

## Summary of consultation responses

Support = 26

Objection = 22

Neutral = 6

	Reply from	Comments made	Officer Comment
1.	Theale resident	<ul style="list-style-type: none"> <li>a) Supportive</li> <li>b) How will it be enforced?</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) See paragraph 5.16 of the main report.</li> </ul>
2.	Theale resident	<ul style="list-style-type: none"> <li>a) Supportive</li> <li>b) 20mph should be extended to include more houses fronting The Green</li> <li>c) Deadmans Lane should be subject to 20mph. Although no development, heavily used by vulnerable road users.</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) The Green has not been included within the proposed 20mph limit because it is less densely built up and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”.</li> <li>c) Plans are underway to consult on a “no motor vehicles” restriction on Deadmans Lane. This would make 20mph speed limit unnecessary.</li> </ul>
3.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Objection</li> <li>b) Whole area to be covered by surveillance cameras to generate income</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) See paragraph 5.16 of the main report.</li> </ul>
4.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Objection</li> <li>b) Which Political Party is this driven by?</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) A proposal to enable more widespread use of 20mph speed limits was included in the Liberal Democrats’ 2023 manifesto for the local elections. Following the election, the new Council Strategy includes a key initiative to implement “20mph zones where communities want them”.</li> </ul>
5.	Non Theale resident	<ul style="list-style-type: none"> <li>a) No formal objection.</li> <li>b) Why is it on every road in the village and not just those with a history of accidents</li> <li>c) Cyclists and motorcyclists generally exceed speed limits so this unfairly penalises motorists</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) Speed-related accidents are thankfully very rare in residential areas and therefore it is unlikely that a reduction in speed limit will directly lead to a demonstrable reduction in the frequency or</li> </ul>

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			<p>severity of accidents. Accident reduction is therefore not the main driver for introducing 20mph speed limits.</p> <p>c) See paragraph 5.16 of the main report.</p>
6.	Non Theale resident	<p>a) Support</p> <p>b) 20mph should be extended on Englefield Road to discourage rat running</p> <p>c) National speed limit on Deadmans Lane should be reconsidered</p>	<p>a) Noted</p> <p>b) The western section of Englefield Road beyond the school has not been included within the proposed 20mph limit because it is less densely built up and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”.</p> <p>c) Plans are underway to consult on a no motor vehicles restriction on Deadmans Lane. This would make 20mph speed limit redundant.</p>
7.	Member of the public (residence unknown)	<p>a) Support</p> <p>b) Surprised that Deadmans Lane is unrestricted and not 20mph</p> <p>c) What enforcement measures will there be?</p>	<p>a) Noted</p> <p>b) Plans are underway to consult on a no motor vehicles restriction on Deadmans Lane. This would make 20mph speed limit redundant.</p> <p>c) See paragraph 5.16 of the main report.</p>
8.	Non Theale resident	<p>a) Support for residential roads, High St &amp; The Green</p> <p>b) Object to 20mph on Church St as its similar in quality (width and lack of on street parking) to The Green. This could confuse drivers.</p> <p>c) Would prefer (and support) 20mph when lights flash advisory wig wag outside Theale Green School</p>	<p>a) Noted</p> <p>b) See paragraph 5.17 of the main report.</p> <p>c) Flashing light signs should not be used on the approach to Zebra crossings, so would not be appropriate here.</p>
9.	Theale	<p>a) Supportive</p> <p>b) Object if traffic calming also introduced – e.g.</p>	<p>a) Noted</p> <p>b) Additional physical traffic calming features are not</p>

