

Appendix 1

Details of the objections received from the Ward Member, Paul Bryant, following the consultation process associated with the proposed 40mph speed limit on the A4 Western Avenue, Speen.

	Comment	Officer Response
1	Believes it is dangerous to invite vehicles to accelerate to 40 mph only a couple of hundred yards from the Waitrose roundabout.	Details of a recent traffic survey show that traffic is currently travelling at 39mph in the vicinity of the Old Bath Road and Brummell Road junctions. See Paragraph 1.4 of the main report. It is unlikely that vehicles will accelerate, as they will need to reduce their speed when approaching the roundabout.
2	Thinks that the A4 towards the Waitrose roundabout is dangerous as he understands from comments, that motorists unfamiliar with the area have been known to think that the roundabout is light controlled and have not taken the care they should have in checking for traffic from the right.	This is not related to the speed limit of the road. Even if drivers are under the incorrect impression that they are approaching a signal controlled roundabout, they should travel at an appropriate speed to negotiate the junction. This particular concern will be investigated independently.
3	Does not think it wise to encourage traffic going west to speed up prior to a pedestrian crossing. Although the crossing will be in the 30 mph zone, he suggests that traffic tends to slow down over a considerable distance and many will be between 30 and 40 mph at the crossing.	The location of the “gateway” entrance to the 30 mph limit will actually encourage drivers going west to slow down on the approach to the crossing. Given that the crossing is within the 30mph speed limit, the scheme will not encourage drivers travelling in either direction to speed up on the approach to it. See paragraph 4.4 and 4.5 of the main report.
4	Does not believe that the new speed limit will contribute to road safety.	Introducing a more realistic speed limit on a road of this character will promote consistency. Drivers will not feel that they are being instructed to drive at an artificially low speed and are more likely to respect speed limits generally. This is beneficial to road safety. See paragraph 4.4 and 4.5 of the main report.
5	Does not believe that the new speed limit will help with traffic congestion.	The proposal is not intended as a solution to traffic congestion problems. It should have a neutral effect on congestion.
6	Does not think that the school is “supporting” the proposal but has withdrawn their objection, and cannot see that the new speed limit will be an advantage to the school.	Correspondence from the school says “we fully support the revised proposal”. The proposal was not intended to directly benefit the school, however having seen the revised proposals the head teacher fully supports the scheme. See paragraph 4.2 of main report.

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7	The footpaths going east from the school, are used frequently by schoolchildren and he maintains his position that the increased speed will increase the danger to them. The path is now used much more frequently for Waitrose clients and a slower traffic speed makes the journey less intimidating.	There is a wide grass verge between the carriageway and footway and therefore pedestrians are separated from live traffic. As already noted, traffic speeds on this stretch of road are already close to 40mph and the proposal should not significantly change this situation.
8	He has no record of any public representation for an increase to the speed limit.	The proposal was not generated by public representation but by officers' professional recommendations. It is in accordance with national and local policies and has proceeded through the proper channels, having been approved a Task Group as part of the Speed Limit Review process.