

APPENDIX B

VARIOUS ROADS, WOKINGHAM BOROUGH (30/40/50 MPH SPEED LIMIT) ORDER 2016

	Letter/Email from	Supports / Objects / Comment	Comment/Objection	Officer Comment
1.	A local resident	Objects	Further to your letter about proposed speed changes, I would like to understand what reasons you have for reducing the speed limit, specifically along Barkham Road. You mention that it is "feasible" but nowhere in your documents can I identify any "reason".	The planning permission for the new Bohunt School required the Council to make access improvements including ensuring walked routes are provided to the new school. As a result of this, the council has taken the opportunity to review the existing speed limits along these routes. Where appropriate, speed limit reductions have been proposed in accordance with the DfT Circular 01/2013 "Setting local speed limits". Excessive speed is one of the main causes of road accidents in Great Britain. A person hit at 40mph is more likely to be killed than at 30mph. As these roads have been identified as routes to school, it would be irresponsible for the council not to reduce the speed limit if

				it was appropriate to do so.
			Have there been a high number of accidents, deaths or serious injuries?	Fortunately there has been a relatively good safety record on these roads to date, as there has been only 1 accident on Barkham Road and 1 on Bearwood Road, within the sections of the proposed speed limits, in the latest three years for which information is available.
			I understand that at junctions, particularly at the Barkham Road / Bearwood road junction, that this could make sense although the weight of traffic at the junction really means it makes no difference! But along the rest of Barkham Road it just slows the traffic for no particular reason. If it's just because it's safer, then why don't we reduce it to 10mph!...and you need to have a safety issue in the first place.	The lowest permanent speed limit that can be introduced on the public highway is 20mph, but that would either require traffic calming to reduce vehicle speeds to 20mph or vehicles would already have to be travelling at that speed. However, under the DfT assessment criteria, it is not appropriate to lower the speed limits beyond 30mph.
			The reason for my objection is that I travel up and down Barkham Road probably 4 times a day. Doing an approximate calculation of it being 1 km length, the difference between 40mph and 30mph would equate to 12 hours a year of my time – would Wokingham Council like to reimburse me? I also believe that people are eminently capable of driving up Barkham Road at speeds of up to 40mph perfectly safely.	Whilst, some individual journeys may have slightly longer journey times it is considered unlikely that a lowering of the speed limit from 40mph to 30mph would have a significant impact on the majority of journey times.

2.	A local resident	Objects and comments	<p>I would like to take the opportunity to object to the proposal to reduce the speed limit on Barkham Road and Bearwood Road to 30mph. I have no objection to the reduction on Sheerlands Road. I have lived in Barkham since 1981 and have travelled to work and now in my retirement along Barkham Road since that time. It is a fact that with the housing developments off Bearwood Road and Barkham Road in the 1980's that there has been an increase in vehicles using Barkham Road, however I do not believe that because the Bohunt School is being built some 2 miles away from these locations that this should be an excuse to lower the speed limit.</p> <p>The Governments Local Speeds description notes that in a 40mph speed limit properties will be built back from the road this is so for both Barkham Road and Bearwood Road</p>	<p>The planning permission for the new Bohunt School required the Council to make access improvements including ensuring walked routes are provided to the new school. As a result of this, the council has taken the opportunity to review the existing speed limits along these routes. Where appropriate, speed limit reductions have been proposed in accordance with the DfT Circular 01/2013 "Setting local speed limits". Excessive speed is one of the main causes of road accidents in Great Britain. A person hit at 40mph is more likely to be killed than at 30mph. As these roads have been identified as routes to school, it would be irresponsible for the council not to reduce the speed limit if it was appropriate to do so.</p>
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			<p>I would be interested to see the results of the mean speed from the 7 day 24 hour survey which has led to this consultation. I would also be interested to understand how many speed related accidents there have been over the last 3 years. To my knowledge the last speed related accident was outside the Leathern Bottle in Barkham Road over three years ago which involved a young inexperienced driver and therefore no changes in the speed limit would have prevented this accident.</p>	<p>The mean speeds for Barkham Road are 34.6mph north-eastbound and 34.8mph south-westbound. The mean speeds for Bearwood Road are 32.8mph northbound and 28.6mph southbound. These are within the government's guidance for setting speed limits, which is based on the Association of Chief Police Officer's threshold for enforcement.</p>
			<p>Also how many pedestrian/cycling accidents have there been to suggest that this speed limit needs to be reduced.</p>	<p>There has been 1 accident on Barkham Road and 1 accident on Bearwood Road, within the sections of the proposed speed limits in the latest three years for which information is available. Only the accident in Bearwood Road involved a pedestrian.</p>
			<p>I can understand that the new school will attract children who may wish to walk and cycle but those walking are not likely to do so beyond the junction with Bearwood Road where there is already a 30mph speed limit. It is a well-known fact that children do not walk to school and even though the school and the council will say they will in fact they won't and they will be taken by car. I have attended more than one meeting to discuss this new school and parents are already</p>	<p>These comments are noted; however it is the council's policy to encourage sustainable modes of transport as much as possible. We acknowledge that it will be ultimately the individual's choice, however by changing the speed limit this will help reduce the fear</p>

			<p>saying that because there is insufficient street lighting that their children will not walk or cycle in the winter. Should children cycle along the Barkham Road then they will be treated as any other cyclist with due care and attention by drivers who are doing so now for cyclists using this route.</p>	<p>of traffic and provide a better environment in which to walk or cycle.</p>
			<p>At this time Langley Common Road is a 40mph road, is this road to have a reduced limit as well? If this goes through then the 30mph limit will extend from the Town Centre all the way to the new school. There is a similar speed limit distance in Hurst on the A321 and no amount of flashing signs and roundels slow vehicles it just frustrates drivers using this A road.</p>	<p>It is not proposed to reduce the 40mph speed limit along Langley Common Road, as the assessment based on the DfT's criteria does not support a lowering of the limit.</p>
			<p>This is a knee jerk reaction to this new school being built and although residents think by reducing the speed limit to 30 that drivers will automatically abide by that this will not be the case unless the speed limits are rigorously enforced. Who is going to carry out the enforcement of this new speed limit, perhaps you could let me know your plans for this? Implementing additional VAS will only work for a short space of time and will then be ignored.</p>	<p>Thames Valley Police have indicated they have no objection to the proposed speed limits and will therefore be responsible for their enforcement. The possible addition of Vehicle Activated Signs (VAS) will be considered if necessary.</p>
			<p>I am aware that Finchampstead Road which runs parallel to Barkham Road has a 30mph speed limit and a speed camera. This speed limit was implemented a long time ago and likely to have been implemented because there are two schools in the vicinity and a speed camera which would have been installed in the early 1990's because</p>	<p>As these roads have been identified as routes to school, it would be irresponsible for the council not to reduce the speed limit if it was appropriate to do so.</p>

