

No of Comments	Comment	Officer Comments
43	Increasing the speed limit will increase the danger to pedestrians walking alongside or crossing the Wallingford Road.	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.
39	Raising the speed limit is against Government policy where they are promoting a reduction of traffic speeds.	The government encourages low speeds by having 30mph speed limits in a village environment and its ongoing safety campaigns. However 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. 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 also have the effect of reducing traffic speeds on this section of the A329. See paragraph 5.3 of the main report.
35	Increasing the speed limit will increase the danger to children and parents that currently use the footway when going to and from Streatley Primary School or the recreation ground.	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.
34	Vehicle speeds will increase if the speed limit is increased.	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 paragraph 5.3 of the main report.
33	Traffic calming measures should be introduced to restrict vehicle speeds to 30mph.	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 is not appropriate. See paragraph 5.4 of the main report.

24	The footway adjacent to the A329 is not suitable, as it is very narrow.	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.
20	Vehicles using the Wallingford Road travel too fast past the Townsend Road junction and vehicles have difficulty when exiting Townsend Road.	Following the concerns of a local resident the task group agreed that should a 40mph speed limit be introduced improvements should be undertaken at the junction with Townsend Road. See paragraph 3.2 of the main report.
20	Children and parents walk to Streatley Primary School from the Townsend Road area and would be in greater danger from passing traffic.	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.
18	This proposal would force parents into their cars which is contrary to Government policy where they are promoting walking to school.	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. Also see 35 above.
18	The speed limit is only being changed as the police cannot enforce the current limit.	The appropriateness of the 30mph speed limit was considered by a task group as part of West Berkshire Council's annual speed limit review for 2004. See paragraph 3.1 of the main report.
17	School buses which pick up and set down in the vicinity of the junction with Townsend Road.	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 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.

15	Increasing the speed limit will make the turning into and out of the driveways that access on to the A329 Wallingford Road more dangerous.	As detailed in 43 above it is considered that traffic speeds may reduce which would enable residents to safely enter and exit their driveways. This would also be no different to the many other private accesses that are located within speed limits higher than 30mph. There is no evidence to support the assertion that increasing the speed limit will increase actual traffic speeds. See paragraph 5.3 of the main report.
12	The A329 at its junction with the A417 Wantage Road is difficult to cross and increasing vehicle speeds will make it more difficult.	If a 40mph were to be introduced on the A329 this junction would be located within the length subject to a 30mph speed limit. This would have the effect of reducing southbound vehicle speeds on the approach to the junction and hence making it safer to cross.
12	This length of Wallingford Road is part of a residential area and should retain its 30mph speed limit.	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 a residential road.
12	Traffic speeds should not be increased, as there is a bend in the road that restricts visibility.	There is a system of double white lines on the bend of the A329 to the north of the A417 junction to prevent overtaking manoeuvres. The alignment of the bend would not raise any road safety problems should the speed limit be increased to 40mph. Raising the speed limit should not raise actual traffic speeds. See paragraph 5.3 of the main report.
6	Speed cameras should be installed to reduce traffic speeds.	Speed cameras are introduced at locations that have a number of speed related recorded injury accidents. This length of road does not meet current government criteria for the introduction of a speed camera.
6	Approximately 20 school children use the footway on the A329 when walking to Streatley Primary School and Streatley Pre-school 4 to 6 times a day. Increasing the speed limit would put them in greater danger.	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.

