow two way traffic and parking for residents.	Article 1.3 of the report provides information on parking issues. Carriageway widening in the problem areas would require extensive civil engineering construction works at high capital costs, not envisaged within the scope of the current options
37		Resident	Option 1 preferred	Noted
38		Resident	Option 3 preferred The resident also commented - It is agreed that there needs to be some action taken would the bus gate also stop the motorcycles that travel at speed through the estate	Noted Option 3 would make it illegal for all vehicles (except buses) to travel through the bus gate.
39		Resident	Option 3 preferred	Noted
40		Resident	Option 1 preferred The resident also commented - I live on Garston Crescent, I drop my son at Calcot school and then I travel up Langley Hill to work. If I am prevented from travelling east, it would have a massive impact on my journey and would quite frankly become a nightmare!! If there was a way of allowing residents through, I would support the other options	Noted See Article 4.3 of report Selective access under these options could not be achieved.
41		Resident	Option 2 preferred The resident also commented - Option 1 - It is currently 30 mph - 10 miles less will make no difference. Option 3 - will hinder residents Option 2 - Good idea re no entry - this will be alright for pm, but in am the reverse is needed. What about no entry Westbound between 7am and 9am at Mayfield Ave (Width restriction?)	Noted For optimum effectiveness and lack of confusion a No Entry restriction should be fixed and unchanging. Variable restrictions are best achieved utilising physical features such as rising bollards timed to operate during specific time slots. These systems carry their own disadvantages, particularly when continuous through movement (buses) must be accommodated. This can be achieved by utilising transponder systems and detector loops but the risk of impact by unauthorised vehicles is

		Reply from	Comments made	Officer response
				always present. Such systems are not deemed suitable in this application.
42		Resident	Option 1 preferred The resident also commented - Parked cars along Royal Avenue probably a bigger problem if trying to pass on this road.	Noted See Article 1.3 of report
43		Resident	Option 2 preferred	Noted
44		Resident	Option 1 preferred The resident also commentated - Speed bumps would be a possible deterrent but bus passengers may not agree. The parking of residents vehicles is also not helping; when they do have off-road parking many still leave their cars in the roads.	Noted See Articles 1.3 and 4.2 of report
45		Resident	Option 1 preferred The resident also commented - More Calcot School parking - Widen Royal Avenue between (Curtis Road) Calcot Rd Surgery and West-side of Garston Crescent. - Remove unsightly block of garages around the area. - Very poor road surface on Curtis Road (due to school traffic)(Already reported to WBDC)	Noted Curtis Road is the subject of a separate investigation. See article 1.7 of report. Carriageway widening in the problem areas would require extensive civil engineering construction works at high capital costs, not envisaged within the scope of the current options. The other comments made are not directly related to this consultation.
46		Resident	Option 4 preferred. The resident also commented - 'Make Royal Ave one way and Garston Crescent the other way with 20 mph speed limit.' Put a road to the motorway by Pincents Lane. Also re-open Pincents Lane to Littleheath Rd then down to Royal Avenue, this would disperse the traffic. Why are you not addressing Royal Ave problems it looks like all you are worried about Garston Crescent.	Noted As officer response to respondent No.22. All other comments are noted.

	Reply from	Comments made	Officer response
47	Resident	Option 3 preferred	Noted
48	Resident	Options 1 and 3 preferred	Noted
49	Resident	Option 3 preferred The resident also commented - Traffic turn left down Langley Hill going to Reading Number 1) will never work 20 mph no police. Number 3-2) from Vanlore Way not able to turn left, will be hard to get out of Royal Avenue into the old Bath Road to go West at times.	Noted See Articles 4.2 and 4.3 of report
50	Resident	Option 2 preferred The resident also commented - Option 2 would seem to be the best solution, but extra traffic from Conway Road could cause a problem with St Birinus Road and Empress Road, being their only exit to the A4 and Road Avenue. The only other idea is to place a 'no through road' at the entrance of Royal Avenue Western end.	Noted Ancillary works associated with Option 2 would include 'No Through Road' signing at the western end of Royal Avenue.
51	Resident	Option 3 preferred The resident also commented - No one observes the speed limit the road is dangerous to use for cars and pedestrians alike. Many accidents have occurred over the years, now it is even more dangerous with so much more traffic using the roads as rat runs. Something must be done before someone else is killed.	Noted See Articles 1.6 and 4.2 of report
52	Resident	Option 2 preferred The resident also commented - Unless there is a camera controlled part to stop motorists they will always try to get through.	Noted Option 3 (Article 2.2.3 of report) satisfies this comment.
53	Resident	Option 2 preferred	Noted

	Reply from	Comments made	Officer response
54	Resident	Option 3 preferred	Noted
55	Resident	Option 1 preferred The resident commented that he is registered blind and that crossing the road is a worry.	Noted Noted
56	Resident	Option 1 preferred The resident also commented about the amount of on street parking in the area and asked if this was being addressed. She also asked if the vehicle priority regime at the western end of Royal Avenue could be reversed, giving priority to vehicles travelling towards the A4, and delay traffic entering the estate.	Noted Article 1.3 of the report provides information on the parking issues. Reversal of the vehicle priority is possible, but investigation would have to be undertaken to ensure that vehicles did not queue back onto the A4 at peak times.
57	Resident	Option 4 preferred The residents also added comments qualifying their selection of Option 4 and that they have not observed a serious rat run problem.	Noted Comments noted
58	Resident	Option 3 preferred The resident also commented - I don't think people would take any notice of a 20 mph speed limit and I would like to feel that our children can go out to play safely without lots of speeding cars whizzing up and down the road as they do now in rush hour to cut up to Tilehurst.	Noted See Article 4.2 of report
59	Resident	Option 2 preferred The resident also commented - Conway Road must be kept open to allow access to Mey Close should it snow as St Birinis Road	Noted Comment noted

		Reply from	Comments made	Officer response
			becomes impassible.	
60		Resident	Option 1 preferred	Noted

Note: Individual members of the public have not been identified in this table. Replies from people who live in close proximity to the proposals have been labelled as “resident”. Replies from people whose addresses are not local to the proposals have been labelled as “road user”.