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	resident	speed humps	being proposed as part of this scheme. Only speed limit repeater signs would be used to inform drivers of the limit.
10.	Theale resident	<ul style="list-style-type: none"> <li>a) Objection</li> <li>b) Support 20mph on narrow roads and accident blackspots but not a blanket reduction</li> <li>c) Money could be better spent in other areas of greater need</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) See paragraph 5.18 of the main report.</li> <li>c) See paragraph 5.19 of the main report.</li> </ul>
11.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Support – roads will be safer</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> </ul>
12.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Objection</li> <li>b) No consultation with residents</li> <li>c) No accident or near miss data provided</li> <li>d) Additional restrictions are a waste of money as traffic calming is already in place</li> <li>e) No reason to impose constant 20mph limit on Church Road when visibility is good</li> <li>f) Proposals will only frustrate the majority of road users and have little effect on the few who actually speed.</li> <li>g) Funds could be better spent elsewhere</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) This is the consultation with residents.</li> <li>c) See paragraph 5.20 of the main report.</li> <li>d) See paragraph 5.19 of the main report.</li> <li>e) See paragraph 5.17 of the main report.</li> <li>f) See paragraph 5.16 of the main report.</li> <li>g) See paragraph 5.19 of the main report.</li> </ul>
13.	Theale resident	<ul style="list-style-type: none"> <li>a) Objection</li> <li>b) No accident history</li> <li>c) Traffic congestion and pollution will increase</li> <li>d) Difficult to overtake parked cars</li> <li>e) Focus should be on maintaining core services e.g. drainage not new initiatives</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) See paragraph 5.21 of the main report.</li> <li>c) See paragraph 5.20 of the main report.</li> <li>d) Noted, but parked cars in the carriageway can result in lower speeds, increasing compliance with speed limits.</li> <li>e) See paragraph 5.19 of the main report.</li> </ul>

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14.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Objection</li> <li>b) No data to justify proposals</li> <li>c) How will it help vulnerable highway users? Who are they?</li> <li>d) More crossing points instead?</li> <li>e) Cant drive over 20mph on Meadow Way anyway</li> <li>f) Traffic calming would be inconvenient, increase pollution and disadvantage vulnerable highway users</li> <li>g) Why is Church St included when no issues?</li> <li>h) Why is the Green included when no issues?</li> <li>i) What are the current speeds and how will we measure if it's been a success?</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted.</li> <li>b) See paragraph 5.21 of the main report.</li> <li>c) Pedestrians and cyclists will benefit from lower vehicle speeds due to the reduced risk of accidents.</li> <li>d) The current number and location of pedestrian crossings caters for the existing demand.</li> <li>e) This is an example of a self-enforcing speed limit.</li> <li>f) No new physical traffic calming features are being proposed.</li> <li>g) See paragraph 5.17 of the main report.</li> <li>h) It is proposed to reduce the speed limit on The Green to 30mph, not 20mph. A 30mph limit is appropriate due to the new development in the area which has increased the density of residential properties, but The Green has not been included within the proposed 20mph limit because it is still less densely built up than the rest of the village and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be "self-enforcing".</li> <li>i) Current average speeds are 34.15mph on The Green (40mph limit), 29.85mph on Church St (30mph limit) and 18.95mph on Englefield Road (30mph limit). Post-implementation monitoring of vehicle speeds is required to gauge compliance with new speed limits and effectiveness of the scheme.</li> </ul>

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15.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Lack of evidence of the need for the project.</li> <li>b) What are the anticipated benefits and disadvantages?</li> <li>c) What are current speeds?</li> </ul>	<ul style="list-style-type: none"> <li>a) See paragraph 5.17 of the main report.</li> <li>b) There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds, and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Benefits of 20mph may include encouragement of healthier modes of travel, such as walking and cycling.</li> <li>c) Current average speeds are 34.15mph on The Green (40mph limit), 29.85mph on Church St (30mph limit) and 18.95mph on Englefield Road (30mph limit).</li> </ul>
16.	Member of the public (residence unknown)	<ul style="list-style-type: none"> <li>a) New developments bring increased traffic volume and size. Lower speed limits can only be a good thing.</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> </ul>
17.	Theale resident	<ul style="list-style-type: none"> <li>a) Long overdue especially as there are 3 schools in the Village</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> </ul>
18.	Member of the public (residence unknown)	<ul style="list-style-type: none"> <li>a) Pleased that the Council are doing something</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> </ul>
19.	Member of the public (residence unknown)	<ul style="list-style-type: none"> <li>a) Proposals are sensible as Theale High St is narrow with parked cars.</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted. Theale High St is already within a 20mph zone so the speed limit will not change.</li> </ul>