			<p>of a history of accidents. Barkham Road between Blagrove Lane and Bearwood Road does not have any schools located along it so I see no reason for this road to have a reduced limit.</p>	
			<p>If the average driver is already driving below 40mph then why make changes when this speed limit is working and not causing speed related accidents. Lowering the limit will frustrate drivers and could cause accidents which would not have been caused if the limit remained at 40mph. There is also the cost implication of carrying out this work and with a cash strapped council every little helps when it is not necessary.</p>	<p>The assessment was undertaken in accordance with the DfT's circular 1/2013 ("setting local speed limits"), and it is appropriate to lower the speed because the mean speeds recorded were below the threshold. The costs of the speed limit implementation have already been accommodated within the council's existing budgets.</p>
			<p>My comments on Bearwood Road. Again I would like to understand how you are going to police the reduction in speed limit because having lived on this road for over 35 years I can tell you that most vehicles would not adhere to the changes. Bearwood Road is used as a cut through by a lot of drivers every day and as they turn in to Bearwood Road from Barkham Road they accelerate, applying a 30mph limit will not stop this. As you approach Sandy Lane from Sindlesham there is a hill and trying to maintain a 30mph is not easy. Again properties are set back from the road. There is a convenience store on the junction of Bearwood Road with The Lilacs but to my knowledge there have been no recorded speed related accident injuries by those</p>	<p>Thames Valley Police have indicated they have no objection to the proposed speed limits and will therefore be responsible for their enforcement.</p>

			using this business in the last 3 years.	
			I feel that traffic teams in councils are losing their way when agreeing to lower speed limits e.g. 20mph and 30mph, residents think it is wonderful especially if it is done outside their property but you can bet your life that if you monitored those using the roads you would find that it is the residents themselves who are not adhering to the limits. The Conservative administration have always supported residents wanting to use their cars and endeavor to build infrastructure to accommodate this, the Borough has one of the highest car ownership in the UK and drivers like to be able to get from A to B without having too many restrictions. Reducing speed limits on roads outside the town centre will not help the flow of traffic and will just frustrate drivers who will drive recklessly and cause accidents.	Noted. However there is no evidence to suggest that reducing speed limits will lead to an increase of motorists driving recklessly and increasing accidents.
			I suspect you will get a lot of residents on Barkham Road who will support this reduction but once they have left their own properties then I can guarantee that they will not proceed at 30mph along Barkham Road.	Noted. Thames Valley Police have indicated they have no objection to the proposed speed limits and will therefore be responsible for their enforcement.
			I do not have any objection to the 30mph in Sheerlands Road because it is a narrow rural road which would have an existing 60mph and this limit is on all similar roads throughout the Borough. As the new school entrance is on this road and there will be a lot of additional vehicles using it daily then it would be appropriate to	Noted

			<p>reduce the limit here.</p> <p>The council needs to consider the real impact this will have on the thousands of journeys taken by drivers daily who are using both Barkham and Bearwood Road and who are driving safely for the conditions.</p>	<p>The council, as Highway Authority, has to balance the needs of all road users, including both motorists and pedestrians. As these roads have been identified as routes to school, it would be irresponsible for the council not to reduce the speed limit if it was appropriate to do so.</p>
3.	Local resident	Objects	<p>Thank you for your letter of 25th July regarding the proposals for new speed limits down Barkham and Bearwood roads. I would like to oppose these on the following basis:</p> <p>You say that your studies have shown that a reduction in speed limit is “feasible”. I can find nothing in your documentation to support this contention and even if this were correct, being feasible does not mean that it is advantageous or should be done.</p>	<p>The planning permission for the new Bohunt School required the Council to make access improvements including ensuring walked routes are provided to the new school. As a result of this, the council has taken the opportunity to review the existing speed limits along these routes. Where appropriate, speed limit reductions have been proposed in accordance with the DfT Circular 01/2013 “Setting local speed limits”. Excessive speed is one of the main causes of road accidents in Great Britain. A person hit at 40mph is more likely to be killed than at</p>

				30mph. As these roads have been identified as routes to school, it would be irresponsible for the council not to reduce the speed limit if it was appropriate to do so.
			We live along Barkham Road and travel that road frequently. The natural speed of the vast majority of traffic is between 30 and 40. Despite having lived on this road for 28 years I have no experience of accidents involving people travelling at that speed. Imposing a further restriction on the traffic therefore seems unnecessary and unreasonable.	There has been a relatively good safety record on these roads to date, as there has been only 1 accident on Barkham Road and 1 on Bearwood Road, within the sections of the proposed speed limits, in the latest three years for which information is available.
			A similar reduction was made along Nine Mile Drive. In my experience this has not affected the normal speed of the traffic which still travels naturally at 30 to 40 except when the police are present. To impose a 30 mile an hour speed limit as proposed would in all probability have no effect on the natural speed of the traffic involving a significant amount of police time in a vain attempt to enforce such an unnecessary speed restriction.	The new speed limits will be enforced by Thames Valley Police, and in line with the council's practice elsewhere, if vehicle speeds are shown to be above the police's own threshold for enforcement, then the council will work with Police to consider use of mobile Vehicle Activated Signs (VAS) to assist enforcement by the Police.
			I understand that a new school is to be built to serve the new development on the Arborfield Garrison site. A 20mph restriction switched on when pupils are arriving and leaving the school is	Consideration is being given to installing advisory 20mph 'flashing' school warning signs in Sheerlands Road.