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		Reply from	Comments made	Officer response
1		Resident	<p>Option 1 preferred</p> <p>The resident also commented -</p> <p>To be honest, I do not feel as though there is a problem. Why not wait until the widening of the A4 has been completed to see if there is a genuine problem? I live off the first turning on Dorking Way..if anything, it is the speed of the traffic that is a problem, not the volume. Having to go further down the A4 and back track back up Charrington rd to The length of Dorking Way would be inconvenient to me and would only be adding to additional traffic flow in the area you are highlighting to reduce traffic...looking at the plans, there are a lot of households that would also have to do the same!</p>	<p>Noted (refer to Article 2.1.1 of report)</p> <p>Refer to Articles 4.4, 4.5, 4.6 and 7.1 of report.</p>
2		Resident	<p>Option 4 preferred</p> <p>The resident also commentated - Overall I believe that all of these options will penalise local residents more than it will help in combating rat-running during rush hour and they should all be dismissed.</p>	<p>Noted</p> <p>Refer to Article 7.1 of report</p>
3		Resident	<p>Option 1 preferred</p> <p>The resident also commented - The other options would force residents coming out of Reading who live between Fernhurst Road and Dorking Wayto travel further west on the A4 to return east on Charrington Road, a waste of time and fuel! The whole object of the excercise is surely to reduce inconvenience to residents not increase it. As long as the 20mph speed limit was enforced to begin with this should solve the problem without causing disruption and inconvenience to the residents.</p>	<p>Noted</p> <p>Refer to Articles 4.3 and 4.4 of report</p>
4		Resident	<p>Option 4 preferred</p> <p>The resident also commented - I don't think that rat running is currently a problem on Charrington Road or Dorking Way. It may become so during the widening of the A4. I would strongly oppose any implementation of any restrictions on the current routes into or out of the Beansheaf estate as have been laid out as options</p>	<p>Noted</p> <p>Refer to Articles 4.3 and 4.6 of report</p>

		Reply from	Comments made	Officer response
			available to the residents in this area	
5		Resident	Option 1 preferred The resident also commented – that he did not think rat running was a problem on Charrington Road or Dorking Way	Noted Refer to Articles 4.4 and 4.6 of report
6		Resident	Option 4 preferred The resident also commented - The leaflet provided to residents outlining the 4 options failed to include essential information such as what the affect of each option would be on residents' access. The detail was in no way sufficient to enable me to make an informed decision. I have managed to obtain more information online and have concluded that the proposed options would cause so much inconvenience to local residents that it would outweigh any benefits of reducing rat run traffic.	Noted Refer to article 4.3 and 4.5. The leaflet circulated was a condensed version of options, giving residents a general overview. The leaflet contained details of the link to the Council's website, where the full comprehensive Study Report providing detail of all options with consequences, could be viewed.
7		Resident	Option 1 preferred	Noted
8		Resident	Option 4 preferred The resident also commented – that he did not think rat running was a problem on Charrington Road or Dorking Way	Noted Refer to Article 4.6 of report
9		Resident	Option 4 preferred The resident also commented - I travel from Rushmore Gardens (off of Charrington Way) up to Langley Hill. I am concerned that some of the proposals will force me to take a longer route via the A4. I have tried this route and find that entering the roundabout at the junction of A4/Charrington/Royal Ave quite tricky in the morning and so instead I use Charrington Road.	Noted Refer to Article 4.3 of report

		Reply from	Comments made	Officer response
10		Resident	Option 2 preferred	Noted
11		Resident	Option 4 preferred The resident also commented – he is not aware of it being a rat run and Options 2,3 and 4 would be a waste of time without enforcement and would add considerable inconvenience to residents .	Noted Refer to Articles 4.4,4.5 and 4.6 of report
12		Resident	Option 2 preferred	Noted
13		Resident	Option 4 preferred The resident also commented – – that he did not think rat running was a problem on Charrington Road or Dorking Way	Noted Refer to Article 4.6 of report
14		Resident	Option 1 preferred The resident also commented – that Options 2 and 3 would greatly inconvenience the residents.	Noted Refer to Article 4.5 of report
15		Resident n	Option 4 preferred The resident also commented – – that he did not think rat running was a problem on Charrington Road or Dorking Way	Noted Refer to Article 4.6 of report
16		Resident	Option 1 preferred The resident also commented - I believe options 2 and 3 will cause the residents more problems than saving any discomfort, particularly those residents like us, who would be forced into using the Langley Hill junction for access.. I believe this is the wrong time to try to address a problem that is actually caused by the issues of the A4. If the proposed A4 roadworks are a success then, there would be no need for any measures.	Noted Refer to Articles 4.5 and 7.1 of report

	Reply from	Comments made	Officer response
17	Resident	Option 1 preferred The resident also commented - I strongly object to the introduction of a No Entry restriction on Dorking Way to prevent access from the A4 and to introduce a No Entry Restriction westbound (with exemption for buses) on Charrington Road west of its junction with Fernhurst Road. I also strongly object to a camera controlled bus gate on Charrington Road. I do not agree that access only signs are unenforceable. They are a preventative measure that work well in other areas. They are as enforceable as a 20 mile an hour speed limit.	Noted Refer to Articles 1.5, 4.4 and 4.5 of report
18	Resident	Option 3 preferred	Noted
19	Resident	Option 4 preferred The resident also commented – that rat running is not a problem and that Options 2 and 3 would greatly inconvenience residents of the estate.	Noted Refer to Articles 4.5 and 4.6 of report
20	Resident	Option 1 preferred The resident also commented - More policing at busy times - 8-9am and 4-6pm Marked police vans with speed cameras With the changes to the A4 inevitable, there is a hope that the works are successful that people don't feel the need to go through Charrington and Dorking roads.	Noted Whilst enforcement requests can be made to the police, action will be dependent on the exigencies of existing duties and prioritisation of work load.
21	Resident n	Option 3 preferred	Noted
22	Resident	Option 2 preferred The resident also commented - Why not divert Buses to run on the a4 rather than Charrington Road ? They create a lot of noise late at night.	Noted Public transport service provision would be compromised by such action and would be unlikely to be viewed favourably by the bus operators.
23	Resident	Option 1 preferred The resident also commented - IF this scheme is to be as successful as you claim it	Noted