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20.	Non Theale resident	<ul style="list-style-type: none"> <li>a) No environmental impact statement</li> <li>b) Likely increase in vehicle emissions</li> <li>c) Likely increase of brake and tyre particles</li> </ul>	See paragraph 5.19 of the main report.
21.	Theale resident	<ul style="list-style-type: none"> <li>a) Support in general</li> <li>b) Speeding is already an issue on The Green, Meadow Way and Englefield Road</li> <li>c) Request for enforcement, speed cameras, speed humps, SID.</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) Speed data does not indicate a speeding problem on these roads.</li> <li>c) See paragraph 5.16 of the main report. Speed limits should be “self-enforcing” but where vehicle speeds are not within an acceptable margin of the speed limit, further measures such as SIDs (Speed Indicator Devices) may be required to promote compliance, which would in turn require additional funding.</li> </ul>
22.	Theale resident	<ul style="list-style-type: none"> <li>a) Support</li> <li>b) Request for speed camera on The Green</li> <li>c) Request for SID at eastern end of The Green and Englefield Road/North St</li> <li>d) Community Speedwatch training</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) See paragraph 5.16 of the main report.</li> <li>c) Speed limits should be “self-enforcing” but where vehicle speeds are not within an acceptable margin of the speed limit, further measures such as SIDs (Speed Indicator Devices) may be required to promote compliance, which would in turn require additional funding.</li> <li>d) Community Speedwatch is a Thames Valley Police initiative.</li> </ul>
23.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Waste of money and resources</li> <li>b) WBC should collaborate and learn from surrounding authorities, e.g. Oxfordshire</li> <li>c) Theale is not comparable to Lambourn so should not be considered as a pilot scheme</li> </ul>	<ul style="list-style-type: none"> <li>a) See paragraph 5.19 of the main report.</li> <li>b) See paragraph 5.18 of the main report.</li> <li>c) Whilst the roads in Theale and Lambourn are different, the pilot project is about testing the process and draft criteria for 20mph limits. Once finalised, the criteria can be consistently applied in any location.</li> </ul>

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24.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Would prefer temporary speed limits outside schools during drop off/pick up so as not to slow all traffic all the time</li> <li>b) Oxford hasn't been successful</li> </ul>	<ul style="list-style-type: none"> <li>a) This may be considered as part of the post-implementation monitoring of the pilot project.</li> <li>b) See paragraph 5.18 of the main report.</li> </ul>
25.	Theale resident	<ul style="list-style-type: none"> <li>a) No evidence of speeding. On street parking prevents speeding.</li> <li>b) Reducing The Green to 30mph will unnecessarily prolong journeys</li> <li>c) Wales already removing some of their 20mph limits</li> <li>d) Proposals are a waste of money that could be better spend elsewhere, e.g. parking enforcement</li> </ul>	<ul style="list-style-type: none"> <li>a) See paragraph 5.21 of the main report.</li> <li>b) It is proposed to reduce the speed limit on The Green to 30mph, not 20mph. A 30mph limit is appropriate due to the new development in the area which has increased the density of residential properties. The 40mph speed limit on The Green is just 430m long and it would only take 8 seconds longer to travel this distance at 30mph compared to 40mph, which is not significant.</li> <li>c) See paragraph 5.18 of the main report.</li> <li>d) See paragraph 5.19 of the main report.</li> </ul>
26.	Member of the public (residence unknown)	<ul style="list-style-type: none"> <li>a) It will make the streets safer for all pedestrians</li> <li>b) 'Main street' is difficult to walk down or cross because of parked cars and traffic</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) Theale High St is already within a 20mph zone so the speed limit will not change.</li> </ul>
27.	Theale resident	<ul style="list-style-type: none"> <li>a) How much is this expected to cost?</li> <li>b) Can't travel above 20mph on Woodfield Way because of speed humps or on Meadow Way because of parked cars .</li> <li>c) Who is going to enforce them?</li> <li>d) Money could be better spent elsewhere</li> </ul>	<ul style="list-style-type: none"> <li>a) Approx £5,000</li> <li>b) This is an example of a self-enforcing speed limit.</li> <li>c) See paragraph 5.16 of the main report.</li> <li>d) See paragraph 5.19 of the main report.</li> </ul>
28.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Welsh Government are backtracking on their blanket 20mph speed limits</li> <li>b) Consultation responses should be accepted in</li> </ul>	<ul style="list-style-type: none"> <li>c) See paragraph 5.18 of the main report.</li> <li>d) Comments were accepted in any format. Website updated to clarify accordingly during the</li> </ul>