			used successfully at the primary school at the end of Bearwood Road. This approach has the advantage in my experience of being far better observed than the full time 30mph limit as well as further slowing the traffic when it is necessary.	
4.	A local resident	Objects	<p>I am writing to oppose the proposed changes to the speed limits as follows:</p> <p>Bearwood Road – The significant issue here is separating pedestrians from traffic in the vicinity of the Post Office. A crossing at this point would facilitate this separation without need for a speed limit reduction. The road is busy around peak commuting periods. During this time there is no requirement for a limit, the sheer weight of traffic is enough to reduce the average speed to a very low figure. At other times of the day the traffic is much lighter and there are no school children present. The use of the crossing would limit the traffic speed just when a lower speed is appropriate, and not at other times of low traffic flow. The existing 40 mph works well and when coming south down the hill is the natural speed assumed by a car without recourse to unnecessary and environmentally unfriendly braking. To facilitate pedestrian traffic between The Coombes and Hayes Lane a pavement should be completed on the west side of the Bearwood Road.</p>	<p>The suggestion of a pedestrian crossing and/or a footway improvement is being considered separately as an addition to changing the speed limit. Excessive speed is one of the main causes of road accidents in Great Britain. A person hit at 40mph is more likely to be killed than at 30mph. As these roads have been identified as routes to school, it would be irresponsible for the council not to reduce the speed limit if it was appropriate to do so.</p>

			<p>Barkham Road – Wokingham is becoming ever more congested and this will only be exasperated by the Arborfield development. To artificially reduce the speed limit to 30 mph at those times when it is possible to drive between 30-40 mph just throttles the traffic flow. This is a significant westerly, arterial approach to Wokingham and works well with the 40 mph limit, crossing pedestrian traffic is extremely low and the road quality very good. Please give drivers some credit. The vast majority drive at a sensible speed for the conditions (weather, pedestrian, other traffic etc.). If the limit was raised to 60 mph would people drive at 60? Of course not...but those very few who do speed will do so regardless of the limit. Too low a limit leads to frustration at the times when it is obvious that the very blunt instrument of a blanket restriction is unnecessary.</p> <p>A speed limit reduction may look like 'something is being done'. However just slowing the road network with a 'one size fits all' ruling just winds the transportation clock back many years. Please be smarter than this, be intelligent and innovative with separating the pedestrians and make the traffic network more not less efficient by leaving the limits unchanged.</p>	<p>The council, as Highway Authority, has to balance the needs of all road users, including both motorists and pedestrians. As these roads have been identified as routes to school, it would be irresponsible for the council not to reduce the speed limit if it was appropriate to do so. It is the council's policy to encourage sustainable modes of transport as much as possible. We acknowledge that it will be ultimately the individual's choice, however by changing the speed limit this will help reduce the fear of traffic and provide a better environment in which to walk or cycle.</p>
5.	A local resident	Objects	<p>I am writing to express my objections to some of the proposed speed limit reductions for Bohunt school.</p> <p>While reducing the limit to 30mph along Sheerlands Road to the Byway is very sensible, I</p>	<p>The planning permission for the new Bohunt School required the Council to make access improvements including ensuring walked</p>

			<p>think reducing the limit for the length of Barkham Road and Bearwood Road is completely unnecessary and will only cause even more frustration and delays to drivers in the local area. Barkham Road and Bearwood Road are wide, relatively straight Roads. Houses along them are well set back on them and the 40 mph sections are nowhere near the vicinity of the new school. Many children already use Barkham Road to walk to schools in Wokingham and I do not recall there being any incidents because of the current speed limits.</p>	<p>routes are provided to the new school. As a result of this, the council has taken the opportunity to review the existing speed limits along these routes. Where appropriate, speed limit reductions have been proposed in accordance with the DfT Circular 01/2013 "Setting local speed limits". Excessive speed is one of the main causes of road accidents in Great Britain. A person hit at 40mph is more likely to be killed than at 30mph. As these roads have been identified as routes to school, it would be irresponsible for the council not to reduce the speed limit if it was appropriate to do so.</p>
			<p>Because of the lack of frequent and late running public transport to Wokingham, many residents of Arborfield and surrounding areas frequently have to drive down Barkham Road to use the town's facilities.</p>	<p>Noted.</p>

			<p>Already hit by the one-way system around the station, reducing the speed limit to 30mph along Barkham Road would make travelling even more time consuming with, in my view, no impact on safety. Surely a much more sensible option would be to put in proper pavements along Sheerlands Road between the Garrison and the byway and Nine Mile ride between Hogwood Industrial Estate and Part Lane which would hopefully encourage children within walking distance to Bohunt to do so.</p>	<p>Wider access improvements are being considered as part of the wider routes to the New Bohunt School project.</p>
6.	Local Member Cllr Gary Cowan	Comments on wider issues	<p>It fails to take into consideration the 40 MPH existing speed limit on the Eversley Road (A 327) from Langley Common Roundabout to the current 30 MPH speed limit by the Royal British legion. There have been many objections to this from many sources and its disappointing to say the least that all of them have not been taken note of.</p> <p>This section of Road has dangerously narrow pavements and in my opinion this speed limit needs to be reduced to at least 30 MPH. There have been many objections to the dangers existing and as currently children from the Arborfield Garrison walk the route to the Coombes School and the opening of Bohunt will lead to additional movement at or about the same time in the opposite direction.</p> <p>To date I have asked 13 questions of Officers and I have not had a reply to any of them. I would like to have answers to all my questions to</p>	<p>Officers do not consider this response to be an objection to the proposed Traffic Regulation Order which proposes to reduce speeds on the three sections of road detailed in the main report. The response is either in support of the proposal, or the response is pertaining to other matters relating to wider issues associated with access to New Bohunt School or wider highway and transport matters generally. These wider issues will be considered by either the Traffic Management Team, Project Team associated with ensuring appropriate access to New Bohunt School or the</p>

			<p>date plus have access to the safety audit carried out on this stretch of road to form part of the report. I am more than happy to attend any meeting that will be called to discuss the above.</p> <p>What is also most disappointing is the report fails to mention any comment to date from myself or residents etc. in the report which undermines the proposed TRO as it denies the decision makers and the Police the full background information on which they need to enable them to reach a balanced decision.</p>	wider Highway and Transport Service as appropriate in due course.
7.	Local Member Cllr John Kaiser	Comments on wider issues	<p>I would also support Gary Cowan as I watch the children going to the Coombs school every day using the very narrow pavement which runs aside the A327 at this point and it is impossible for children to pass especially When pushing pushchairs and we see children riding bikes and this will increase as the route becomes the safe route to school for the new school in the south. It is because of this the speed limit on this road should be a maximum of 30mph as the risk of people stepping off the curb to pass or a child falling off their cycles is a real possibility and at 40mph traffic has little chance of avoiding them and at that speed a fatality is more likely. Failure to reduce the speed limit undermines the whole issue of the TRO and the safe route to school</p>	<p>Officers do not consider this response to be an objection to the proposed Traffic Regulation Order which proposes to reduce speeds on the three sections of road detailed in the main report. The response is either in support of the proposal, or the response is pertaining to other matters relating to wider issues associated with access to New Bohunt School or wider highway and transport matters generally. These wider issues will be considered by either the Traffic Management Team, Project Team associated with ensuring appropriate access</p>

