

## Summary of Responses from representative organisations to Statutory Consultation

## Appendix A

Representative organisation	Summary of Comments	Officer Comments
Thames Valley Police	Do not object to the proposal for the introduction of a 40mph speed limit and that junction improvement measures are introduced at the Townsend Road junction.	Two representatives from The Thames Valley Police were part of the task group that considered the change of speed limit on the A329 as part of the Councils annual speed limit review. Due to a local residents concerns the task group agreed that junction improvement measures should be introduced at its junction with Townsend Road should a 40mph speed limit be implemented. See paragraph 3.2 of the main report
Streatley Parish Council	<p>Streatley Parish Council has produced report objecting to the proposal. A summary of the comments include:</p> <ul style="list-style-type: none"> <li>i. The draft order makes reference to a 30mph speed limit on Townsend Road and The Green Gables. The Green Gables should be Three Gables Lane and therefore the order is invalid.</li> <li>ii. No reference is made to the access road to the recreation ground and Cleeve Court. The proposed order would result in a 40mph speed limit on this road.</li> <li>iii. No reference is made to the residential road opposite Cleeve Court, which would also become subject to a 40mph speed limit.</li> <li>iv. Traffic calming measures should be introduced to secure drivers perception of the Wallingford Road as a village road instead of an open country road.</li> <li>v. The report highlights the existing 30mph speed limits within Oxfordshire on the A329 at Cholsey and Moulsoford as similar speed limits to that of the Wallingford Road.</li> <li>vi. Neighbouring Villages in West Berkshire i.e. Lower Basildon, Pangbourne and Tidmarsh have speed cameras. These reduce traffic speeds and do not have a 40mph buffer zone on the approach to the village.</li> </ul>	<ul style="list-style-type: none"> <li>i. Three Gables Lane is a Private Road, which is owned and maintained by the residents and therefore does not form part of the public highway. The advertised Order included Three Gables Lane as it is already in the existing Traffic Regulation Order with the wrong name. If a 40mph speed limit is introduced on the Wallingford Road Three Gables Lane will be removed from the sealed order because private roads should not be included. Access to Three Gables Lane can only be gained from Townsend Road where the change in speed limit would be signed at the junction with Wallingford Road</li> <li>ii. The lane leading to Cleeve Court is a Private Road and residential cul-de-sac. The first 150 metres also includes a public footpath which leads to the playing field area. There are many Private Roads that access the public highway within lengths of 40mph, 50mph and de-restricted speed limits. This does not mean that vehicles will travel on a Private Road at high speed.</li> <li>iii. The access leading to the residential properties opposite Cleeve Court is a private driveway and as such does not need to be included within the advertised order. This does not mean that vehicles will travel on a Private Road at high speed.</li> </ul>

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<p>Streatley Parish Council (con't)</p>	<ul style="list-style-type: none"> <li>vii. Motorists show little regard in terms of traffic speed at the junction of Lardon Cottages, Chestnut Cottages or at the A417 Wantage Road. Consequently there have been many accidents at the Wantage Road junction. Increasing the speed limit will increase the risk of more serious accidents.</li> <li>viii. Speed has been a contributory factor in accidents at the junction of Townsend Road and increasing the speed limit to 40mph will increase the risk of a more serious accident.</li> <li>ix. Pedestrians crossing at the Wantage Road junction are at risk by traffic racing from the crossroads by The Bull and increasing the limit will exacerbate the already hazardous crossing situation.</li> <li>x. Pedestrians cross the Wallingford Road and increasing the speed limit to 40mph will result in increased risk of accidents.</li> <li>xi. The footway adjacent to Wallingford Road has been improved but it is still narrow. This hazardous condition is a serious deterrent to pursuing the government aims of encouraging pedestrian rather than motorised means of taking children to school and the recreation ground.</li> <li>xii. Without the introduction of traffic calming the increase in speed limit will exacerbate the current hazardous conditions and result in greater motorised transport, which is contrary to the aims of the government.</li> <li>xiii. The introduction of a 40mph buffer zone would be inconsistent with speed limits on the A329 and nearby villages in Oxfordshire. It would also send the wrong message to drivers approaching from Moulsoford.</li> <li>xiv. The speed limit criteria considered by the task group is incorrect as there are more than 10 houses on the west side and east side of Wallingford Road and therefore the speed limit should be 30mph.</li> </ul>	<ul style="list-style-type: none"> <li>iv. Traffic Advisory leaflet 1/04 indicates that the definition of a village is where frontage development is 20 or more houses and this section of the A329 does not meet this criteria. Traffic calming measures are appropriate for this section of the A329. See paragraphs 1.3 and 5.4 of the main report.