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		any format, not just Word.	consultation.
29.	Theale resident	<ul style="list-style-type: none"> <li>a) Support but with requested amendments:</li> <li>b) Deadmans Lane also subject to 20mph.</li> <li>c) Englefield Road 20mph extended to meet Deadmans Lane.</li> <li>d) The Green should also be 20mph due to new housing developments</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) Plans are in place to prohibit motor vehicles from Deadmans Lane making a speed restriction unnecessary.</li> <li>c) The western section of Englefield Road beyond the school has not been included within the proposed 20mph limit because it is less densely built up and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”.</li> <li>d) The Green has not been included within the proposed 20mph limit because it is still less densely built up than the rest of the village and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”.</li> </ul>
30.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Strongly in favour</li> <li>b) Near silent electric vehicles are dangerous for pedestrians and cyclists</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) Noted</li> </ul>
31.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Support</li> <li>b) Requesting the same in Upper Bucklebury</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) Could be implemented across the District subject to the success of this scheme and available funding.</li> </ul>
32.	Theale resident	<ul style="list-style-type: none"> <li>a) Support proposals but needs to be enforced</li> <li>b) Also requesting parking enforcement</li> </ul>	<ul style="list-style-type: none"> <li>a) See paragraph 5.16 of the main report.</li> <li>b) Noted, but not linked to this project.</li> </ul>



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33.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Justified in cities but unnecessary in towns and villages. Is there evidence to suggest otherwise?</li> <li>b) Improved braking and suspension of modern vehicles means current speed are reasonable.</li> <li>c) Those who speed in a 30mph will also speed in a 20mph.</li> <li>d) 20mph can give pedestrians/cyclists a false sense of security</li> <li>e) 20mph is less economical than 30mph and results in more pollution</li> </ul>	<ul style="list-style-type: none"> <li>a) See paragraph 5.21 of the main report.</li> <li>b) Noted.</li> <li>c) Noted.</li> <li>d) More widespread use of 20mph will eventually lead to a greater emphasis on safety, and behaviour change in drivers.</li> <li>e) See paragraph 5.20 of the main report.</li> </ul>
34.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Support as some people attempt to drive at 30mph even when its inappropriate</li> <li>b) Children are not as aware of risks posed by vehicles as adults are</li> <li>c) 20mph prevents tailgating slower drivers</li> <li>d) Request for speed cameras</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) Proposals should benefit both children and adults</li> <li>c) Noted.</li> <li>d) See paragraph 5.14 of the main report.</li> </ul>
35.	Theale resident	<ul style="list-style-type: none"> <li>a) No objection</li> <li>b) Unless change in speed is monitored, it's pointless</li> <li>c) Unless its enforced, it's pointless</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted.</li> <li>b) It is proposed that post-implementation speed monitoring is carried out to gauge compliance with the new speed limits and any change to driver behaviour.</li> <li>c) See paragraph 5.16 of the main report.</li> </ul>
36.	Theale resident	<ul style="list-style-type: none"> <li>a) Will the new limit reduce/prevent car meets?</li> <li>b) Request speed reduction on country lanes e.g. Sulham Hill.</li> </ul>	<ul style="list-style-type: none"> <li>a) Unlikely, irresponsible road use associated with car meets is a separate issue.</li> <li>b) This project is primarily concerned with more densely populated, residential areas.</li> </ul>
37.	Theale resident	<ul style="list-style-type: none"> <li>a) Support the proposals.</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> </ul>

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38.	Theale resident	a) Support the proposals.	a) Noted
39.	Theale resident	a) Vehicle speeds are low already due to parked cars b) Not good use of public money – better spent on carriageway maintenance	a) This is an example of a self-enforcing speed limit. b) See paragraph 5.19 of the main report.
40.	Theale resident	a) Traffic can be heavy - Theale is often used as a cut through and a changeover point for commuters b) Lower speeds would improve already poor air quality c) Reduction in speeds would make the village safer, especially around the schools	a) Noted, but this project is not expected to address this issue directly. b) See paragraph 5.20 of the main report. c) Noted.
41.	Theale resident	a) If the current speed limits were enforced there would be no need to change them . b) What is the point of reducing the limits if they're not going to be enforced? c) No serious accidents recently so safety is not the motivation . d) Proposals would discriminate against elderly if aim is to promote active travel . e) Proposed speed limits couldn't be exceeded due to road layout & on street parking . f) Waste of money.	a) See paragraph 5.16 of the main report. b) See paragraph 5.16 of the main report. c) See paragraph 5.21 of the main report. d) It is not considered that the proposals discriminate on the basis of age. No road users are being prevented from travelling by any particular transport mode. e) This is an example of a self-enforcing speed limit. f) See paragraph 5.19 of the main report.
42.	Member of the public (residence unknown)	a) In favour. Current speeds are a worry	a) Noted