				to New Bohunt School or the wider Highway and Transport Service as appropriate in due course.
8.	Finchampstead Parish Council	Supports / Comments	<p>Thank you for providing the opportunity to comment on these proposals. We are generally in favour of reducing the speed limit in built up areas and support the change in the 3 areas proposed, although we cannot really see the relevance of Barkham Road and Bearwood in terms of access to the new school.</p> <p>We look forward to receiving future consultations on speed limit reductions, particularly in connection with the proposals for the Nine Mile Ride Extension and surrounding area.</p>	<p>Noted.</p> <p>The Parish Council are a statutory consultee and will be included in any further consultation.</p>
9.	Barkham Parish Council	Comments	<p>The Parish Council would formally like to respond to the speed limit consultation on roads within Barkham and call for a broader review. We have three areas of concern, they are:</p> <ol style="list-style-type: none"> 1. Bearwood Road, where the proposed 30 mph limit would be from the Bearwood Road/Barkham Road junction along Bearwood Road and would revert to 40 mph south of Hayes Lane. The Parish Council would like to see the 30 mph limit continue as far as Highlands Ave, which would slow the traffic coming from Sindlesham before it comes down the hill, rather than expecting cars to slow down as they come down the hill. This is all part of 	<p>Officers do not consider this response to be an objection to the proposed Traffic Regulation Order which proposes to reduce speeds on the three sections of road detailed in the main report. The response is either in support of the proposal, or the response is pertaining to other matters relating to wider issues associated with access to New Bohunt School or wider highway and transport matters generally. These wider issues will be</p>

			<p>the residential area where we have been asking for a reduction in the speed limit for many years. The Parish has been asking for a footway from Coombes Lane to Hayes Lane for many years as the traffic is travelling so fast residents have to keep crossing the road which is extremely hazardous with fast moving traffic.</p> <p>Additionally it should be noted that the crossing between Sandy Lane and Coombes Lane is well used by vulnerable users including walkers, cyclists and horse riders going to and from The Coombes which is a popular amenity area. It is a very dangerous crossing point and horse riders in particular are put at significant risk as the time taken for a horse to cross could be greater than the time it takes for a speeding car to appear from the downhill direction and reach the crossing point. Improved signage for the crossing would be worthwhile.</p> <p>As this consultation is in the context of the Bohunt School development we would also like to request the implementation of a Puffin crossing 20m north of the junction of Bearwood Road and The Lilacs, to allow safer crossing of Bearwood Road (particularly at school times) as well as acting as a traffic calming measure. The 20m displacement meets the mandatory separation from junctions and improves the</p>	<p>considered by either the Traffic Management Team, Project Team associated with ensuring appropriate access to New Bohunt School or the wider Highway and Transport Service as appropriate in due course.</p>
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			<p>fight lines from both directions.</p> <ol style="list-style-type: none">2. Barkham Street, where a reduction to 30 mph is not even mentioned. This is a fast straight road and again there is no continuous footpath so residents have to keep crossing the road. The available footpath is narrow at points less than 75 cm which pushes pedestrians even closer to the fast moving traffic and the slip streams adding to the hazards of walking along this road. There is no street lighting. The sight lines turning out of Church Lane into Barkham Street are poor and speeding traffic coming from both directions makes this a dangerous junction which sees high usage with many people using the village hall and attending the Church.3. Langley Common Road is also not mentioned, this again needs to be 30 mph as this will be an access route for the new school. Anyone travelling to the school along Barkham Road will also have to travel along Langley Common Road; this is a narrower road which only has a footpath along one side for the greater part of its length and there is a particularly dangerous area at the Staysure tyre depot and adjoining car sales lot where vehicles are frequently parked on the road and/or footpath. There will many students using	
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			<p>this route on either foot of bike and hence it is imperative that this has a reduced speed limit of 30 mph. Langley Common Road already has street lights, and since it contains more than 20 houses it would appear to meet the reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30 mph as set out in paragraph 131 of DfT circular 01/2013.</p> <p>It is encouraging that a circular was published in 2013 by the Department of Transport (Circular 01/2013) which seems to be more accommodating in recognising the practical difficulties of vulnerable users and other environmental issues. The following extract is illuminating with regard to walking cycling, walking and riding:</p> <p>32, Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can effect peoples' quality of life and the needs of vulnerable road users must be fully taken into account in order to further encourage these modes of travel and improve their safety. Speed management strategies</p>	
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			<p>should seek to protect local community life.</p> <p>The circular also calls into question the percentile methodology which appears to have been the overriding principle of setting speed limits:</p> <p>35, Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.</p> <p>BPC agrees with the principle that speed limits should be self-enforcing, but the setting of sensible speed limits is in itself a vital part of that process. We do not accept the argument used hitherto that all speed limits have to be enforceable by the police – often the most dangerous locations will be on bends which by their nature cannot be enforced. If the principle of enforcement is applied to other areas of public life, then a lot of existing law would have to be discarded: that would hardly be compatible with maintaining a civilized society. However, we would like it explained to us why some of the problem areas above cannot be enforced with modern technology.</p> <p>I trust our comments will be taken into consideration.</p>	
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10.	Wokingham Town Council	Supports	The Town Council has asked me to inform you that they are fully supportive of the proposed reduction in the speed limit on Barkham Road.	Noted.
11.	Thames Valley Police	Comments	TVP Traffic Management in consultation with the local neighbourhood team has no objection to the above proposed speed limits.	Noted.
12.	Local Resident	Supports	I am very pleased to hear about the possibility of a speed reduction from 40mph to 30mph on the entire stretch of Barkham Road, part of which passes in front of my property. Thank you council for conducting the traffic survey and helping to make the road safer and slower as many drivers still drive at 40 mph within the small section of 30mph. In the future there should be no confusion about which parts of Barkham road are 30mph and which are 40mph. All of it is highly residential and therefore this change is very welcomed and hopefully is implemented asap after the consultation period is over!!	Noted.
13.	Local Resident	Comments	I live at 60 Bearwood Road just past where you are intending to change the new speed limit from 30 to 40. I would like the speed limit to keep to the new 30mph until the 50mph sign. The road is getting busier and busier and cars tend to do more 40mph coming down the hill from Sindlesham. Also there are a good number of boys and girls who get off the school buses and walk along Bearwood Road to get to their homes. I walk my dog on a daily basis along this road and large lorries from A1 and other areas hurtle down the hill. If the speed limit was reduced it may help	Noted.