	Reply from	Comments made	Officer response
		will be (and not a huge waste of money) then WHY will drivers want to use Charrington Road as a rat run anyway??	Comment noted.
24	Resident	Option 2 preferred	Noted
25	Resident	Option 1 preferred The resident also commented - Adding a no entry to Dorking way at the Sainsburys roundabout would add extra journey time as the traffic on The A4 towards reading is heavy in peak hours. I live on Embrook way and this makes no sense to make me travel down the A4 to get back to our road.	Noted Refer to Article 4.5 of report
26	Resident	Option 4 preferred The resident also commented - I believe the schemes above provide no benefits other than to make access more difficult to the residents such as myself. Rat running is not an issue that I have seen and I do travel every day in the rush hour. I fear if the schemes mentioned above were in place, my journey to and from home would be significantly adversely impacted	Noted Refer to Articles 4.5 and 4.6 of report
27	Resident	Option 1 preferred The resident also commented - Introducing No Entry restrictions or camera controlled bus gates which are fine for buses but will cause local residents in that area more problems - thus forcing them out onto the A4 and making their journey longer.	Noted Refer to Article 4.5 of report
28	Resident	Option 4 preferred The resident also commented - Having lived at this address since 1990 and been driving since 1992 I have seen no increase in levels of traffic that are referred to as a rat run. To implement any of the ideas will only penalise residents of the estate,	Noted The resident has misinterpreted reference to the junction of Dorking Way with the Sainsbury's roundabout, as exit towards the

	Reply from	Comments made	Officer response
		not the few cars that take the longer and slower route avoiding the bath road via red cottage brick drive. The widening of the A4 will remove all need for any alternative route through the estate as all traffic queues will be alleviated. I would actively not ask you to pursue any of these schemes, especially the blocking off of the exit via Sainsbury's as this is the main exit for residents to access the M4.	M4 would be retained. The options only include for a No Entry from the A4 into Dorking Way at this junction.
29	Resident	<p>Option 3 preferred</p> <p>The resident also commented - I believe the 20 mph restriction will be pointless as no-one sticks to the present 30 mph limit, especially at rush hour. I believe the no entry restriction is only a partial solution as motorists heading eastbound will simply come down the next roundabout after the restriction for Dorking way. So, residents on Charrington Rd won't benefit during the evening rush hour at all...</p>	<p>Noted</p> <p>Refer to Article 4.6 of report</p>
30	Resident	<p>Option 4 preferred</p> <p>The resident also commented - Please do not bring forward options 2 or 3. Whilst there may sometimes be people using the road as a cut through it tends only to be when there are issues on the A4. The vast majority of people using that route are residents, visitors or people working in the estate. The proposed changes to the local highway network as a result of the IKEA store will also make this less attractive as a route for those who are using it as a cut through. If option 3 is put forward I will have an additional mile added to my journey every single day which over a year is a significant amount of extra fuel to be consumed.</p>	<p>Noted</p> <p>Refer to Articles 4.5 and 4.6 of report</p>
31	Resident	<p>Option 1 preferred (as least worst)</p> <p>The resident also commented - How will the 20 mph limit be enforced? Rat Running is a problem for the residents of this area but options 2 and 3 penalise the residents, some worse than others. I also don't believe that the issue will be resolved when the widened A4 is completed as the problems are caused by surrounding roads for example the M4 congestion in the mornings.</p>	<p>Noted</p> <p>Refer to Articles 4.4 and 4.5 of report</p>

		Reply from	Comments made	Officer response
32		Residen	Option 1 preferred The resident also commented – Funds would be better spent repairing damaged road surfaces. (annotated)	Noted Comments noted
33		Resident	Option 1 preferred	Noted
34		Resident	Option 4 preferred The resident also commented - I have lived here several years, and have never felt there is a "rat run" problem. I think the propped amendments will just cause difficulties for the residents off these roads with access to their routes in and out of the small estate.	Noted Refer to Articles 4.5 and 4.6 of report
35		Resident	Option 3 preferred The resident also commented about his personal difficulties travelling too and from his home at peak times, emphasising rat running, traffic speeds and inconsideration by other road users.	Noted All comments noted
36		Resident	Option 4 preferred The resident also commented - I have lived on this estate since 1982. Only between the hours of 8am - 9.00am is there any traffic problems on the estate. Can I suggest 1. Traffic light timings are adjusted to suit volume of traffic 2. Sign saying 'Beansheaf Farm Residents only' - at bottom of Langley Hill	Noted 1. Traffic signal timings will be adjusted as part of the A4 widening project 2. Refer to Article 1.5 of report
37		Resident	Option 2 preferred The resident also commented - The no entry point is perhaps the better option that completely closing the road. However, how will this stop rat running eastbound in the evenings when the Charrington Road roundabout gets to a standstill from 4pm	Noted Refer to Article 2.1.2 of report

	Reply from	Comments made	Officer response
		onwards. Cars use Charrington Road instead of continuing along the A4 to Langley Hill!	
38	Resident	Option 3 preferred	Noted
39	Resident	Option 2 preferred The resident also commented - Option 1 is totally useless as speed limits are NEVER adhered to. Option 2 is workable as is option 3	Noted Refer to Article 4.4 of report
40	Resident	Option 4 preferred The resident also commented - Why not make Pollards way and Dorking way Residents only with camera set up	Noted Refer to Articles 1.5 and 1.6 of report
41	Resident	Option 4 preferred	Noted
42	Resident	Option 3 preferred	Noted
43	Resident	Option 2 preferred The resident also commented - I do feel strongly about this as i feel with the amount of children including my own 2 son's that play outside the speed in which this road is used as a rat run is dangerous. So i think a closure would be appropriate in helping eliminate this danger.	Noted Comments noted
44	Resident	Option 2 preferred The resident also included a list of reasons why she chose Option 2. And stated that there was no point in introducing a 20 mph limit as it would be ignored through lack	Noted The residents comments were literate and well structured, however the points made reflect the

	Reply from	Comments made	Officer response
		of enforcement.	consequences and conclusions associated with the options prepared and contained in the Traffic Management Study Report produced prior to the consultation exercise. Therefore the issues arising from the options are already known.
45	Resident	Option 2 preferred The resident also commented - Current conditions on Dorking Way and Charrington Road fall well short of the criteria for speed cameras therefore how will a 20mph limit be enforced? A camera controlled bus gate will cause a major increase in traffic flow and noise for residents who live in the Dorking Way, Hatfield Court and Rushmoor Gardens area of the estate.	Noted Refer to Articles 4.4 and 4.5 of report
46	Resident	Option 4 preferred The resident also commented - I leave for work every morning between 8:20 and 8:40am and have no issues with Charrington Road being used as a rat run.	Noted Refer to Article 4.6 of report
47	Resident	Option 4 preferred	Noted
48	Resident	Option 1 preferred The resident also commented - All of the proposals, with the exception of the 20 mph speed limit would greatly inconvenience residents and cause more congestion on the A4 by residents having to use it to access their homes. The 30 mph limit is not adhered to at peak times so doubt whether a lower one would make any real difference. No mention made of HGV's using our roads as a rat run either. This happens now at times and will increase when the road works commence.	Noted Refer to Articles 4.4 and 4.5 of report
49	Resident	Option 2 preferred	Noted