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43.	Theale Resident	<ul style="list-style-type: none"> <li>a) Will not increase road safety</li> <li>b) Will frustrate drivers</li> <li>c) Generate income from speed cameras</li> <li>d) Wales given as example of abandoned 20mphs</li> </ul>	<ul style="list-style-type: none"> <li>a) It is proposed that post-implementation speed monitoring is carried out to gauge compliance with the new speed limits, changes to driver behaviour and associated impact on road safety.</li> <li>b) Proposals do not prevent or prohibit any journey from taking place and the associated increases to journey times will be negligible.</li> <li>c) See paragraph 5.16 of the main report.</li> <li>d) See paragraph 5.18 of the main report.</li> </ul>
44.	Member of the public (residence unknown)	<ul style="list-style-type: none"> <li>a) Lower speeds are needed due to an increase in speeding cars and young families</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> </ul>
45.	Non Theale resident	<ul style="list-style-type: none"> <li>a) It made little/no difference in Oxfordshire, where some obeyed 20mph limit, some didn't. Those who didn't took bigger risks overtaking/tailgating</li> <li>b) Physical traffic calming is needed to actually slow traffic down</li> <li>c) Money could be better spent elsewhere</li> </ul>	<ul style="list-style-type: none"> <li>a) See paragraph 5.18 of the main report.</li> <li>b) See paragraph 5.16 of the main report.</li> <li>c) See paragraph 5.19 of the main report.</li> </ul>
46.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Most people will ignore it.</li> <li>b) It wont be enforced.</li> <li>c) Concerns raised in respect of speeding elsewhere in the district.</li> <li>d) Most speeders will be locals</li> <li>e) Physical traffic calming needed instead</li> <li>f) Signs with no enforcement is a waste of money</li> </ul>	<ul style="list-style-type: none"> <li>a) It is proposed that post-implementation speed monitoring is carried out to gauge compliance with the new speed limits and any change to driver behaviour.</li> <li>b) See paragraph 5.16 of the main report.</li> <li>c) Issues elsewhere can be investigated separately if reported to the Council.</li> <li>d) This suggestion is noted, but our speed surveys are not generally able to discern "local" versus</li> </ul>

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			<p>“visiting” vehicles.</p> <p>e) See paragraph 5.16 of the main report.</p> <p>f) See paragraph 5.19 of the main report.</p>
47.	Member of the public (residence unknown)	a) 20mph should only be introduced in vicinity of schools, nowhere else	a) Noted.
48.	Theale Resident	<p>a) Support 20mph on residential roads as speeds are already low</p> <p>b) Object to 20mph on Church Street as main road through village.</p> <p>c) Support 30mph on The Green but object to 20mph on The Green</p>	<p>a) Noted</p> <p>b) See paragraph 5.17 of the main report.</p> <p>c) The proposal is to lower The Green to 30mph, not 20mph.</p>
49.	Member of the public (residence unknown)	<p>a) Support 20mph on side roads (Mewdow Way/Crown Lane etc)</p> <p>b) Object to changes on The Green and Church St (existing limits are already appropriate for these roads)</p> <p>c) Speed limits should be reflective of their surroundings to deliver greatest compliance</p> <p>d) WBC trialling unpopular changes away from Newbury</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce the speed limit on The Green to 30mph, not 20mph. A 30mph limit is appropriate due to the new development in the area which has increased the density of residential properties, but The Green has not been included within the proposed 20mph limit because it is still less densely built up than the rest of the village and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”. See also paragraph 5.17 of the main report.</p> <p>c) Agreed. It is considered that the proposed speed limits are in accordance with this principle.</p> <p>d) Theale was chosen for this pilot due to 3 separate</p>