			<p>to prevent this. I also expect that once the Arborfield development is finished Bearwood Road will indeed get even busier.</p>	
14.	Local Resident	Comments	<p>Thank you for the informative letter regarding amending speed limits - we have to say about time too. Specific comments Bearwood Road:</p> <p>The proposal to reduce the existing speed limit to 30 from a point 100m north of the lilacs needs to be reconsidered. The limit should apply from the existing 40MPH limit before Highlands Avenue because of:</p> <p>Enormous numbers of vehicles including HGVs entering and leaving Highlands Avenue servicing the A1 site</p> <p>Danger to pedestrians and horse riders crossing between Sandy Lane and Coombes Lane - the approach from the North is a "blind over brow" situation</p> <p>Danger to horse riders using the Hayes Lane bridleway from Sandy Lane and Aggisters Lane</p> <p>The built up area starts from Highlands Avenue and vehicles need to slow down before they reach the hill into Barkham</p> <p>Vehicles already speed down the hill after the Coombes Lane/Sandy Lane junction so need to</p>	<p>Officers do not consider this response to be an objection to the proposed Traffic Regulation Order which proposes to reduce speeds on the three sections of road detailed in the main report. The response is either in support of the proposal, or the response is pertaining to other matters relating to wider issues associated with access to New Bohunt School or wider highway and transport matters generally. These wider issues will be considered by either the Traffic Management Team, Project Team associated with ensuring appropriate access to New Bohunt School or the wider Highway and Transport Service as appropriate in due course.</p>

			<p>be slowed down earlier</p> <p>Consistency with other 30MPH limits for example the whole length of Nine Mile Ride east from California is a 30MPH limit yet this road is basically straight with a little hill and far safer than Bearwood Road</p> <p>The extensive development of Arborfield will have a big impact with additional traffic accessing Wokingham station.</p> <p>Some thought also needs to be given to speed limit enforcement with a speed camera located for safety reasons just before the Coombes Lane crossing.</p> <p>As a regular dog walkers and resident 30 years in Bearwood Road the 6 points above are based on extensive practical experience.</p> <p>By the way, congratulations to the team who managed the new station traffic flow system, it is brilliant and I'm pleased to see it was shortlisted for recent ICE awards.</p>	
15.	Local Resident	Supports and Comments	<p>I have just seen the proposals for the speed restrictions around the new secondary school in Sheerlands Road, Arborfield. This is certainly a start.</p> <p>I am however surprised and concerned that restrictions are not being proposed along the</p>	<p>Officers do not consider this response to be an objection to the proposed Traffic Regulation Order which proposes to reduce speeds on the three sections of road detailed in the main report.</p>

			<p>A327 towards Arborfield Cross. This is an extremely busy road, and when not crawling during the morning rush hour, traffic is very fast along this stretch, with the speed limit often being disregarded. With the narrow foot paths close to the road this poses a danger to our children, particularly from large trucks.</p> <p>Please would you update us on what the plans are for this section of road.</p>	<p>The response is either in support of the proposal, or the response is pertaining to other matters relating to wider issues associated with access to New Bohunt School or wider highway and transport matters generally.</p> <p>These wider issues will be considered by either the Traffic Management Team, Project Team associated with ensuring appropriate access to New Bohunt School or the wider Highway and Transport Service as appropriate in due course.</p>
16.	Local Resident	Supports and Comments	<p>I am emailing in support of the proposal to reduce the speed limit on Barkham Road from 40 to 30mph. Many school buses go down this road and to catch them children have to cross the road. This reduction will help improve the safety of crossing the road for these children.</p> <p>Is there any plan to put a speed camera between Sandy Lane and Edneys Hill to support the change in the speed limit? Some cars drive very fast (above 40mph) down this section of the road.</p>	<p>Noted. With regard to speed camera provision there is currently no proposal to install one.</p>

17.	Local Resident	Comments	<p>I feel this does not go far enough. Surely there should be 20 mph limits in force at the entrance to the Bohunt school and to the community centre / nursery on Sheerlands Road around where the proposed new crossing will be?</p> <p>Given further development will take place along Sheerlands Road, should the limit not be extended all the way to the 327? I also agree the 327 should be reduced. If it isn't reduced now then almost certainly it would be more appropriate in a short time to come.</p> <p>Please log my approval to the recommended speed limit changes relating to the above consultation. It is my view that these changes are long overdue and along with changes to footpaths and walkways support the requirement for safer routes to the school.</p>	<p>It is intended to install advisory 20mph 'flashing' school warning signs in Sheerlands Road.</p> <p>Further comments noted.</p>
18.	Local Resident	Supports and Comments	<p>In response to your letter dated 25th July 2016.</p> <p>We think that this is a very good idea to lower the speed limit to 30 mph.</p> <p>We have noticed in the last 12 months that speeding traffic has increased, we live near to the junction of Sandy Lane and Dolls Lane on the Barkham Road, the traffic seems to be particularly fast at this location.</p> <p>Children catch the school bus at this point, we</p>	Noted.