	Reply from	Comments made	Officer response
50	Resident	<p>Option 1 preferred</p> <p>The resident also commented that 1. She thinks vehicle activated speed reminder signing should accompany a 20 mph speed limit and 2. .Feels that if Options 2 or 3 are advocated, their positions need to be such that they affect movements at a more central point. Her opinion being that this would be fairer on all residents.</p>	<p>Noted</p> <p>1. Refer to Article 2.11 of report</p> <p>2. Refer to Articles 2.1.2 and 2.1.3 of report.</p>
51	Resident	<p>Option 1 preferred</p>	<p>Noted</p>
52	Resident	<p>Option 4 preferred</p> <p>The resident also commented - All the first three options penalise people living and working in the area. If we had to choose one, it would be option 1 as this does not restrict residents movements, only their speed.</p>	<p>Noted</p> <p>Comments noted</p>
53	Resident	<p>Option 1 preferred</p> <p>The resident also commented - Where you mention that you will be appointing a contractor in July and work to begin in August - how can this be if the committee is making a decision in September. Does this indicate that you have in fact already decided?</p> <p>If a barrier is put just west of Fernhurst it will impact my daily journeys by making me join the A4 at the other end of the estate and the same for my return journey. I would be using Charrington as my own rat run to get to my home. We should first try the speed limit with signs that light up if you are going over the limit. This is surely more cost effective.</p>	<p>Noted</p> <p>Appointment of the contractor refers to the A4 widening works. The reference to a September decision relates to matters contained in the ID Report. No decision has yet been reached.</p> <p>Refer to Article 4.5 of report</p>
54	Resident	<p>Option 4 preferred</p> <p>The resident also commented - I have lived in Bancroft place for over 7 years and I have never seen "rat running" as a problem. I strongly feel that any restrictions to cars in Charrington road will have a detrimental effect on residents of this area.</p>	<p>Noted</p> <p>Refer to Articles 4.5 and 4.6 of report</p>

	Reply from	Comments made	Officer response
55	Resident	<p>Option 4 preferred</p> <p>The resident also commented - Option 1: 20mph speed limit not enforceable so unlikely to have any effect on rat running, so no benefit to residents.</p> <p>Option 2: Residents driving home from Reading would have to take a long way around to get home, so this is worse than current drive home. Rat running still possible for people travelling towards Reading.</p> <p>Option 3: This would prevent rat running in both directions but also force residents like me to take a long way around both morning and evening, so this is a worse situation than existing for residents.</p>	<p>Noted</p> <p>Refer to Article 2.1.1 of report</p> <p>Refer to articles 2.1.2 and 4.5 of report</p> <p>Refer to Articles 2.1.3 and 4.5 of report</p>
56	Resident	<p>Option 4 preferred</p> <p>The resident also commented - I live in Embrook Way, just off of Dorking Way, and I have to say that I don't see any problems at present. Traffic can sometimes build up during rush hour in the morning, but nothing abnormal in my opinion.</p> <p>Introducing a no entry restriction would be particularly irritating for residents in our road, as it would mean a pointless detour down to Charrington Road to get home from the M4 junction.</p>	<p>Noted</p> <p>Refer to Article 4.6 of report</p> <p>Refer to Article 4.5 of report</p>
57	Resident	<p>Option 1 preferred</p> <p>The resident also commented - 20 mph speed limit or none of the above. Problem is not sufficient to warrant blocking of the road and forcing residents to exit via the western end of the estate.</p>	<p>Noted</p> <p>Refer to Articles 4.5 and 4.6 of report</p>
58	Resident	<p>Option 1 preferred</p> <p>The resident also commented - The level of inconvenience in blocking the road is too high. Problem is minor.</p>	<p>Noted</p> <p>Refer to Articles 4.5 and 4.6 of report</p>

	Reply from	Comments made	Officer response
59	Resident	<p>Option 4 preferred</p> <p>The resident also commented -</p> <p>As a resident of Fernhurst Road I strongly oppose options 2 and 3 of the proposed changes to Charrington Road and Dorking Way. I am a 'resident and bona fide user' of this route however the introduction of a No Entry restriction or camera controlled bus gate either side of the top of Fernhurst Road would cause me unnecessary and inconvenient delays in my daily commutes to work and on other trips in and out of home. I do not feel that the traffic or rat-running down Charrington Road and Dorking Way has ever caused me any more than a slight delay in a very few number of occasions over the last 4 years that I have lived here and would 100% prefer if we leave things as they are.</p>	<p>Noted</p> <p>Refer to Articles 4.5 and 4.6 of report</p>
60	Resident	<p>Option 4 preferred</p> <p>The resident also commented -</p> <p>Please don't waste money on something that is not a major problem. Concentrate on fixing the A4, if this is flowing properly, then there will be no rat running. When planning the improvements for the A4, please include the planting of new trees. So many grand old trees have been removed, that it has changed the character of Calcot for the worse.</p>	<p>Noted</p> <p>Comments noted</p>
61	Resident	<p>Option 4 preferred</p> <p>The resident also included lengthy comments – Essentially welcoming the A4 widening works, denying that there is a rat run problem and expressing concern over the disruption to residents should Options 1,2 or 3 be actioned.</p>	<p>Noted</p> <p>Refer to articles 4.4,4.5 and 4.6 of report</p> <p>Full response noted.</p>
62	Resident	<p>Option 3 preferred</p>	<p>Noted</p>

