



## **WOKINGHAM BOROUGH COUNCIL**

A Meeting of an **INDIVIDUAL EXECUTIVE MEMBER DECISION** will be held in LGF2 - Civic Offices on **FRIDAY 22 MARCH 2019 AT 10.30 AM**

*Heather Thwaites*

Heather Thwaites  
Interim Chief Executive  
Published on 14 March 2019

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## **WOKINGHAM BOROUGH COUNCIL**

### **Our Vision**

A great place to live, an even better place to do business

### **Our Priorities**

Improve educational attainment and focus on every child achieving their potential

Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth

Ensure strong sustainable communities that are vibrant and supported by well designed development

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

### **The Underpinning Principles**

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

For consideration by

Pauline Jorgensen, Executive Member for Highways and Transport

**Officers Present**

**Sara Allman, Senior Traffic Management Engineer**

**Matt Gould, Lead Specialist, Highways & Transport**

**Martin Heath, Traffic Management & Road Safety Manager**

**Callum Wernham, Democratic & Electoral Services Specialist**

IMD NO.	WARD	SUBJECT	
IMD 2019/05	Emmbrook; Winnersh	<b>OLD FOREST ROAD - 30 MPH SPEED LIMIT ORDER - OBJECTION REPORT</b>	<b>5 - 20</b>

**CONTACT OFFICER**

**Callum Wernham**

**Tel**

**Email**

**Postal Address**

Democratic & Electoral Services Specialist

0118 974 6059

callum.wernham@wokingham.gov.uk

Civic Offices, Shute End, Wokingham, RG40 1BN

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# Agenda Item IMD5

## INDIVIDUAL EXECUTIVE MEMBER DECISION

REFERENCE IMD: IMD 2019/05

<b>TITLE</b>	Old Forest Road - 30 mph Speed Limit Order - Objection report
<b>DECISION TO BE MADE BY</b>	Executive Member for Highways and Transport - Pauline Jorgensen
<b>DATE, MEETING ROOM and TIME</b>	22 <sup>nd</sup> March 2019 LGF2 at 10:30
<b>WARD</b>	Emmbrook; Winnersh;
<b>DIRECTOR</b>	Director of Locality and Customer Services - Sarah Hollamby

### OUTCOME / BENEFITS TO THE COMMUNITY

Following consultation and the responses received thereto, it is proposed that the 30mph speed limit and associated traffic calming features are not installed at this time & that further investigation and surveys are carried out following the construction and opening of the NWDR.

This will benefit the community by ensuring that funding is not used on measures that will be unenforced and redirect funding to other projects within the local area.

### RECOMMENDATION

That the Executive Member for Highways and Transport agree:

- 1) That the Traffic Order and associated calming are not installed at this time;
- 2) To allow the building of the NWDR and subsequently carry out further monitoring of the area with traffic surveys to consider if, at that time, a reduced speed limit would be practical;
- 3) That Officers will write to objectors informing them of this decision.

### SUMMARY OF REPORT

To consider objections received relating to proposed 30mph speed limit and traffic calming measures and to agree not to progress this proposal at this time.

## Background

Emmbrook Residents Association requested that WBC reduce the existing 40mph speed limit along Old Forest Road to 30mph, prior to the NWDR being opened. During the planning process for the NWDR a roundabout was proposed by developers at the junction of Old Forest Road and Reading Road, but this was later discounted due to the physical constraints present there.

As a result, the developer agreed to allow those funds intended for the roundabout to support measures that would improve the local area.

When setting speed limits local traffic authorities are required to follow guidance issued in 2013 by the Department for Transport (DfT) which states that speed limits should be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance.

The DfT states that speed limits should be seen by drivers as the maximum rather than a target speed. Where the nature and character of a road does not support self-compliance then physical measures must be provided to encourage traffic to travel at the new speed limit.