			<p>also have the occasional horse rider and many cyclist crossing the road from Sandy Lane to Dolls Lane, it is a very dangerous crossing, made worse by the speeding traffic.</p> <p>We are in agreement with reducing the speed limit.</p>	
19.	Local Resident	Supports and Comments	<p>I welcome the proposed reduction of speed limits in Barkham Road, and would have no complaints about doing a similar exercise at the other two locations. Living on that portion of Barkham Road where there are many blind areas, due to bends in the road, both horizontally and vertically, we are often aware of narrowly missed accidents, examples of which are cars overtaking cyclists on blind bends and then being surprised by the sudden appearance of an oncoming car, overtaking parked vehicles at too high a speed, again causing a nasty surprise if an oncoming car suddenly makes it's appearance. We also have a couple of irresponsible idiots who delight in travelling in this road as fast as possible, making as much noise as they can in the process. We have had serious incidents here, and it is only a matter of time before we get another.</p> <p>However, to be effective, these measures will need enforcing, and we need another speed camera monitoring the location of these blind bends mentioned earlier. The vicinity of "Ye Olde Leathern Bottle" is one such location, the blind</p>	<p>Noted.</p> <p>The Thames Valley Police will be responsible for enforcing the new speed limit.</p>

			<p>area caused by the bend and "hill" near Doles Lane is another. If you are unable to finance an additional camera, then the existing one covering the current 30mph area should be moved. The areas mentioned above are more dangerous than the present location of this camera as the road is straight at this point, allowing a much longer line of sight, and consequently more time to avoid a dangerous situation developing.</p>	
20.	Local Resident	Supports and Comments	<p>We are totally in agreement and fully support the proposed reduction in speed limit from 40mph to 30mph along the B3349 Barkham Road.</p> <p>We have lived in Barkham Road for around 30 years and have seen countless incidences of speeding and dangerous driving along our stretch of road between Doles Lane and Limmerhill Road. Our son had his car written off pulling out of our driveway by a driver overtaking traffic going towards Wokingham and he was able to defend his actions by claiming that he did not exceed 40mph although he was probably doing around 60mph overtaking on a blind hill.</p>	Noted.
21.	Local Resident	Supports and Comments	<p>We received the notice for reducing the speed limit on Barkham Road to 30 mph from current 40 mph. We live In 329 Barkham Road and this move will be a very welcome move on account of both safety & noise pollution.</p> <p>Sometimes the speed is too high on the curve near our house and it becomes difficult to get out</p>	Noted.

			<p>on the road. In addition, many residents use pavements for walking and dog walks - a speed limit is definitely not very safe.</p> <p>In addition, the traffic noise at night is very high and reducing the speed limit to 30 mph will also address this issue.</p> <p>Appreciate your taking action in this regard.</p>	
22.	Local Resident	Supports and Comments	<p>Hoorah!!! at last you have woken up and seen the light - this is the best news to come out of WBC for many a year. The speed limit on our road has for so long been totally ignored by drivers and it is amazing no serious accidents have happened - try attempting to cross the road at rush hour times. Again - thank you so much for this initiative.</p>	Noted
23.	Local Resident	Supports	<p>I would just like to state my support for the consultation "Proposed Speed Limits – Barkham, Bearwood & Shetlands Road" as a father of 3 children in Barkham road I feel that this is an appropriate if not overdue proposition.</p>	Noted.
24.	Local Resident	Supports and Comments	<p>I would just like to say how very pleased my wife and I are to receive notification that our road (Barkham Road) is having the existing 40mph speed limit reduced to 30mph for its entirety.</p> <p>This is very good news indeed, as we have always considered the existing 40mph limit inappropriate from a safety point of view, and we welcome the change to 30mph.</p>	<p>Noted.</p> <p>The Thames Valley Police will be responsible for enforcing the new speed limit.</p>

			<p>We are also in agreement with the other proposed changes of speed limits on Bearwood Road and Sheerlands Road.</p> <p>I would like to enquire as to what steps you intend taking with regard to the enforcement of the new limits, especially along Barkham Road? Are you considering erecting a fixed speed camera and / or flashing 30mph signs, similar to that which is positioned on the roadside between Barkham Bridge and the 'Bull at Barkham' pub when travelling east towards Wokingham? We'd be happy to have either positioned close to us. However, we would not be in favour of any 'speed humps' being placed along the road, bearing in mind the reports of the vibration that occurs having a detrimental effect on building foundations!</p>	
25.	Local Resident	Supports and Comments	<p>We are writing in support of the proposed scheme, particularly the plan to reduce the speed limit on Bearwood Road to 30mph from the junction with Barkham Road.</p> <p>The current 40mph limit is very dangerous to both pedestrians and traffic pulling out from numerous junctions.</p> <p>The one suggestion we would strongly recommend is that the 30mph limit starts further north than is currently suggested. Going from 50 to 40 to 30 in such a short distance will doubtless</p>	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with wider issues as appropriate in due course.</p>

			<p>confuse drivers. It would seem better to go straight from 50 to 30mph at the point 75 metres north of Highlands Avenue.</p> <p>This would mean traffic would be slowing down over the brow of the hill where they are unsighted and it would also give more of an opportunity for traffic to safely pull out of Hayes Lane / Sandy Lane etc. Given the doubtless increased level of traffic this would be important going forward. Also drivers need time to slow down. The current proposal I fear would still have many cars going past the Post Office at near to 40 mph.</p> <p>We would also repeat our request for a Zebra crossing opposite the Post Office given the numbers of elderly citizens and children crossing the road.</p> <p>Thank you as always for your efforts.</p>	
26.	Local Resident	Supports and Comments	<p>Thank you for your letter regarding the proposed changes to speed limits on Bearwood/Barkham/Sheerlands Road.</p> <p>I have a comment regarding the proposed changes to Bearwood Road, I have to say I am delighted with the proposed changes. Having lived on Bearwood Road for the past 11 years, with young children, it is terrifying just to attempt to go to the local post office with the current speed limit.</p>	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with wider issues as appropriate in due course.</p>

			<p>I would however like to point out that I really do think that the proposed reduction in the speed limit on Bearwood Road should run from Sandy Lane to Barkham Road. The traffic coming down the hill from Bearwood Lakes (where the speed limit is 50mph) come at such a speed and with the lack of footpath between Hayes Lane and Sandy Lane it really would make this stretch safer.</p>	
27.	Local Resident	Supports and Comments	<p>We support the proposed reduction to 30mph of speed limits on Bearwood and Barkham Roads.</p> <p>As residents of Hayes Lane we particularly note the danger posed in crossing Bearwood Road with traffic moving at 40mph. We would additionally like to see the 30mph zone continue further north at least to Coombes Lane/Highlands Avenue intersection - but that may be for a separate discussion.</p> <p>The character of Barkham Road, narrow and with frequent turnings does not lend itself to a 40mph limit and 30mph would be significantly safer.</p> <p>These proposals will improve safety for pedestrians and cyclists.</p>	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with wider issues as appropriate in due course.</p>