	Reply from	Comments made	Officer response
		The resident also commented - For morning rush hour stop traffic coming down Langley hill and going across a4 onto charrington rd and also stop traffic on a4 turning left into charrington rd. for evening rushhour stop traffic on a4 coming from junction 12 turning into dorking way and also next turning into charrington rd Also why was survey not sent out to houses of either . side of pollards way	The preferred option chosen by the resident would achieve the commented actions. The leaflet survey was confined to residents on or directly accessing Charrington Road and Dorking Way from their adjoining culs-de-sac
63	Resident	Option 1 preferred	Noted
64	Resident	Option 4 preferred The resident also commented - 1. What good would a 20mph speed limit be when the 30MPH is constantly not adhered to? 2. This would cause additional inconvenience to the residents on top of the expected IKEA gridlock 3. This one is a little baffling as adds little or no value to the residents The existing build outs are a complete failure What is needed is a solution that compensates the residents in some small way for the impact on the quality of life that will be caused by the IKEA development. The ideas provided are low cost, band aid, box ticking exercises, and are not good enough when considering that a consultancy has been paid for the production of the options. Some consideration should be given to residents only access similar in concept to the one in Southcote, along with cameras and other improved speed calming measures (not humps). You owe the residents of Beansheaf at least a decent solution to this matter as WBC management of this area generally falls way short of what we should be seeing for the amount of council tax collected. (bins, potholes, flooding etc.) I find it very interesting that despite this being an issue for years, it's now being paid attention, it's as if you think the A4 measures won't be able to contain the IKEA traffic?	Noted Refer to Article 4.4 of report relating to additional self enforcing traffic calming measures. All other comments are noted but can not be satisfactorily responded to at this time as it would require an expansion of the client brief provided to the consultants.
65	Resident	Option 1 preferred The resident also commented - I know some people take a short cut but I think to introduce measures any further than an imposed lower speed limit would impact residents negatively far more than the current issue of Charrington Road/Dorking Way being used as a cut through.	Noted Refer to Articles 4.5 and 4.6 of report

	Reply from	Comments made	Officer response
66	Resident	<p>Option 1 preferred</p> <p>The resident also commented -</p> <p>The only reasonable option for Residents (if one really is needed) is the 20mph option. Anything else simply has too big an impact on our access to our own local roads. The "rat run" issue may be there (although the figures on page 16 of the report are not that high) but it's limited times of the day, and the existing buildouts seem to work fine to ensure Residents can move about normally.</p>	<p>Noted</p> <p>Refer to Articles 4.5 and 4.6 of report</p>
67	Resident	Option 1 preferred	Noted
68	Resident	<p>Option 2 preferred</p> <p>The resident also commented - A 20mph limit will not stop persistent offenders, and will only make this generally worse for residents. A bus-only gate will force too much traffic onto the roundabout between Charrington rd and the A4, causing congestion. Residents from the bulk of the estate trying to head East would all use this roundabout, instead of the traffic-lights as they currently do. The second option (East-bound only gate on Charrington rd) is the most sensible option, in my opinion.</p>	<p>Noted</p> <p>Refer to Articles 2.1.2 and 4.4 of report</p>
69	Resident	Option 3 preferred	Noted
70	Resident	<p>Option 4 preferred</p> <p>The resident also commented - There is no problem here. The current traffic calming islands work well and reduce traffic levels and speed such that there is minimal, if any, traffic build up on Charrington Road during peak hours. Options 2 and 3 would only succeed in forcing residents to do a loop around the A4 and get stuck in the rush hour traffic, which is mainly consigned to the A4, and would just add extra time to journeys pointlessly as it is to fix a 'problem' that doesn't exist.</p>	<p>Noted</p> <p>Refer to Articles 4.5 and 4.6 of report</p>

		Reply from	Comments made	Officer response
71		Resident	Option 1 preferred The resident also commented - Please do not let the residents of Beansheaf Estate suffer because of irresponsive motorists. We want access to our homes from both East & West.	Noted Comments noted
72		Resident	Option 2 preferred	Noted
73		Resident	Option 3 preferred The resident also commented - Personal daily use of Charrington Road and Dorking Way, together with the Jacobs report data, suggest to me that there is not a MAJOR rat-run problem A 20 mph speed limit would just create a slower rat-run. IF measures need to be taken, only the camera controlled bus-gate would be effective. The inconvenience to Beansheaf Farm residents would be tolerable.	Noted Refer to Article 4.6 of report
74		Resident	Option 4 preferred The resident also commented - The route is only a rat-run in rush hours. Why not make every side-road have right-of-way over the main road, either with give-way signs or mini-roundabouts at every side road. This could be enough to dissuade rat-running in busy periods.	Noted Creating side road priority over the major road would be unsafe. Even assuming there was sufficient road space at each intersection to incorporate mini roundabouts, for the most part side road movement would still be giving way to major road movements.
75		Resident	Option 3 preferred	Noted
76		Resident	Option 2 preferred	Noted

	Reply from	Comments made	Officer response
		The resident also commented - This initiative is long overdue. Cars come thru Charrington Road at an alarming rate. A fatality occurred on this road a few years ago. I have also witnessed an articulated vehicle using Dorking Way in the recent past. Not withstanding the widening of the A4 in the area, this measure for the estate is necessary.	Comments noted
77	Resident	Option 3 preferred The resident commented on his personal observance and understanding of the traffic flows through the estate and qualified the reasons for his preferred option choice.	Noted Comments noted.
78	Resident	Option 3 preferred	Noted
79	Resident k	Option 1 preferred The resident also commented - Possibly add speed bumps to the 20mph speed limit option!	Noted Refer to Article 4.4 of report
80	Resident	Option 1 preferred The resident also commented - Currently we have some extra traffic however introducing no entry routes or bus only routes will make it very difficult for us for our daily journeys. This will add at least another 20-30 mins to our work journeys and also cause bottlenecks at the Bath Road / Charrington Road roundabout. I would appreciate if more thought i.e. given to residents like us who live in the middle of Charrington Road.	Noted Refer to Article 4.5 of report
81	Resident	Option 2 preferred	Noted
82	Resident	Option 4 preferred	Noted
83	Resident	Option 1 preferred	Noted
84	Resident	Option 1 preferred	Noted

		Reply from	Comments made	Officer response
			The resident also commented - I would not want to be stopped from using Dorking Way to exit on to A4 and M4. I use the M4 daily and to have to turn right out of Balfour Drive and then go back on myself would be a waste of time!	None of the specified options would prevent exit manoeuvres from Dorking Way
85		Resident	Option 1 preferred	Noted
86		Resident	Option 1 preferred	Noted
87		Resident	Option 1 preferred The resident also commented - The main reason for the traffic improvements on the Bath Road at present is to ease traffic flow. If options 2 or 3 above were introduced it would lead to even more traffic on the Bath Road as residents like myself would not get direct access along Charrington Road to our properties. A reduction in speed limit on Charrington Rd would help reduce problems. To my knowledge, there have been no accidents on the road due to "rat running".	Noted Refer to Article 4.5 of report
88		Resident	Option 4 preferred The resident also commented - Introducing camera controlled bus gates & no entry restrictions would cause major disruptions to residents.	Noted Refer to Article 4.5 of report
89		Resident	Option 3 preferred	Noted
90		Resident	Option 2 preferred The resident also commented - Introducing a 20 mph speed limit would be of no use. Cars don't adhere to the 30 mph limit! Because of rat running my bus is nearly always late as it has to give way to cars at existing buildouts. Sometimes the bus isn't able to go through build out at Red Cottage Drive because cars block the build out. Road difficult to cross in the mornings - traffic too fast.	Noted Refer to Article 4.4 of report
91		Resident	Option 4 preferred The resident also commented - My second option would be 20mph limit but who would enforce it? I am not really aware of the estate being a rat run. If it is then	Noted Refer to Articles 4.4 and 4.6 of report