Traffic surveys showed a good level of compliance with the existing 40mph speed limit with average speeds recorded on the section of Old Forest Road between Commons Lane and Toutley Road registering within the tolerances considered acceptable by the Police. In addition, the very low injury collision record does not indicate a safety case for the reduction in speed limit.

As the only agency with authority to enforce speed limits, Thames Valley Police advised that they would only accept a reduced speed limit if it was accompanied by physical speed reducing measures, such as speed bumps or chicanes, to bring about much lower speeds. Without such measures, the Police advise they will have no alternative but to formally object to any proposal, in line with ACPO guidance and on the grounds of proportionality.

As a result of pressure from ward councilors, WBC carried out a consultation with local residents in the Emmbrook area in July 2018, with a view to installing traffic calming measures on Old Forest Road that would support a reduced speed limit reduction of 30mph, the result of which was to demonstrate a small majority of responses in support of the reduction with required measures.

A decision to progress to formal advertisement of the scheme was approved by the then Executive Member for Highways, Councillor Anthony Pollock on 13<sup>th</sup> November 2018. Formal consultation started on 13<sup>th</sup> December and formally ended on 10<sup>th</sup> January 2019, however further objections were accepted up to the end of 11<sup>th</sup> January 2019.

However, following advertisement of the formal 30mph speed limit order and plans of the measures proposed to support it, resulted in a number of objections from residents to the type and location of measures proposed to support the speed limit. Without support for these measures, the Police indicated they could not support the TRO for the speed limit and formally objected.

## Analysis of Issues

Objections to the proposals have been received by local residents and from Thames Valley Police. These are reproduced in Appendix 1.

In such cases Wokingham Borough Council does not progress with Traffic Regulation Orders where a Police objection has been received, due to the likely absence of sufficient enforcement to make the measures effective.

## Recommendation

In view of the objections received, it is recommended that;

- 1) the proposed Speed Limit Traffic Order and associated calming are not installed at this time;
- 2) to wait for the completion of the NWDR and then carry out further monitoring of the area with traffic/speed surveys to consider if, at that time, a reduced speed limit would be practical and alternative measures are feasible;
- 3) officers should write to all objectors informing them of this decision.

## Justification

As part of the installation of the North Wokingham Distributor Road NWDR it is intended that the existing Old Forest Road alignment will “swing” northwards from its current position to form a new junction with the NWDR, east of the Toutley Bridge.

When the NWDR is open to traffic in 2021/2 it will carry most of the traffic currently using the section of Old Forest Road, between the junction of Reading Road and Toutley Road.

This will change the volume, character and speed of traffic using Old Forest Road and should enable alternative measures sought by resident groups to be considered.

## FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

***The Council faces severe financial challenges over the coming years as a result of the austerity measures implemented by the Government and subsequent reductions to public sector funding. It is estimated that Wokingham Borough Council will be required to make budget reductions in excess of £20m over the next three years and all Executive decisions should be made in this context.***

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	(£40,000)	Yes	Capital
Next Financial Year (Year 2)	£Nil	Yes	
Following Financial Year (Year 3)	£Nil	Yes	

<b>Other financial information relevant to the Recommendation/Decision</b>
None

<b>Cross-Council Implications</b>
N/A

<b>SUMMARY OF CONSULTATION RESPONSES</b>	
<b>Director – Corporate Services</b>	No Comment
<b>Monitoring Officer</b>	No Comment
<b>Leader of the Council</b>	No Comment

<b>For Highways use only</b>	
<b>Town and Parish Councils</b>	
Winnersh Town Council	Supported introduction, but would like to see extents to include the railway bridge
Wokingham Town Council	None received
<b>Local Ward Members</b>	
Philip Mirfin	None received
Imogen Shepherd-Dubey	None received
Rachelle Shepherd-Dubey	None received
Ullakarin Clark	None received
Prue Bray	None received
Philip Houldsworth	None received