</li> <li>v. The police objected to the 30mph speed limits when they were being advertised in Oxfordshire. The police were unable to support 30mph speed limits where there are no junctions and few dwellings as they are unrealistic speed limits.</li> <li>vi. This section of the A329 has a different environment to the villages between Streatley and Theale as the villages have frontage development, which in turn have more vehicle turning manoeuvres and pedestrian movements. Speed cameras were introduced in the villages to reduce the number of speed related recorded injury accidents and this section of the A329 does not meet current government criteria for the introduction of a speed camera.</li> <li>vii. The introduction of a 40mph buffer zone before the start of the 30mph speed limit in advance of the A417 junction would be a more appropriate speed limit for the environment and is likely to have the effect of reducing current traffic speeds on the approach to the A417 junction and on the approach to the crossroads at the Bull public house. There has only been one recorded injury accident at the junction with the A417 within the latest three year period.</li> <li>viii. There has been one recorded injury accident in the vicinity of the Townsend Road junction, but this was not speed related. See paragraphs 1.4 and 5.3 of the main report.</li> <li>ix. The junction of the A417 and vehicles travelling from the crossroads would remain within the 30mph speed limit should the proposed 40mph be introduced. This is no different from the existing situation.</li> </ul>
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<p>Streatley Parish Council (con't)</p>	<ul style="list-style-type: none"> <li>xv. The recommendation of the task group was for a 40mph buffer zone for traffic approaching Streatley, referring that the built up area starts at the Wantage Road junction. This is a flawed perception and fundamental grounds for objection.</li> <li>xvi. A 40mph limit will encourage faster northbound traffic speeds through the Wantage Road junction and the rest of Wallingford Road.</li> <li>xvii. The speed limit review has failed to take account of the local community views on the need to change the road environment instead of changing the existing 30mph speed limit.</li> <li>xviii. The current speed limit came into force on 12<sup>th</sup> May 2000 but despite pleas from the parish council for the introduction of traffic calming measures over the past decade, none have been introduced.</li> <li>xix. The parish council and local community seek the introduction of traffic calming to effect the change in drivers' perception of the existing road environment as an "open road" in conjunction with retention of the existing 30mph speed limit.</li> <li>xx. The draft Traffic Regulation Order makes no reference to any measures to change the environment. Without any change in the environment the order will legalise existing speeding by motorists travelling between 30mph and 40mph.</li> <li>xxi. The parish council in may 2002 sought West Berkshire council to introduce gateways and speed limit roundel as a way of trying to secure lower speeds. In particular attention was drawn to accidents at the Wallingford Road junction with Townsend Road and Wantage Road junction with Rectory Road. Measures were introduced on Wantage Road but none for Wallingford Road, which is now subject of the proposal to introduce a 40mph speed limit.</li> </ul>	<ul style="list-style-type: none"> <li>x. It is considered that this proposal will have the effect of reducing current traffic speeds, as a 40mph speed limit would be more appropriate for this section of the A329. This will therefore create a safer environment for pedestrians in the area. See paragraphs 1.5 and 5.3 of the main report.</li> <li>xi. Introducing a 40mph speed limit is unlikely to increase the danger to pedestrians. There are many footways located within speed limits higher than 30mph that are used by children to walk to school and these have not presented any particular road safety problems. There is an alternative route for children walking to school, which is via the A417 Wantage Road to the A329 and is within a 30mph speed limit.</li> <li>xii. See paragraphs 1.4, 5.3 and 5.4 of the main report.</li> <li>xiii. There are sections of the A329 that are similar in nature to the Wallingford Road, which have a 50mph speed limit in advance to a 30mph. There are sections of the A329 that have no frontage development and are subject to the national speed limit. These speed limits do comply with the current speed limit criteria.</li> <li>xiv. Generally where there are 10 or more houses with direct frontage access on both sides of the road within 300 metres the road is subject to a 30mph speed limit. Where there are 10 or more frontages on one side of the road within 300 metres the road is subject to a 40mph speed limit. Direct frontage access falls well below this criterion and the speed limit on the A329 Wallingford Road of 50mph would be appropriate. See paragraph 1.3 of the main report.</li> <li>xv. See xiv above and paragraph 1.3 of the main report.</li> <li>xvi. See ix above.</li> <li>xvii. The speed limit task group considered the character and environment of the A329 Wallingford Road in relation to the speed limit criteria. See xiv above and paragraph 1.3 of the main report.</li> </ul>