28.	Local Resident	Supports and Comments	<p>I refer to your consultation review letter of 25 July with regard to the existing speed limits with Barkham and Arborfield Green.</p> <p>We welcome your proposals to lower the speed limit to 30MPH on the 3 roads identified. However, we would far prefer if the reduction on Bearwood Road could start from the junction of Barkham/Bearwood Road to Highlands Avenue rather than to a point just a 100 metres north of the Lilacs. The reason for this is that the road from around Walters Arms to the Highlands has a 50 MPH speed limit and inevitable you see vehicles not slowing down sufficiently as they enter the parish of Barkham and especially as they approach the intersection to Sandy Lane and The Coombs. Quite often there are horses and pedestrians crossing Barkham Road at that junction and as this is on a brow of a hill there is the potential for accidents to occur.</p> <p>I trust you will take this into consideration.</p>	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with wider issues as appropriate in due course.</p>
29.	Local Resident	Supports and Comments	<p>Thank you for your letter regarding the review of speed limits re the Bohunt secondary school.</p> <p>I fully support the areas indicated being reduced to 30 mph. I only wish this had been done sooner on Bearwood road given the number of Forest school pupils including my son who have to cross the 40mph road at the dangerous and busy junction with The Lilacs!</p>	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with</p>

			One question I would like to ask is why the 30mph is not being implemented from the top of hill by sandy lane where the 40mph begins?	wider issues as appropriate in due course.
30.	Local Resident	Support and comments	<p>Further reasons for ensuring the 30 MPH speed limit on Bearwood Road starts at the current 40MPH point and is properly enforced:-</p> <p>New Winnersh relief Road – will result in more traffic choosing Bearwood Road to avoid the Sainsbury's junction The 40MPH point is the Gateway to Barkham from Sindlesham and the start of the residential area.</p>	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with wider issues as appropriate in due course.</p>
31.	Local Resident	Supports	First of all I'd like to thank you for your agreement to install warning signs for the deer crossing the road, I really do appreciate it. I will monitor it for you and deliver my observations to you in due course.	Noted.
32.	Local Resident	Supports and Comments	<p>I have reviewed your proposals for reduced speed limits for Barkham, Bearwood and Sheerlands Roads.</p> <p>I approve of the change for Bearwood Road. I have long been concerned about people approaching Barkham Road at 40mph and finding</p>	Noted.

			<p>the usual rush hour queue just round the blind corner south of the junction with Aggisters Lane. I would have recommended extending the 30mph limit northwards to the Lilacs but the point you are proposing is fine.</p> <p>I am less keen on reducing the speed limit along Barkham Road as it is fairly straight and therefore provides a longer field of view. Speed along that stretch tends to drop with weight of traffic and towards the corner near the Leathern Bottle where there are double white lines.</p> <p>I have no views on Sheerlands Road as I rarely use it. Nevertheless, judging by the shortness of the stretch and the bend in the middle of it, I suspect that speed is on the whole self-regulating to well below 60mph. Those who try to reach 60mph along there are unlikely to abide by any newly introduced restriction.</p> <p>I believe that most road users are responsible enough to drive at safe speeds, according to the prevailing conditions and those who don't tend to be the ones who ignore speed limits in any case.</p> <p>Steadily reducing speed limits to allow for the worst conditions only imposes unnecessary constraints at other times.</p>	
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33.	Local Resident	Supports and Comments	<p>I have been a resident on for around 12 years Barkham Road, and have always said that this should be a 30mph zone because it is a residential area</p> <p>Therefore I and my family are very much in favour of the proposal to make Barkham Road, Bearwood Road and the other areas 30mph zones.</p> <p>Can I also suggest however, that this needs to be enforced - otherwise a lot of through traffic will take no notice</p> <p>Please put in speed cameras and possibly traffic calming measures as well</p>	<p>Noted.</p> <p>The Thames Valley Police will be responsible for enforcing the new speed limit.</p>
34.	Local Resident	Supports and Comments	<p>Further to your letter dated 25th July 2016 in reference to the lowering of the speed limit along Barkham Road, in my opinion this should have happened years ago as detailed in my letter to the council of 2009.</p> <p>Whilst I am in favour of a lower limit it would be unlikely to prevent the speeding by a large number of motorist with some in excess of 70 mph. I would ask you to consider the construction of a roundabout at the crossroads of Barkham Road/Doles Lane/Sandy Lane to act as traffic calming and even a speed camera in both directions between the afore mentioned crossroads and the Old Leathern Bottle public house.</p>	Noted.

35.	Resident	Supports and Comments	<p>We note and welcome your proposal to extend these speed limits, especially on the Barkham end of Bearwood Road, but comment that the extension on Bearwood Road is insufficient.</p> <p>Housing density on Bearwood Road up to the junction with Sandy Lane/Coombes Lane is at least as dense as on Barkham Road and more dense than on parts of Barkham Road. The hill leading up to Sandy/Coombes Lane encourages acceleration up the hill and increased speeds coming down the hill. It is proposed that the 30mph speed limit should start before Highland Avenue, with the heavy, large traffic that often turns in or out of there to/from the scrap yard. The logical place for the 30mph speed limit to start is in the area of the new Welcome To Barkham signs, at the initial 40mph sign.</p> <p>Further to our email below, the street lights from Sandy/Coombes Lane to the roundabout at the Barkham end of Bearwood Road seem to be well within the required distance for this road to be a restricted road of 30mph.</p>	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with wider issues as appropriate in due course.</p>
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36.	Resident	Supports and Comments	<p>We are writing to support the proposed reduction in the speed limit on Barkham Road to 30mph.</p> <p>We live at 342 Barkham Road, which is currently part of the 40mph section and have never understood why sections should be 30mph and others 40mph.</p>	Noted.
37.	Resident/member of Barkham Parish Council	Comments	<p>As a member of Barkham Parish Council I have been following the correspondence about the speed limits for the routes to the new school. I look forward to seeing the WBC replies.</p> <p>As an individual, I have been aware of the concern of fellow residents of Langley Common Rd about the present 40 mph limit, particularly as at least one resident has a child going to Bohunt in September and will be using our road, as will others, as a principal route to the school.</p> <p>I was pleased to see that the limit between Barkham Bridge and the A327 via Langley Common Rd was being proposed earlier this year for a reduction from 40 mph as part of the review. Residents wanted to support this strongly. I would like to know why it isn't included and why local opinion seems to count for nothing. It also seemed somewhat absurd to carry out the traffic measurements when Mole Rd was shut and local traffic patterns completely distorted. The official criteria for assessing roads seem to include some flexibility rather than relying totally on traffic</p>	<p>Officers do not consider this response to be an objection to the proposed Traffic Regulation Order which proposes to reduce speeds on the three sections of road detailed in the main report. The response is either in support of the proposal, or the response is pertaining to other matters relating to wider issues associated with access to New Bohunt School or wider highway and transport matters generally. These wider issues will be considered by either the Traffic Management Team, Project Team associated with ensuring appropriate access to New Bohunt School or the wider Highway and Transport Service as appropriate in due course.</p>