<b>Reasons for considering the report in Part 2</b>
N/A

<b>List of Background Papers</b>
IMD 2018/37

<b>Contact</b> Sara Allman	<b>Service</b> Customer and Localities
<b>Telephone No</b> Tel: 0118 974 6856	<b>Email</b> sara.allman@wokingham.gov.uk

### Consultation Comments – Old Forest Road

Object/Support	Comments
<b>Support</b>	<p>My comments in relation to the above consultation are as follows:</p> <ol style="list-style-type: none"> <li>1) I am generally in support of the proposals detailed, subject to addressing a clarification in my point 2</li> <li>2) For the pinch point near Toutley Bridge – as this appears to be at the point of the crossing between Emmbrook Walk and the new SANG area, I would strongly suggest that the narrowing occurs just from the SANG side to provide a crossing area for pedestrians (crossing from SANG to Emmbrook Walk) that provides for greater visibility of traffic than current arrangement. I would suggest this means traffic giving way travelling in the direction of Toutley Depot, rather than the current proposal that appears to show the opposite.</li> <li>3) Finally, I am aware WBC is due to come forward with planning application for the NDR shortly which will include a re-alignment of OFR. I trust that application will detail what future changes (if any are required to these traffic calming measures)</li> </ol>
<b>Support</b>	<p>I was so pleased to receive the letter saying that there will be a speed limit reduction and traffic calming in Old Forest Road. However, the letter sent out to residents doesn't make it very clear where the calming features will be. The map looks like a very old map, I can't even see Wayside on it. I am confused as to why the calming feature have all been placed on one half of Old Forest Road, why is there not one closer to Wayside? Traffic speeds along the road to beat the traffic lights, surely it would make more sense to put one of the calming points closer to the traffic lights.</p> <p>Also what are the calming features, what is a pinch-point? I can see one is mini roundabout but what are the other two?</p>
<b>Support</b>	<p>Today I received a communication from WBC ref OFR/TC/30SLO and while I am in favour of traffic calming I would like to make the following comments</p> <ol style="list-style-type: none"> <li>1 Is it possible to get another pinch point were I have indicated on the revised plan this I believe would give Emmbrook and Winnersh residents some protection in this area. Also I believe what is proposed will not help speeding down to the first pinch point as this would not be visible as you come over the railway bridge.</li> <li>2 Why does the 30mph start after you have come over the railway bridge and not as you turn into OFR off the Reading road? (Has provided a map)</li> </ol>
<b>Support</b>	<p>Just to say I am in full support of the above proposed reduction of the speed limit and calming features due to the excessive traffic that uses this road, to the detriment of the people living around this area.</p>
<b>Support</b>	<p>I am all in favour of the proposed traffic calming and a 30mph speed limit. It is noticeable increase in traffic including commercial vehicles especially concrete lorries which I understand should not be operating from the depot. Since the opening of the new road from Toutley Road to Twyford Road there has been an increase in traffic using Old Forest Road to use this road often at a speed higher than 40 mph</p>