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<p>Streatley Parish Council (con't)</p>	<p>xxii. The parish council is not convinced that increasing the speed limit will have any significant reduction in vehicle speeds on the section of road between the Wantage Road and the Bull crossroads.</p> <p>xxiii. Increasing the speed limit will increase traffic speeds.</p> <p>xxiv. The proposed measures at Townsend Road will improve visibility for traffic exiting Townsend Road but is unlikely to reduce traffic speeds on the A329. Instead a pedestrian refuge and no overtaking markings should be introduced.</p>	<p>xviii. Traffic calming measures are introduced where there is a history of recorded injury accidents. Given the character of this section of the A329, the lack of frontage development and the latest three year injury accident record, the introduction of traffic calming are not appropriate. See paragraph 5.4 of the main report.</p> <p>xix. See xviii above</p> <p>xx. Traffic Regulation orders specify the roads and lengths of roads to be covered by the proposals and not the measures that are to be introduced. Traffic is currently travelling at over 40mph.</p> <p>xxi. The introduction of a 40mph buffer zone is likely to reduce traffic speeds at the A417 Wantage Road junction. See Paragraphs 1.4 and 3.2 of the main report.</p> <p>xxii. The introduction of a 40mph buffer zone with the start of the 30mph speed limit in advance of the A417 junction would be a more appropriate speed limit for the environment and is likely to have the effect of reducing current traffic speeds on the approach to the crossroads.</p> <p>xxiii. Results of a recent traffic survey showed that the 30mph speed limit is being ignored and there has been no significant change in vehicle speeds when compared to the time when the A329 Wallingford Road was subject to the national speed limit. See paragraphs 1.5 and 5.3 of the main report.</p> <p>xxiv. The proposed measures at its junction with Townsend Road are to improve visibility for traffic exiting Townsend Road. It would also have the effect of narrowing the carriageway and reducing the distance pedestrians will have to cover when crossing the road. There is insufficient space to safely introduce a pedestrian refuge without land acquisition.</p>
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<p>Headteacher Streatley C of E (VC) Primary School</p>	<ul style="list-style-type: none"> <li>i. A number of parents walk their children along the stretch of road and know that at present it is extremely hazardous and to allow vehicles to increase their speed fills them with dread.</li> <li>ii. The government is encouraging walking or cycling to school and our council is proposing to increase the danger to our families. The school is currently developing their school travel plan and questions the council's commitment to this initiative should the proposal be introduced.</li> <li>iii. The school on occasions walks to the village or church and has to cross the road without the aid of crossing facilities.</li> <li>iv. Requests that traffic calming measures are introduced.</li> <li>v. There is a road safety campaign, which shows the increased danger to pedestrians from vehicles travelling at 40mph, rather than 30mph and the proposal should not be introduced.</li> </ul>	<ul style="list-style-type: none"> <li>i. A recent survey undertaken by Streatley Primary School showed that 32 pupils walked to school, 58 travelled by car and 10 travelled by taxi. Whilst the origin of the pupils was not recorded it is likely that the majority that walked to school live in The Coombe, Bull Meadows and the High Street areas. However if parents from the Townsend Road area are concerned about the safety when walking adjacent to the A329 there is an alternative route using the A417 Wantage Road to the A329, which is all within a 30mph speed limit.</li> <li>ii. A number of safer routes to schools schemes and safety outside schools schemes are implemented each year and the council work with local schools on their travel plans. This demonstrates the council's commitment to encourage pupils to walk to school.</li> <li>iii. A pedestrian facility within the signals at the crossroads by the Bull public house is to be investigated during 2005/06. This would aid pedestrian movements between the school and village or church if provided.</li> <li>iv. Traffic calming measures are introduced where there is a history of recorded injury accidents. Given the character of this section of the A329, the lack of frontage development and the latest three year injury accident record, the introduction of traffic calming are not appropriate. See paragraph 5.4 of the main report.</li> <li>v. The A329 Wallingford Road does not comply with the guidelines set for a 30mph speed limit and it is considered that this is the reason why motorists are ignoring the speed limit. It is considered that a 40mph speed limit is more appropriate for the nature of the road and that drivers are more likely to comply with the signed speed limit. This may have the effect of reducing current traffic speeds on this section of the A329. See paragraphs 1.5 and 5.4 of the main report.</li> </ul>