6	Requests were made for vehicle activated signs to be erected to remind drivers of their speed.	Speed activated signs are to be introduced within West Berkshire but these will warn drivers that they are approaching a hazard and not to remind drivers of their speed. However as part of the Council's ongoing road safety programme the Speed Indicator Device (SID) is used throughout the district to inform drivers their speed. A number of parish councils, of which Streatley is one, have been specially trained to operate SID within their parish. SID has been used within Streatley parish 26 times within the last twelve months.
5	An increase in the speed limit on the A329 will increase traffic speeds on the A417 Wantage Road.	This is very unlikely to happen as the roads are completely separate and drivers would have to pass speed limit signs indicating the change in speed limit before turning right onto the A417. Due to the alignment of the junction the right turn manoeuvre is undertaken at low speed.
5	If the speed limit was amended to 40mph the council will be held responsible for any serious or fatal accidents occurring on the road in the future.	It is the intention of this proposal to create a safer road environment for all users. The council takes a responsible position in ensuring the safety of all users of its road network and it is entirely in view of this that these measures are being recommended. The Council is also complying with Government guidelines.
4	The existing 30mph is similar to the 30mph speed limits in the nearby villages located within Oxfordshire.	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.
4	Each village between Streatley and Theale has traffic calming and speed cameras. This section of the A329 should also have traffic calming and a speed camera.	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.
3	The speed limit should be reduced to 20mph.	This section of road would not be appropriate for a 20mph speed limit.
3	The proposal was put forward by Sally Hannon and there is a conflict of interest with her position within Thames Valley Police.	This proposal was part of the Speed Limit Review 2004 and was included on the recommendation of the Traffic Management officers and not by Councillor Hannon. The speed limit task group recommended the change, see paragraph 3.1 of the main report. This is not a conflict of interest.
2	This proposal will result in increased vehicle speeds through the village by the crossroads with Streatley Hill and the High Street.	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.

2	Three Green Gables is specified in the draft order instead of Three Gables Lane and this would make the order invalid.	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.
2	Mini roundabouts should be introduced on the A329 at its junctions with the A417 Wantage Road and Townsend Road.	The introduction of a mini roundabout at these junctions would require substantial works to ensure that there is adequate deflection on the approach to the roundabout. Mini roundabouts can only be introduced where there is a system of street lighting. Given the need for street lighting and the measures to ensure adequate deflection mini roundabouts at these locations are not recommended. However Following the concerns of a local resident the task group agreed that should a 40mph speed limit be introduced improvements should be undertaken at the junction with Townsend Road. See paragraph 3.2 of the main report.
1	Pedestrian facilities should be incorporated within the traffic lights at the crossroads by the Bull public house.	This has no bearing on the proposal to amend the speed limit on the length of the A329 being considered. However incorporating a pedestrian facility within the signals at this location is to be investigated during 2005/06.
2	A pelican crossing should be introduced in the vicinity of the junction with Townsend Road, the A417 Wantage Road and the lane leading to Cleeve Court.	Pedestrian crossings at these locations would not meet the criteria for a pedestrian crossing, which is based on the number of pedestrians crossing the road with consideration to traffic movements. There is also no footway on the western side of the A329 between its junctions with the A417 Wantage Road and Townsend Road. The introduction of a footway on the western side would be very expensive and low priority when compared to other schemes.
1	Concern raised that house prices will reduce as the road will no longer be considered residential.	No evidence to support this comment.
1	If Berkshire County Council deemed the 30mph appropriate why do current staff believe different	A report produced for Berkshire County Council in December 1994 recommended the introduction of a 50mph speed limit. Although a 30mph was introduced, speed surveys have shown there has been no significant effect on traffic speeds. See paragraphs 2.3 and 5.3 of the main report.

1	If the speed limit is introduced the footway should be widened and safety barriers introduced.	The footway was recently improved see 24 above. Safety barriers are normally installed where there is a significant drop at the edge of the carriageway or to protect structures on high speed roads. There are many footways located within speed limits higher than 30mph that have not presented any particular road safety problems and the introduction of safety barriers is not appropriate in this location.
1	All access leading onto this section of the A329 should be signed.	The junctions with the A417 and Townsend Road are adequately signed. It is not appropriate to sign private roads like the ones leading to Cleeve Court and the three residential properties as there would be a proliferation of warning signs which would reduce the impact where these signs are necessary.
1	The centre double white lines should be extended.	Double white lines are installed to prohibit overtaking where visibility is restricted and the current criterion is met. There is a system of double white lines on the bend of the A329 to the north of the A417 junction and they would not meet the criteria if extended.