<b>Objection</b>	<p>I am objecting to the planned works on the grounds that it is not a valuable allocation of financial resources. From the attached photographs you can see that since 1999 there have only been 10 recorded accidents along the stretch of road which is to be limited and modified. Whereas in the same time period there have been 40+ accidents at the Sainsbury's traffic light controlled crossroads, not including some fatalities which I know about from living in the area.</p> <p>Therefore, I believe that modifying this road would be a waste of Wokingham borough council's time and money, especially in light of the new road which will be built that will make the works redundant anyway. This time and money would be better spent on making other parts of Wokingham safer or could be put into funding local school like The Emmbrook Secondary school, which is currently incredibly under-funded.</p>
<b>Objects</b>	<p>I object to the proposed change of speed limit and traffic calming measures on Old Forest Road for the reasons listed below:-</p> <ol style="list-style-type: none"> <li>1. I drive along Old Forest Road at least 4 times a day and it is a very quiet road. Usually I don't see other road users, and those I do see are not speeding or causing a danger to pedestrians or other road users;</li> <li>2. The majority of users of Old Forest Road can only be local residents or visitors because there are quicker routes to get to the main Reading Road, so its not used as a fast cut through;</li> <li>3. One side of the road is not habited, its a nature area/park/dog walking area, therefore the only pedestrians crossing the road are those using this park;</li> <li>4. I use the park as part of my running route and cross Old Forest Road twice. The road is straight and visibility is excellent making it easy to see vehicles from some distance and from both directions;</li> <li>5. With the introduction and construction of the new relief road joining the Reading Road from the Toutley Road depot, and going across the park to the allotments by the BP/M&amp;S bridge over the M4, Old Forest Road will be even quieter and have less traffic on it;</li> <li>6. I conclude, not only is it unnecessary, but will be a complete waste of money to put in these traffic calming measures and 30MPH speed limit along Old Forest Road. Save the money for an area more in need of it.</li> </ol>
<b>Objection</b>	<p>We are residents of Emmbrook and wish to register our strong objection to the above proposal. It seems ludicrous to install 3 sets of traffic calming measures on a relatively short stretch of road. Old Forest Road will shortly become part of the Northern Distributor Road and as such will attract a greater volume of traffic. Surely this being the case, efforts should be made to keep the traffic flowing as smoothly as possible, not clog it up with not one but three lots of calming measures? We feel that the one way system traffic light system over the railway will be traffic calming enough without adding more delay to peoples' travel. The likely outcome to all this is that drivers will seek alternative routes and Emmbrook will become a rat run.</p>

	<p>Some months ago I spoke to a lady in the WBC Highways Department who agreed that the speed limit reduction was unnecessary and indicated that she felt it was unlikely to happen. There has been pressure from Emmbrook Residents Association for these measure which they recommended without proper consultation with residents.</p> <p>With the increasing population of Wokingham and resulting increase in traffic volume it would seem sensible to us to keep traffic flowing - not hold it up unnecessarily.</p>
<b>Objection</b>	<p>The speed surveys supplied show that at the present time speeds are compliant with the current 40mph limit and in conjunction with the very low collision history this would appear to be the most suitable limit for the road.</p> <p>Mean speeds are currently higher than prosecution thresholds for a 30mph limit at sites 1 and 2. The speeds are lower and more compliant with a 30mph limit at site 3 where there are houses with private driveways that front onto the road. Without some form of traffic calming it would be unreasonable to expect the police to enforce the lower limit on a road where the current limit is respected by the vast majority of drivers, especially considering the very low collision history.</p> <p>Traffic calming is planned, with two priority give way narrowing's along the northern sections of Old Forest Road, and a mini roundabout at the junction of Ashton Road. This would have a calming effect on traffic using the road and bring speeds down. However, I am aware that the two priority give way narrowing's are temporary features, and will be removed during the construction of the North Wokingham Distributor Road.</p> <p>The only recorded collision within the last 5 years was on Monday 3<sup>rd</sup> July 2017 and involved two LGV's, one of which was stationary and parked in a layby and a third vehicle that was travelling in the opposite direction. V1 was travelling north along Old Forest Road near to the junction of Ashton Road. V2 was parked and stationary in the layby northeast of Ashton Road and was slightly protruding into the main carriageway. V3 was travelling southwest in the opposite direction. V1 and V3 passed each other in the proximity of the layby. The wing mirrors of V1 and V2 collided resulting in the driver of V3 getting some of the smashed glass in his eye.</p> <p>Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc. For the majority of roads there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. It may be necessary to consider additional measures to reduce the larger than normal difference between mean and 85th percentile</p>