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			requests for speed limit changes already in progress and because it contains a variety of road types in a self-contained area.
50.	Non Theale resident	<ul style="list-style-type: none"> <li>a) Introducing 20mph will reduce visitor Nos, affecting the High Street commercially</li> <li>b) Other areas where 20mph have been introduced are reversing their decision</li> <li>c) Money could be better spent elsewhere</li> <li>d) Supporters can enter multiple comments anonymously, but objectors can't as they must give their contact details.</li> </ul>	<ul style="list-style-type: none"> <li>a) Any increases in journey times associated with the speed limit changes will be negligible and should not adversely affect the attractiveness of businesses on the High Street.</li> <li>b) See paragraph 5.18 of the main report.</li> <li>c) See paragraph 5.19 of the main report.</li> <li>d) The consultation process asks for contact details so that we can update respondents when decisions are made.</li> </ul>
51.	Theale Resident	<ul style="list-style-type: none"> <li>a) Proposal will help address speeding complaints in residential areas</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> </ul>
52.	Non Theale resident	<ul style="list-style-type: none"> <li>a) No strong reason to make the proposed changes stated in Statement of Reasons.</li> <li>b) No acknowledgement of vulnerable users being at risk by current speeds. No accident data.</li> <li>c) No mention of other comparable real world trials – Wales &amp; Oxfordshire</li> <li>d) WBC are in financial crisis but no costs have been provided to allow respondents to determine if these proposals justify the money spent.</li> </ul>	<ul style="list-style-type: none"> <li>a) There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds, and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Benefits of 20mph may include encouragement of healthier modes of travel, such as walking and cycling.</li> <li>b) See paragraph 5.21 of the main report.</li> <li>c) See paragraph 5.18 of the main report.</li> <li>d) See paragraph 5.19 of the main report.</li> </ul>
53.	Theale Resident	<ul style="list-style-type: none"> <li>a) Support lower speed on Meadow Way as lots of school children cross to get to Theale Green School</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> </ul>

## Appendix D

	Reply from	Comments made	Officer Comment
54.	Thames Valley Police	<ul style="list-style-type: none"> <li>a) Confirmation of no objection</li> <li>b) The collision history over the last five years is low, none of the recorded slight injury collisions are speed related. I do not see a casualty reduction benefit as a result of the reduced speed limits.</li> <li>c) The current street lit 30mph speed limit does not require any signing or additional roundels on the road surface.</li> <li>d) The introduction of a 20mph speed limit requires terminal and repeater signing and roundels on the road surface. This will create sign clutter in residential streets which is something DfT are keen to reduce.</li> <li>e) Should the proposals go ahead I recommend repeater signing as per table 8-4 TSRGD Chapter 3 as a minimum to ensure the best chance of compliance.</li> <li>f) I seek assurances that all related signage will be maintained, something which is not evident on many of West Berkshires roads where foliage has grown over terminal, repeater and other important road safety information signs, and white lining has not been maintained.</li> <li>g) At existing fixed and mobile speed enforcement sites it is a constant struggle to get foliage growing over terminal and repeater signage removed. Thames Valley Police will not enforce speed limits unless the relevant signage is legally compliant, it would be</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) As noted in paragraph 5.7 of the main report, it is accepted that because speed-related accidents are thankfully very rare in residential areas, a reduction in speed limit is unlikely to directly lead to a demonstrable reduction in the frequency or severity of accidents.</li> <li>c) Agreed.</li> <li>d) Agreed, although the use of carriageway roundels will be kept to a minimum due to their need of regular maintenance. It is accepted that repeater signs will result in sign clutter but where possible these will be mounted on existing posts or lamp columns to avoid adding new posts to the street-scene.</li> <li>e) Agreed.</li> <li>f) Very few, if any, of the new signs required to give effect to the speed limit order are at risk of being overgrown by roadside vegetation. Any signs that are damaged, vandalised or missing will be repaired or replaced as part of the Council's routine maintenance activities. See also the "Financial Implications" section of the main report.</li> <li>g) Noted.</li> <li>h) Agreed, it is proposed that post-implementation speed monitoring is carried out to gauge compliance with the new speed limits and any change to driver behaviour.</li> <li>i) Noted.</li> </ul>

	Reply from	Comments made	Officer Comment
		<p>unethical to do so.</p> <p>h) I ask that post reduction speed monitoring is completed and that should speeds increase the highway authority has a plan of how it intends to reduce speeds.</p> <p>i) Our position is that 20mph speed limits and zones are self-enforcing. There is no agreement from TVP to enforce these speed limits over above our routine activity.</p>	