	Reply from	Comments made	Officer response
		surely the improvements to the A4 will improve traffic flow and reduce/eliminate any rat run. If it doesn't then it will have been a waste of money.	
92	Resident	<p>Option 2 preferred</p> <p>The resident also commented - There is a desperate need to prevent cutting through this estate. Living off of Bainbridge Road I am often uable to pull out in the rush hour baccuse of tail backs to get to the M4. It then takes an age to get throught the estate owing to giving way to all of the rat runners at the width restriction. Calcot has become a traffic nightmare.</p>	<p>Noted</p> <p>Comments noted</p>
93	Resident	<p>Option 3 preferred</p> <p>The resident also commented - I don't think rat running is currently a problem. However, during the A4 road work, there would be increased rat-running, and there will be a problem caused by the existing buildouts. With increased traffic on Charrington Road during A4 road work, the existing buildouts will create substantial grid-lock, waiting for a gap in the oncoming traffic before we could pass the buildouts. I also think that the buildout just east of Fernhurst Road is very dangerous if you are travelling westbound, because it is right by a bend, you can't see the oncoming traffic - you are either stuck behind it for being cautious, or have substantial heart-attack moments by being brave to go for it! I would really like to suggest option 3 as a temporary measure during A4 road work, and move the buildout just east of Fernhurst Road to somewhere a bit more sensible (ie not by a bend) because I always thought one day I will be in an accident 2 minutes away from home!!</p>	<p>Noted</p> <p>Refer to Article 4.6 of report</p> <p>Article 3.4 of the Traffic Management Study report makes reference to the build out commented on. The nature and positioning of Options 2 or 3 would provide am opportunity to consider removal of this feature.</p>
94	Resident	<p>Option 1 preferred</p> <p>The resident also commented - Temporarily it might be a good idea to intruduce some restrictions whilst the work takes place. I have a fundamental problem with restricting access to public roads in the long term - we all pay to use them equally. Longer term, the existing road is dangerous due to the current traffic calming measures forcing traffic into potential head on danger scenarios. A 20 mph speed</p>	<p>Noted</p> <p>Refer to Article 4.4 of report</p>

	Reply from	Comments made	Officer response
		limit with enforcement would I think provide the fairest, safest outcome.	
95	Resident	Option 4 preferred	Noted
96	Resident	Option 2 preferred The resident also commented - Contrary to popular belief the existing buildouts in Charrington Road do little to discourage speeding along this particular road. Quite the opposite as motorists who use Charrington Road as a rat run literally speed at the buildouts to beat traffic which has the right of way coming in the opposite direction.	Noted Refer to Article 4.4 of report
97	Resident	Option 1 preferred	Noted
98	Resident	Option 2 preferred The resident also commented - The 20mph limit option is outrageous and unnecessary (Option1), and is a shameless attempt to use the issues to put in a draconian speed limit, with I am sure the idea of generating some speeding revenue. Blocking off the junction (Option3) completely for cars penalises the residents who live here and would be a major setback for locals. Blocking the access off the A4 westbound (Option 2) is the only sensible option, although the impact for locals could be lessened by it only being closed to cars during peak rush hour times. I would like to make the point that all the near misses and problems are a result of the 'build outs' that you put into the road in the beginning, I am always astounded that liberals in the traffic management departments, think that forcing one car into the path of the other on the opposite side of the carriageway increases road safety. Unfortunately not everyone is a sensible road user and a large number of drivers flatly refuse to give way at the build outs, this is not just a problem on Charrington road but in numerous other locations where you put these in.	Noted Refer to Article 4.4 of report. In addition comment made regarding revenue generation is misplaced, as in this case revenue from any speeding fines is not retained by the Council. Refer to Article 4.5 of report All other comments are noted.
99	Resident	Option 2 preferred The resident also commented – Only needs to be blocked of at peak times!	Noted Further investigation into peak times only

		Reply from	Comments made	Officer response
				restriction could be undertaken. However, as this would be a departure from the original options, further residents consultation would be necessary.
100		Resident n	Option 2 preferred	Noted
101		Resident	Option 1 preferred The resident also commented - I have only lived here a year and I am retired so I don't see what the roads are like in the rush hour. Though I was walking back from Sainsburys the other day at 4:30 and it was busy so I have ticked yes to rat run.	Noted Comment noted
102		Resident	Option 1 preferred The resident also commented - Most of the 'speeders' live along the road. I see them race up behind me when i'm driving along. Living in Fernhurst Road in proposed options B & C will have a negative impact on my journey. Esp. as you may wait several minutes at the A4 traffic lights / Langley Road or to turn right at Charrington Road roundabout. If the proposed A4 widening actually works people won't need to cut through!!	Noted Refer to Article 4.5 of report All other comments noted
103		Resident	Option 3 preferred	Noted
104		Resident	Option 1 preferred The resident also commented - Double yellow lines along Dorking Way. Option 2 could result in travellers setting up on site and kids playing ball games in the street.	Noted Comments noted
105		Resident	Option 1 preferred	Noted

	Reply from	Comments made	Officer response
106	Resident	Option 4 preferred	Noted
107	Resident	Option 3 preferred The resident also commented - We were the first house built in Fernhurst Rd. We moved in March 1985. We were told there would be a bus only lane by the bus stop, hence the two drain holes where the road would be blocked off, but it never happened. I don't think a 20 mph would work as many don't keep to 30 now!!	Noted Comments noted Refer to Article 4.4 of report
108	Resident	Option 4 preferred The resident also commented - I do not consider it an issue. The measures reducing access (2 & 3) will be a huge inconvenience for many residents and a waste of council money for what is not a significant issue at all.	Noted Refer to Articles 4.5 and 4.6 of report
109	Resident	Option 3 preferred	Noted
110	Resident	Option 3 preferred The resident also commented - My suggestion to the implementation of a bus gate would be to site it closer to the mid point of Charrington Road rather than the Eastern end. This would enable residents either side of the gate to travel equal distances to exit Charrington Road and not have to drive the full length from East to West. The introduction of a 20 mph speed limit would have little effect as the current 30 mph limit tends to be ignored by many motorists using Charrington Road. It would not dissuade anyone from using the road as a rat run. To introduce a Westbound no entry would only serve to stop the morning rat run. It would have no effect on the evening rush hour. To do nothing should not have been an option in my opinion as this increasing problem of volume and speed of traffic along Charrington Road must be addressed before a serious incident occurs.	Noted Refer to Article 2.1.3 of report Refer to Article 4.4 of report
111	Resident	Option 1 preferred	Noted
112	Resident	Option 3 preferred	Noted