	<p>speeds or to bring the speed distribution more in line with typical distributions. The aim for local speed limits should be to align the speed limit to the conditions of the road and road environment.</p> <p>I am aware that Wokingham Borough Council consulted with local resident about this matter a few months ago. My understanding of the result of this consultation was that approximately half of the respondents opposed to the speed limit reduction at that time. I understood that in light of this any reduction of the speed limit would only be considered following the construction of North Wokingham Distribution Road.</p> <p>I will object to a permanent reduction in the speed limit on Old Forest Road at the present time until I can be satisfied that once the temporary traffic calming pinch points are removed, speeds will remain compliant with a 30 limit.</p> <p>Should Wokingham Borough Council proceed with this proposal, speed enforcement in Old Forest Road will be a low priority for Thames Valley Police.</p>
<b>Objection</b>	<p>I am writing on behalf of the Emmbrook Residents Association in response to the above proposal to introduce a 30mph speed limit and supporting traffic calming measures consisting of two carriageway width restrictions and a mini roundabout on Old Forest Road (OFR). Over the past two years the ERA has taken part in a series of meetings with WBC Officers to examine how to respond to the expected increase in traffic on the Old Forest Road during the interim period before the new western section the NDR is built; and how to discourage traffic using OFR once it is. It was at these meetings that the reduction in speed limit and introduction of traffic calming measures was accepted as the only practical solution to both issues. However, now that the proposal has been formalised for statutory consultation there are two main issues of concern as detailed below.</p> <p>The drawing of the proposal (ref FOREST/TRO/001) shows that the south-western section of the Road between Wayside and the Reading Road junction is to remain at 40mph. It is difficult to understand why this is so considering that this section is part of the most densely populated section of OFR, and is, and will be the most heavily trafficked section before the NDR is fully opened. It is also noted that all the other 30 mph roads in the area with junctions onto the Reading have the 30mph limit applied adjacent to the junction and not some 200m from it.</p> <p>The decision to install the traffic calming measures (ref IMD 2018/37) refers to Old Forest Road in general, that is to say as it currently is and also after its north-eastern section is realigned to the north-west to meet the new section of the NDR at a new junction. This point is relevant here as comparing the latest draft proposals for the NDR with the plan of the calming measures shows that the north-eastern carriageway restriction will be on a section of the OFR that will form part of the NDR. As such, it clearly will be no longer relevant to the realigned OFR; in fact, it will most probably need to be removed as to have such a</p>

	<p>restriction on a busy road like the NDR will be untenable. Similarly, as Ashton Road will need to be extended to meet the realigned OFR the proposed mini roundabout at the current junction will go. This would be an insignificant issue if the mini roundabout can be accommodated within the existing road layout, but would appear to be an unjustified expense if it cannot, considering its temporary nature and the proximity of the adjacent carriageway restriction. Also, it is noted that the realignment of OFR starts in the section between Commons Road and Ashton Road and may well need the south-western carriageway restriction moved in order to accommodate it.</p> <p>During the consultation period the ERA has attempted to contact the relevant members of the Traffic Management Team in order to discuss the above issues with no success. Consequently, although we support the principle of a 30mph limit and associated traffic calming measures, we have no alternative but to object to the current proposal and submit that:</p> <ul style="list-style-type: none"> <li>• The 30mph must apply to the whole length of OFR and start adjacent to its junction with the Reading Road. This would mean that the Gateway feature to the north-east of the railway overbridge would not be required;</li> <li>• The south-western carriageway restriction should be repositioned further to the south-west to a point between the Lowther Road and Commons Road junctions;</li> <li>• The plan to construct a mini roundabout at the Ashton Road junction is abandoned if it involves expensive alterations to the junction;</li> <li>• In order to meet statutory requirements a further consultation is carried out once the traffic calming features for the realigned OFR are finalised.</li> </ul>
<b>Objection</b>	<p>I am objecting to the proposal for a 30 mph speed limit on Old Forest Road on the grounds of increased noise and also increased air pollution from traffic.</p> <p>As a long term home owner on Ashton Road whose property backs onto Old Forest Road I am unaware of anything in the last 17-18 years that would necessitate this move to reduce the speed limit. In fact in 17-18 years the only incident I can recall is some joy riders overturning a car and breaking the gas mains which involved evacuating houses on Ashton Road.</p> <p>To this end I am at a loss as to why this traffic calming is required, especially since the newer houses on Matthewsgreen Farm are being built with wider roads and an enforced speed limit of 30mph WITHOUT THE NEED for any traffic calming measures and properties are actually nearer the roads.</p>