			<p>measurement and aren't there special criteria for roads around a village? Local people would have been able to indicate some of the perils for children walking or cycling on this road not least when large, heavy goods vehicles from the likes of A1 pass along this narrow road.</p> <p>Before telling local residents about the situation I look forward to your response.</p>	
38.	Resident	Comments	<p>I would like to register my dissatisfaction that the section of the A327 in Arborfield from the Legion to the bottom of the hill has not been proposed with a speed limit change to 30mph.</p> <p>This is already a key school walking route for children and all Arborfield Cross children will take this route to the new Secondary school.</p> <p>The pavement is narrow and the road is wide which encourages fast traffic. At the bottom of the hill is a constantly flooded patch from overrun from the field behind, as soon as there is any rain at all. This is a hazard even at slow speeds.</p> <p>I urge you run a separate consultation for this section.</p>	<p>Officers do not consider this response to be an objection to the proposed Traffic Regulation Order which proposes to reduce speeds on the three sections of road detailed in the main report. The response is either in support of the proposal, or the response is pertaining to other matters relating to wider issues associated with access to New Bohunt School or wider highway and transport matters generally. These wider issues will be considered by either the Traffic Management Team, Project Team associated with ensuring appropriate access to New Bohunt School or the wider Highway and Transport</p>

				Service as appropriate in due course.
39.	Resident	Comment	<p>I am writing to you too strongly urge you to reconsider the speed limit decision on the fast stretch of road on the A327 from the royal British legion.</p> <p>Currently it stands at 40pmh and the proposal is for it to be reduced too 30pmh.</p> <p>As a resident I regularly drive this stretch of road and am amazed at the speed of the vehicles and the narrowness of the road with a very narrow pavement. I see parents struggling with young children and feel their stress.</p> <p>As this will be the major walking route for our children walking too Bohunt surely it will be the safer option to help reduce the speed of traffic.</p> <p>We need to do everything to help protect our children in this ever traffic expanding environment.</p>	<p>Officers do not consider this response to be an objection to the proposed Traffic Regulation Order which proposes to reduce speeds on the three sections of road detailed in the main report. The response is either in support of the proposal, or the response is pertaining to other matters relating to wider issues associated with access to New Bohunt School or wider highway and transport matters generally. These wider issues will be considered by either the Traffic Management Team, Project Team associated with ensuring appropriate access to New Bohunt School or the wider Highway and Transport Service as appropriate in due course.</p>

40.	Resident	Comment	<p>We are generally in favour of the extension of the 30mph speed limit along Bearwood Rd. We would suggest that it makes sense to extend the speed limited area still further, to include at a minimum the blind hill at the junction of Sandy Lane, where there have been several bad accidents in the past. Would it not be possible to simply change the current 40mph limited section to 30mph?</p>	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with wider issues as appropriate in due course.</p>
41.	Resident	Supports	<p>Speed reductions are necessary due to the increasing volume of traffic and obstructions eg parked cars/service vehicles. This problem will only get worse. There have been many accidents in Barkham Road!</p>	<p>Noted.</p>
42.	Resident	Supports / Comments	<p>With regards to the proposed changes to the speed limit along Bearwood Road, as a resident (number 59) I heartily agree with the need to reduce the current limit to 30MPH; a lot of traffic currently travels in excess of the existing 40MPH limit and this not only is dangerous for pedestrians but does negatively affect the quality of life for those living along this stretch of road.</p> <p>However I do question the logic constraining the change to 100m north of the junction of The Lilacs.</p> <p>A significant issue on this stretch of road is:</p> <ul style="list-style-type: none"> • traffic entering Barkham from the north, 	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with wider issues as appropriate in due course.</p>

			<p>accelerating down the hill travelling towards The Lilacs</p> <ul style="list-style-type: none"> • traffic leaving Barkham travelling north away from The Lilacs seeing the straight "open road" and accelerating away at speed <p>Whilst the introduction of the 30MPH limit would be very welcome, what is also needs to be considered how the honouring of this sensible reduction by motorists can be best encouraged; I don't believe the proposed position of the boundary alone will be enough.</p> <p>With the proposed 30PMH boundary100M from The Lilacs traffic will still likely:</p> <ul style="list-style-type: none"> • approach the entry to this new limit downhill at speed (very often in excess of 40MPH), having to brake suddenly or not bringing vehicle speed in line with this limit prior to crossing this boundary • increase speed seeing the straight road ahead in advance of leaving the limit when travelling north away from The Lilacs <p>Also, I understand there are proposals in-flight with regards to extending the pavement on the left hand side of Bearwood Road towards the junction with Coombes Lane; it would seem wise</p>	
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			<p>to be cognisant of this when considering adjoining road speed.</p> <p>I would thus please ask you to consider:</p> <ul style="list-style-type: none"> • extending the limit further from The Lilacs to a point past the junction with Sandy Lane/Coombes Lane.the extent currently covered by the existing 40MPH limit; • introducing traffic calming measures as part of the introduction of this new limit, such as speed cushions, rumble strips (particularly on the downhill aspect) and interactive signs displaying reminder of the limit when detecting an oncoming speeding vehicle. 	
43.	Resident	Comment	<p>I note the proposal to change the speed limit on the southern and of Bearwood Road, which is welcome, considering the amount of traffic now using this road. I would however comment, why limit this change to that section of Bearwood Road ending approximately 100 metres north of the Lilacs? Why not extend the proposed new speed limit as far as the newly erected Barkham sign, which is approximately half a mile north of the Lilacs? Better still, why not extend it to the derestriction sign, which itself is only half a mile further on?</p> <p>As it stands, the proposal would result in 3 different speed limits, 30, 40 and 50mph.all within</p>	<p>Noted.</p> <p>We are unable to implement further restrictions as part of this TRO, without readvertising. We will therefore consider any additional changes along with wider issues as appropriate in due course.</p>

			less than 1 mile. That portion of Bearwood Road features an uphill section, on which vehicles regularly exceed the existing speed limit anyway, especially when proceeding south. Why confuse motorists still further?	
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