	Reply from	Comments made	Officer response
113	Resident	<p>Option 3 preferred</p> <p>The resident also commented - The worst effect of the rat run occurs at peak time in the morning when traffic on the A4 is banked up from not being able to get on to the M4 motorway.</p> <p>Option 3 is the least worst option but would do nothing to prevent cars accessing Charrington Road and then Dorking Way from the A4 roundabout at Royal Avenue.</p> <p>The West end of Dorking Way should be made No Entry Except For Access. Option 1 would penalise the innocents of Dorking Way and roads leading off of it.</p>	<p>Noted</p> <p>Comment noted</p> <p>This statement is correct, but this would be a pointless manoeuvre by westbound or eastbound rat runners under Option 3</p> <p>Comment noted</p>
114	Resident	<p>Option 2 preferred</p> <p>The resident also commented - I know from experience, that coming home on the bus each evening, it can take ages to get a long enough gap in the oncoming traffic to pull out and get past the 'buildouts' on Charrington Road. This is purely cars coming off the J12 roundabout and using Charrington road as a rat run.</p>	<p>Noted</p> <p>Comment noted</p>
115	Resident	Option 1 preferred	Noted
116	Resident	<p>Option 1 preferred</p> <p>The resident also commented - We oppose option 2 as it would have a major effect on the residents who live near the proposed no entry from A4 and other no entry point/no access. We find the rat run is more of a problem in the morning than the evening.</p>	<p>Noted</p> <p>Refer to Article 4.5 of report</p>
117	Resident	<p>Option 1 preferred</p> <p>The resident also commented – They do not think rat running is a problem</p>	<p>Noted</p> <p>Refer to Article 4.6 of report</p>
118	Resident	<p>Option 4 preferred</p> <p>The resident also commented – The roadworks which are to be carried out on the A4 at Calcot should, in my opinion, see an overall improvement in traffic flow on the main road and therefore, remove any need for alterations of any kind in Charrington Road and Dorking Way.</p>	<p>Noted</p> <p>Comments noted</p>

	Reply from	Comments made	Officer response
119	Resident	Option 2 preferred The resident also commented – Rising bollards peak time would be good.	Noted Option 2 as preferred by the resident, being a full time restriction, negates the requirement for physical obstructions,
120	Resident	Option 1 preferred The resident also commented – Blocking the road is not necessary. You would push everyone on the estate on to the A4 at a junction with no light. It will be impossible to get out.	Noted Refer to Article 4.5 of report
121	Resident	Option 2 preferred	Noted
122	Resident	Option 2 preferred	Noted
123	Resident	Option 4 preferred The resident also commented – There are no 'rat-running' issues here whatsoever. A small amount of cars use this in the morning, oddly they're the people who live in this estate. As a bus user I can confirm that this has no impact on the bus service either. The idea of a 'No entry/ bus only' introduction is ridiculous and will only make traffic/congestion at the Charrington Road/ Langley Hill traffic lights worse!	Noted Refer to Articles 4.5 and 4.6 of report
124	Resident	Option 1 preferred The resident also commented – The No Entry restriction would cause great inconvenience to residents of the estate.	Noted Refer to Article 4.5 of report
125	Resident	Option 1 preferred The resident also commented – option 1: 'Who is going to police it and make sure everyone adheres to it? It's a starting point. option 2: 'This will still get rat running in the morning. Rat runners will use Charrington roundabout.' option 3: These type of gates are unreliable - you only have to look at the problems	Noted Refer to Article 4.4 of report Refer to Article 2.1.2 of report Comments noted

	Reply from	Comments made	Officer response
		Southcote Lane gates had. Don't allow through traffic at all along Charrington Rd. Block it off with a bus ramp half way along - similar to the Fords Farm/Kennet Valley one. This will stop rat running and reduce speed at the same time. Less mechanically to go wrong.	
126	Resident	Option 2 preferred	Noted
127	Resident	Option 2 preferred	Noted
128	Resident	Option 1 preferred The resident also commented – Just feel speed needs to be reduced or controlled	Noted Refer to Article 4.4 of report
129	Resident	Option 3 preferred The resident also commented – We live in Blackwater Rise. In this location, we don't feel that Rat-running is much of a problem. However, others in Charrington Rd feel differently. If you HAVE to implement a plan, we strongly feel that Option 3) is by far the best, most sensible, and most enforcable strategy. 1) - No... far too much road modifications 2) - A disastrous idea! 4). We considered this, it is perfectly viable.	Noted Refer to Article 4.6 of report Comments noted
130	Resident	Option 4 preferred The resident also commented – We have a 30 limit, but it is broken a lot. Police the limit we have! Limiting access means residents will need to make longer journeys and add to the Bath Road traffic.	Noted Refer to Articles 4.4 and 4.5 of report
131	Resident	Option 1 preferred	Noted
132	Resident	Option 2 preferred The resident also commented – Build outs should be removed, they are dangerous and serve no purpose. I was going to the park at 8:30 one morning and counted 11 cars coming through some people do not obey the right of way. Which ever option is taken it will inconvenience people in this area but something needs to be done. The road deteriorates by these buildouts many holes appear.	Noted Comments noted Refer to Article 4.5 of report