There is also the Northern Distribution Road which when complete will take almost all the traffic off Old Forest Road completely unless going to Ashton Road, rendering this traffic calming expense unnecessary at this point in time until that road is completed.

The main offenders to traffic noise along Old Forest Road are lorries owned by R Collard and Sons whose weight means the vibrations in the clay soil actually rattles my bathroom cabinet when they drive along Old Forest Road. Other heavy traffic produces lots of rumbling but don't actually make houses rattle.

I believe traffic and road noise will actually increase and that by forcing traffic to slow down and accelerate will increase engine noise and also increase vehicle exhaust fumes, the majority of which are diesel engined heavier vehicles, which we all know are actually major pollutants.

Objection on grounds of noise;

I object to the placing of 3 traffic calming measures along Old Forest Road due to their proximity to the houses along Ashton Road. The requirement at the pinch points for traffic to slow down, either under engine braking or application manually of brakes will invariably lead to increased noise. Bear in mind most of the traffic along Old Forest Road is heavy vehicles. The extra engine noise at unsociable hours would have a detrimental effect to those living on Ashton Road and may well wake up residents at night, some whom are young and attend local schools. Once the vehicles have 'given way' at the pinch points they will accelerate and produce more engine noise. Again, the heavier vehicles will produce more noise and so the forced stopping and starting of vehicles to slow them down at the traffic calming measures will actually increase road traffic noise.

The placing of a 'painted raised roundabout' at the entrance of Ashton Road will act like those at the end of Matthewsgreen Road and Jubilee Avenue in that heavier traffic drives straight across those roundabouts, if safe to do so. This results in those vehicles vibrating more on the road and producing lots of extra road noise and rumbling. If the roundabout was not there then the vehicles would just drive along at a steady 40mph with no extra noise from slowing down, or noise from accelerating away from the traffic calming measures. The 'status quo' of a 40mph uninhibited speed limit is invariably more acceptable to residents and will produce less noise.

If the speed limit is left as it currently is then the only real noise offenders are those people who break the current 40mph speed limit or the heavier lorries of some of the industries at the Toutley Road depot. Residents would experience the same noise levels as they currently do and not have more noise as I believe will happen if this scheme is implemented.

Objection on grounds of increased air pollution;

	<p>Being an asthma sufferer I am concerned that forced traffic calming will mean an increase in air pollution along Old Forest Road.</p> <p>The 2 'pinch points' will force traffic to slow down. The engine/manual braking will also coincide with increased engine fumes from vehicles by the vehicles being forced to to slow under the engine or applying brakes. Once the vehicles start to accelerate there will be more fumes created as the heavy vehicle get up to speed again.</p> <p>If the vehicles had just been allowed to drive past at 40mph, as is the case now, then this would not result in any change to pollution than is currently experienced.</p> <p>The roundabout will require the same braking and accelerating and so increase traffic fumes as the traffic is slowed down and then allowed to accelerate again.</p>
<b>Objection</b>	<p>We are writing to you to object to this proposal as follows:</p> <ol style="list-style-type: none"> <li>1. We live at no. 17 Elmley Close which is immediately adjacent to Old Forest Road</li> <li>2. Our main concern is the number of heavy goods vehicles that currently use this stretch of road that will be alleviated by the completion of this section of the North Wokingham Distributor Road</li> <li>3. The mini roundabout proposed for the junction between Ashton Road and Old Forest Road is unlikely to have much impact and the plan for changes to this junction related to the North Wokingham Distributor Road would be more likely to achieve the desired effect and it would be better to build the junction between Old Forest Road and the North Wokingham Distributor Road now</li> <li>4. We note that one of the proposed pinch points is next to our property and the footpath from Elmley Close on to Old Forest Road, vehicles often stop to drop off or pick up people close to the footpath entrance and we believe the positioning of the pinch point here could cause incidents on the road</li> <li>5. Increased pollution due traffic (particularly heavy wagons) queuing at the pinch point that could affect a family member who is Asthmatic</li> <li>6. Furthermore much of the proposed works will be superceded imminently by the creation of the junction between Old Forest Road and the North Wokingham Distributor Road and it would make more sense to focus on the development of this junction which will achieve a much more robust control over speed levels on this stretch of road</li> <li>7. We have noted that the installation of an illuminated sign that shows an approaching vehicle's speed seems to be an effective speed control mechanism when used elsewhere</li> <li>8. The money that would be spent on these proposed works could be put to better use improving the quality of the road surfaces in the locality.</li> </ol>