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<p>Chair Streatley Hill Pre-School group committee</p>	<ul style="list-style-type: none"> <li>i. A number of parents choose to walk their under 5's to pre-school and increasing the speed limit on this section of road with limited footpath, will force parents into their cars and put those with no alternative at risk.</li> <li>ii. 20 people walk along this section of the A329 to Streatley primary school and Streatley pre-school 4-6 times a day.</li> <li>iii. Many children have to cross the road to access the recreation ground.</li> <li>iv. Increasing the speed limit will allow motorists to travel legally at 40mph at which speed is twice as likely to kill in an accident than at 30mph.</li> </ul>	<ul style="list-style-type: none"> <li>i&amp;ii A recent survey undertaken by Streatley Primary School showed that 32 pupils walked to school, 58 travelled by car and 10 travelled by taxi. Whilst the origin of the pupils was not recorded it is likely that the majority that walked to school live in The Coombe, Bull Meadows and the High Street area. However if parents from the Townsend Road area are concerned about safety when walking adjacent to the A329 there is an alternative route using the A417 Wantage Road to the A329, which is all within a 30mph speed limit.</li> <li>iii. The recreation ground is located to the east of the A329 and therefore pedestrians will need to cross the road to use the footway that leads to the recreation ground.</li> <li>iv. Results of the recent traffic surveys show that vehicles are currently travelling above 40mph and at similar speeds to when the A329 Wallingford Road was subject to the national speed limit. See paragraphs 1.5 and 5.4 of the main report.</li> </ul>
<p>Campaign to Protect Rural England (CPRE) Bradfield District</p>	<ul style="list-style-type: none"> <li>i. The last house on Townsend Road has a garage which is accessed from the A329 and this is classed as a hazard</li> <li>ii. The drive to Cleeve Court, which is on a bend, has considerable activity at weekends with cars taking children to the recreation ground.</li> <li>iii. The drive opposite Cleeve Court does not seem to have been considered.</li> <li>iv. There is a national move to reduce speed limits in villages and reduce sign clutter but this proposal is contrary to this.</li> <li>v. Changes to the road surface should be considered before changes to the speed limit are considered.</li> </ul>	<ul style="list-style-type: none"> <li>i. This is not the main garage used by the resident. There are many properties that access on to roads with speed limits higher than 30mph, which have not presented a road safety concern.</li> <li>ii. The visibility from the private road leading to Cleeve Court meets the criteria for highway junctions within a 50mph speed limit. The access is suitable for a private road and the volume of traffic using it.</li> <li>iii. The access leading to the residential properties opposite Cleeve Court is a private driveway and as such does not need to be included within the advertised order.</li> </ul>

<p>CPRE (con't)</p>		<p>iv. The government has encouraged local authorities to have 30mph speed limits in village environments. Traffic Advisory leaflet 1/04 indicates that the definition of a village is where frontage development is 20 or more houses. This section of the A329 has one frontage development and is therefore not classed as part of the village environment. The signing of the 40mph speed limit will need to comply with current regulations.</p> <p>v. The change in road surface would have little effect on traffic speeds without the introduction of a significant number of signs. Increasing the number of signs is contrary to CPRE aims.</p>
<p>Goring &amp; Streatley Amenity Association</p>	<p>i. The footway is too narrow and there is no safe barrier between pedestrians and traffic.</p> <p>ii. Children use the footway when walking to Streatley primary school and there is also a school bus that collects children at Townsend Road.</p> <p>iii. Visibility from Townsend Road is poor.</p>	<p>i. The opportunity was recently undertaken to improve the footway when it was resurfaced as part of the council's footways maintenance programme. The footway was widened to give a minimum width of 1.5 metres for the majority of its length which is greater than the minimum footway width of 1.3 metres specified in the Footways Design and Maintenance Guide (TRL 1997). Approximately half the length of the footway is separated from the carriageway by a grass verge. Given the constraints of the site it is not possible to widen the footway where there is no grass verge without significantly narrowing the carriageway or land acquisition. Both these options would be expensive and low priority when compared to other footway schemes.</p> <p>ii. There are many footways located within speed limits higher than 30mph that are used by children to walk to school and these have not presented any particular road safety problems. There is an alternative route for children walking to school, which is via the A417 Wantage Road to the A329 and is within a 30mph speed limit.</p> <p>School buses that are contracted by West Berkshire Council collect and set down on the A417 Wantage Road in the vicinity of Townsend Road and not on the A329 Wallingford Road. Oxfordshire County Council has indicated that they do not have any school buses that stop on the A329 at its junction</p>

		<p>with Townsend Road. The local bus operator has indicated that the normal service does not often stop in the vicinity of Townsend Road, as there is no demand. It is therefore likely that any school bus that stops on the A329 is a private contract between a school and bus company.</p> <p>iii. Due to a local residents concerns when considering the speed limit on the A329 the task group agreed that junction improvement measures should be introduced at its junction with Townsend Road should a 40mph speed limit be implemented. See paragraph 3.2 of the main report.</p>
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