

Annex B

OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER

Scheme:	A332 Swinley Road, Winkfield – 50mph speed limit proposal		
Date Advertised:	26.01.2022	No. of objections / comments received:	2

Objector	Summary of Objection / Comment	Officers Comments	Decision Abandon/Modify / Proceed as advertised.
X X XXXXXXXXXXXXX	<p><u>Initial response</u> X XXXXXXXXXXXXX raises an objection to the proposed changes stating there is insufficient grounds given in the order to justify it. X adds simply citing the reason as "To improve road safety", is grossly simplistic and, in itself, should never justify any changes unless substantiated. X asks to please justify the reduction it or abandon it.</p> <p><u>Second response</u> X XXXXXXXXXXXXX accepts our response has significantly more justification than is contained in the proposal, however X is still not satisfied that it constitutes sufficient cause for change and consequently does not feel X can withdraw X objection.</p> <p>X objections are:</p> <ol style="list-style-type: none"> 1. It is cited that there has been a "number of accidents", when perhaps some specifics would be helpful. Traffic in the borough generally is increasing with the advent of an increasing number of homes. Thus, X contests that a rise in accident levels should be expected given higher traffic volumes. Surely what matters is the proportion of incidents not the absolute number. Double the traffic with double the incidents is sadly inevitable. 2. From X use of the road, X suggests that the layout of the "peanut" roundabout linking Swinley Road and the A322 is a more significant risk. Ever since the change, northbound traffic routinely uses the lane dedicated to turning traffic from Swinley Road to northbound A322. The later addition of partial traffic lights also impacts traffic from Swinley Road and leads to indecision and the late braking you mention. X would be interested to know 	<p>An analysis of personal injury accidents that have occurred along Swinley Road in the last 5 years (not including Swinley Bottom roundabout) has shown that a number of accidents involved loss of control (incl 1 fatality) and late braking. Historically, the Council has received requests to lower the speed limit, however speed surveys have shown that average speeds are lower than the 60mph speed limit so there has been little justification previously. However, in light of the worsening road safety of the road it is considered that lowering the speed limit would encourage further lowering of the average speed of vehicles and reduce the likelihood of a number of type of accidents that are currently occurring.</p> <p>It is proposed to reduce the speed limit from 60mph to 50mph from just south of the junction with Kings Ride to the junction with A322 Bagshot Road. Recent speed surveys have confirmed historic ones in showing that existing speeds are consistent with Department of Transport guidelines for the introduction of a 50mph speed limit. Additionally, Thames Valley Police, as the enforcing authority for speed limits, have indicated they are content with the reasoning behind the introduction of the proposed lower limit and have no objection to the proposal.</p> <p>The Council has a statutory duty to maintain the highways within the borough to a safe standard. One of the key tools in this is through the annual programme of Local Safety Schemes. These schemes aim to improve road safety at specific locations where a solution to accidents with a common causation factor has been identified.</p> <p>Several projects to improve the safety of Swinley Bottom roundabout have been carried out in the past including the complete re-alignment of the Swinley Road approach. Whilst there are still a number of</p>	Proceed as advertised

	<p>if the incidents are northbound or southbound on the Swinley road as X suspicion is that most are southbound, i.e. on entry to the roundabout.</p> <p>It is X assertion that it is the roundabout that should really be addressed. X acknowledges speed limit changes are cheap as opposed to changing the roundabout, and of course the council would need to acknowledge that the original design of this junction is lacking.</p>	<p>accidents recorded as having occurred at the junction this number is greatly reduced. There are currently no plans for further modifications to the junction at this time.</p>	
<p>Winkfield Parish Council (via Cllr N Atkinson)</p>	<p>At this month's Winkfield Parish Council, XXXX XXXXXX asked if the 50mph speed limit on the A332 Swinley Road is implemented, whether this could be extended beyond the Swinley roundabout to the existing 50mph speed limit on the A322 Bracknell Road, on the BFC boundary.</p> <p>This would avoid a short length of derestricted speed limit in between two 50mph speed limits. This seems like a sensible idea on the face of it. Accepted that on the A322 Bagshot Road, there is a derestricted speed limit, but implementing a 50mph speed limit on the A322 Bracknell Road would stop vehicles accelerating away from the roundabout, only to have to brake again when they reach the existing 50mph speed limit.</p> <p>Is this something that could be considered please?</p>	<p>Whilst it is agreed that the suggestion may have some merit, it would go beyond the brief of the current scheme which is to identify safety improvements on A332 Swinley Road. Additionally, at this stage of the Traffic Regulation Order process, unfortunately we are unable to make 'substantial' changes without the need to redo the statutory consultation.</p> <p>The suggestion will be considered for the possible inclusion in a future works programme.</p>	<p>Proceed as advertised</p>

Local Member Comments on Consultation responses:

Cllr N Atkinson - I don't have any further comments

Cllr D Hayes – No comments received