<b>Objection</b>	<p>I wish to register my strong objection to this proposal as I consider it a gross waste of precious Council tax monies.</p> <p>If physical traffic calming measures go in there is a strong possibility that they will have to be removed or at the very least adjust when the Northern Distributor Road is put in, which I believe is likely to happen in the near future.</p> <p>Also I understand there have been no recorded accidents resulting from speeding on this road in the last 10 years. One of the criteria consider in such matters is the accident record.</p> <p>Additionally, as I understand it the Police will not be enforcing the speed limit which why physical measures are being proposed. This presumable means that the Police do not consider speeding to be a particular issue at this location.</p> <p>I believe that if physical measures are put in this will greatly increase the traffic noise for properties adjacent to Old Forest Road as the large lorries heading for Toutley depot grind down through their gears on approaching the speed reduction measures and then grind up through their gears and accelerate away. This will impact on the entire estate in good weather when windows are open.</p> <p>I appreciate that there are probably a number of vehicles exceeding the speed limit but are the numbers really sufficient to justify the expenditure involve?</p>
<b>Objection</b>	<p>I object to the proposal because:</p> <ol style="list-style-type: none"> <li>1. There is little evidence of the speed limit being exceeded by any significant margin.</li> <li>2. There has not been a significant number of injurious incidences along this road.</li> <li>3. The impending new distributor road will soon reduce the likelihood of any speeding along that stretch because the straight-section of this road will become shortened due to the building of the distributor road.</li> <li>4. When completed, the impending new distributor road will form an effective 'by-pass' for Old Forest Road and will thus will largely alleviate traffic from the proposed traffic calming area (i.e. this section of road will cease to be a rat-run through to the Reading Road).</li> <li>5. It will be a waste of money to implement the proposal, because at best it will only be of marginal benefit for a short duration until the distributor road is finally built, at which point the traffic calming features will be rendered completely redundant.</li> </ol>