	Reply from	Comments made	Officer response
133	Resident	<p>Option 4 preferred</p> <p>The resident also commented – All this should have been discussed before granting IKEA planning permission in this stupid location. The whole area around Sainsburys and junction 12 is likely to be gridlocked! Who was paid off?</p>	<p>Noted</p> <p>Comments noted</p>
134	Resident	<p>Option 4 preferred</p> <p>The resident also commented – How would option 1 be managed when you have already noted that Charrington Road does not meet the criteria for having cameras?</p> <p>For option 2 what would prevent cars from entering Charrington Road at the Royal Avenue roundabout?</p> <p>Option 3 - how would this prevent cars from travelling eastwards? I do not believe that any of these measures would reduce adequately the rat running that occurs, particularly in the rush hour.</p> <p>Your report notes the lack of accidents, I believe this to be more luck than judgement, because as you rightly report the sighting where the traffic calming measures are located is generally pretty poor.</p>	<p>Noted</p> <p>Refer to Article 4.4 of report</p> <p>Refer to Article 2.1.2 of report</p> <p>Refer to Article 2.1.3 of report</p> <p>The most easterly build out on Carrington Road is the only feature where forward visibilities are reduced and records show there have been no recorded incidents associated with this calming feature. See Article 3.4 of the Traffic Management Study Report</p>
135	Resident	<p>Option 4 preferred</p> <p>The resident also commented – I live in Willow Tree Glade and use this route everyday to get to work. I would not like any of these options, as this would cause me time issues. I have never experienced these issues, since I have lived here 3 years. I'm not sure what people, have complained for.</p>	<p>Noted</p> <p>Refer to Article 4.6 of report</p>
136	Resident	<p>Option 3 preferred</p> <p>The resident also commented – Opt. 1) Drivers do not adhere to 30 mph now</p>	<p>Noted</p> <p>Refer to Article 4.4 of report</p>

	Reply from	Comments made	Officer response
		<p>Opt. 2) Will not stop 'rat run' in Charrington Road. West to East from Royal Avenue</p> <p>Opt. 3) Will stop 'rat run' in Charrington Road, maybe not in Dorking Way - maybe put 'No entry' here (A4 --->Dorking Way) as per Opt 2.</p>	<p>Refer to Article 2.1.2 of report</p> <p>No Entry at the western end of Dorking Way would be integral with Options 2 and 3.</p>
137	Resident	Option 3 preferred	Noted
138	Resident	<p>Option 1 preferred</p> <p>The resident also commented – I hope a 20 mph speed limit will help to reduce the number of "rat runners" as the other 2 options are in no way convenient for the residents.</p>	<p>Noted</p> <p>Refer to Article 4.5 of report</p>
139	Resident	<p>Option 3 preferred</p> <p>The resident also commented – Introducing 20 mph would be pointless cars don't observe the existing 30 mph and could not be enforced.</p> <p>Allowing traffic to pass one way Eastbound will not help, that is! the rat run! Cars bypassing traffic heading into Reading. The only option is to stop cars from both directions.</p>	<p>Noted</p> <p>Refer to Article 4.4 of report</p> <p>Comment noted</p>
140	Resident	<p>Option 2 preferred</p> <p>The resident also commented – Royal Avenue may become more of a rat run as an alternative to Dorking Way and Charrington Road - children walking to Calcot Junior could be more at risk as drivers do not drive responsibly through the Royal Avenue estate. Need to update signs and traffic calming/crossing on Royal Avenue.</p>	<p>Noted</p> <p>Traffic patterns on Royal Avenue and remedial options are also the subject of this report</p>
141	Resident	<p>Option 1 preferred</p> <p>The resident also commented – A4 ----> Dorking Way ---> Charrington Restricted to residents only during peak hours 07:45 ---> 09:30 + 16:00 --->18:00 hrs. Monitor by random census 4/12 + 20 mph speed limit all along Charrington - Although this doesn't appear to restrict people who already break the roads speed limit to 30. Total disregard to it being a residential area. No Entry restriction at Dorking Way would create more congestion on A4/M4 at peak periods! No real problem if others</p>	<p>Noted</p> <p>All comments noted</p>

	Reply from	Comments made	Officer response
		respected the area and drove accordingly.	
142	Resident	Option 3 preferred	Noted
143	Resident	Option 3 preferred The resident also commented – With option 2, they would still use the eastbound lane to get through westbound and they will still rat run eastbound. This really needs to be restricted to residents only, otherwise the rat runners WILL find a way through.	Noted Comment noted Refer to Article 1.5 of report
144	Resident	Option 2 preferred	Noted
145	Resident	Option 2 preferred The resident also commented – I believe Rat Running will become a problem once work on the A4 starts. Perhaps a Police presence at intermittent periods to monitor the probable situation of any Rat Running may be helpful to control the impending problem.	Noted Intermittent Police presence could be requested during A4 construction works, but would be subject to the exigencies of existing duties.
146	Resident	Option 2 preferred The resident also commented – What about speed limit at 20mph and camera to enforce. Also it is necessary to put a camera on the A4 right after the saga centre roundabout. Every time we cross it some cars don't respect the red light!!!	Noted Refer to Articles 1.6 and 4.4 of report
147	Resident	Option 1 preferred The resident also commented – A 20 mph speed limit is urgently needed as many people drive far too fast through the estate. Options 2 & 3 would be unpleasant and inconvenient for those of us living in Fernhurst road as they would isolate us from the rest of the Beansheaf community.	Noted Comment noted Refer to Article 4.5 of report
148	Resident	Option 1 preferred The resident also commented – I would also support Option 3 if it was time limited (e.g. 7am-9am). Rat running is only a problem at peak times.	Noted Further investigation into peak times only restriction could be undertaken. However, as this would be a departure from the original options, further residents consultation would

	Reply from	Comments made	Officer response
		Full time restrictions at the East and West end of the Beansheaf estate would force all of the traffic accessing the estate to use the Charrington Drive A4 access. this would concentrate traffic, noise, pollution and risk at this location all of the time when rat running is only a problem at peak hours. This would also increase journey times, distance and carbon footprint for Beansheaf residents near the restrictions. A part time restriction would solve the problem without creating a new issue. Such a solution is already successfully in place on Southcote Lane, just east of the junction with Circuit Lane.	be necessary. Refer to Article 4.4 of report All other comments are noted
149	Resident	Option 1 preferred	Noted
150	Resident	Option 4 preferred The resident also commented – More traffic calming or road humps to slow down speed	Noted Refer to Article 4.4 of report
151	Resident	Option 1 preferred	Noted
152	Resident	Option 1 preferred The resident also commented – I would like the 20 mph speed limit introduced but also regular checks to make sure it is being enforced.	Noted Refer to Article 4.4 of report
153	Resident	Option 2 preferred The resident also commented – At the second roundabout (Charrington Road, Sainsbury's end) put in a Keep Clear yellow box, to enable people turning right , to proceed through two lanes of traffic safely! or traffic lights!	Noted Regulations only permit the introduction of Keep Clear Yellow Boxes under specific conditions, generally where signal installations exist. The location referred to does not currently comply with those conditions.

Note: Individual members of the public have not been identified in this table. Replies from people who live in close proximity to the proposals have been labelled as “resident”. Replies from people whose addresses are not local to the proposals have been labelled as “road user”.

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