	<p>6. The proposed lowered speed limit will lead to an increase in vehicle emissions due to the use of lower gear ratios and the 'slowing down' and 'speeding up' that will occur while traffic negotiates the traffic calming features.</p> <p>7. There is no significant new housing along this particular section of road that would warrant the proposal.</p> <p>8. The proposal does not significantly accord to the official Government recommendations with regards to the setting of local speed limits; The official recommendation of when a 30mph limit <i>should</i> apply includes the suggestion that it is in a "built up area" and where there is "development on both sides of the road". This description does not describe the particular stretch of road mentioned in the proposal.</p> <p>What <b>does</b> describe the proposed stretch very well is the Government's recommendation which refers to a road suitable for a 40mph limit; it uses the terms "outskirts of urban areas" and "higher quality suburban road". Point 29 on the report clearly lays out the factors that would lead to a reduction in speed limit and none of these factors apply to the proposed stretch.</p> <p>9. If any traffic calming is needed, <b>it should be along Commons Road</b> which is mostly very narrow but the 30mph limit is regularly exceeded by SIGNIFICANT amounts (up to ~60mph) by cars and motorbikes proceeding westwards after they have passed the existing road humps in Emmbrook Road. These humps should be extended along the whole length of Commons Road as this would reap long-term safety benefits because this vicinity has <b>THREE Schools</b> and thus many young pedestrians throughout the midweek periods, and also has the certainty that foot-fall in Commons Road &amp; Emmbrook Road will soon increase due to the nearby housing developments.</p>
<b>Objection</b>	<p>I object to the proposal for traffic calming and 30mph speed limit on the following grounds;</p> <p>It is a unnecessary waste of money. There is no evidence to suggest that a significant number of accidents warrant a speed limit change. I use this road daily both as a pedestrian and a driver. I have never seen excessive speed nor any problems with entering the road from junctions.</p> <p>The proposal does not comply with the official Government recommendations with regards to the setting of local speed limits. The official recommendation of when a 30mph limit should apply includes the suggestion that it is in a "built up area" where there is "development on both sides of the road" and this description does not describe the proposed stretch.</p>

	<p>The lorries that use the road (from the Toutley Road Industrial units and the end of Old Forrest Road ) will produce more emissions when going around the roundabout and through the calming measures.</p>
<b>Objection</b>	<p>Good evening</p> <p>I object to the speed reduction and calming measure proposal</p> <p>It is a complete waste of tax payers money and is not necessary at all. There is no evidence to suggest that a reduction in speed limited required.</p>
<b>Supports</b>	<p>Thank you for providing the opportunity to comment on the Old Forest Road speed limit proposal.</p> <p>Winnersh Parish Council has considered this and whilst not objecting to the proposal, questions why the 30mph speed restriction stopped at the railway bridge and continued as 40 mph to the junction of Reading Road.</p> <p>Would you please consider this when evaluating responses.</p>
<b>Neither</b>	<p>Dear Sirs,</p> <p>I am a long time resident in Emmbrook and regular user of the Old Forest Road both as cyclist and motorist. There has been an exceptional increase in the volume of traffic particularly HGV since the arrival of Berkshire Concrete and re-start of Collard Scrap Metal yard collection operations. Also there is a significant number of additional vehicles accessing Old Forest Road into the Industrial Estate.</p> <p>I live on Emmbrook Road which is a designated 20 mph limit with traffic calming ramps that are totally ineffective in calming the speed of traffic racing towards the traffic lights that control traffic flow under the Emmbrook Road rail bridge.</p> <p>Old Forest Road also has traffic lights that control traffic flowing over the railway bridge. Like Emmbrook Road, traffic is frequently observed to accelerate towards a green signal in order to beat any change to red and commonly seen to cross on amber/red. Highly dangerous for traffic coming in the opposite direction northwards from Reading Road.</p> <p>The placement of the three traffic calming features as per plan FOREST/TRO/001 while of some value, will have little impact on limiting speed between Commons Road and the traffic lights. While it seems that ramps ('sleeping policemen') are no longer seen as useful (albeit continued with on Emmbrook Road due to removal costs), I should suggest that the further traffic</p>

	<p>calming measure of introducing a grille (l'ouvre) on the traffic lights thereby concealing their colour until motorist are relatively close, would act as an efficient low cost solution. Alternatively, a further or shifted pinch point along OFR close to top of Lowther Road would assist.</p> <p>With the housing development of former Hewdon Plant Hire site, the extra traffic joining OFR is likely in the near future to cause a further grid lock along OFR junction with Reading Road and potential rat run down Lowther Road.</p> <p>I've campaigned for change to Emmbrook Road bridge traffic light to include a grille but alas without WBC to effect the changes, and so the speeding traffic continues. Perhaps the new executive for Highways &amp; Planning will take notice from long term residents.</p>
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