

WBC Speed Limits Consultation: Submission from Earley Town Council (22nd July 2020)

Road	Summary of current situation	Proposal	Justification
<p>All of Hawkedon Way, including all roads off</p>	<p>In the immediate vicinity of Hawkedon School. These roads are narrow and particularly busy during the school drop-off and pick-up times, including at lunchtime when the nursery school ends, with after school activities up to 5pm.</p> <p>Very large numbers of parents and children have responded to the active encouragement of the school to walk to and from school.</p> <p>The many vehicles dropping off and picking up school children, plus approximately 230 homes, make these busy roads.</p> <p>Sight lines are often obstructed by the many cars that park close to the school and because of the winding road layout that includes blind corners.</p>	<p>20 mph at all times.</p>	<p>Currently a 20 mph speed limit operates on the sections of Rushey Way and Kilnsea Drive closest to Hawkedon School, at the beginning and end of the school day, but not in the streets nearest to the main entrance to the school.</p> <p>Although some vehicles exceed the current speed limit, the road layout and amount of on-road parking means that current speed limits probably average around 25mph, which RoSPA believes is likely to support compliance if the speed limit were reduced to 20 mph.</p> <p>RoSPA also suggests that 20 mph speed limits in high-density residential areas are a proven way of improving road safety for vulnerable road users, including children.</p> <p>Necessary changes to signage would be minimal - as little as one new sign at the entrance to Hawkedon Way, plus appropriate road markings at the entrances to Hawkedon Way and The Delph.</p>

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<p>Gipsy Lane between Rushey Way and Mill Lane</p>	<p>Gipsy Lane is a narrow, curved road with a narrow pavement along one side and a grass verge on part of the other. The point where the verge disappears is on the inside of the curve with poor pedestrian visibility. The road retains elements of the original country lane that it was.</p> <p>The road links Rushey Way to Wokingham Road.</p> <p>Often a very busy road with cars parked on it. There is a good deal of traffic coming onto and off the road from/to Brookside (church and medical practice), Silverdale Rd, Meadow Rd (often a useful route through to Wokingham Rd), and the dental surgery (just beyond a bend that obscures the view for drivers going north-east).</p> <p>Loddon School is nearby and so there are a lot of children walking, scootering and cycling.</p> <p>The 2003 Safer Routes to School project issued plans to residents that included a permanent 20 mph speed limit in Gipsy Lane and along Silverdale Rd up to Hillside Rd. This was never implemented. At the same time the curve of the road by Brookside Close was straightened and widened, making the traffic even faster.</p> <p>It is part of the No.19 bus route.</p>	<p>Reduce the speed limit to 20 mph.</p>	<p>The road has poor visibility for drivers, particularly where it curves and where there is no verge or pavement for pedestrians.</p> <p>A 20 mph speed limit was promised in 2003 as part of WBC's Safer Routes to School Project.</p> <p>Even without current "social distancing" requirements it is occasionally necessary to step into the roadway due to the narrow pavements.</p> <p>With slower traffic, school children could more confidently and safely walk and cycle on this road to Loddon School.</p>

Road	Summary of current situation	Proposal	Justification
Silverdale Road from Betchworth Avenue to Gypsy Lane	<p>This is a suburban road that winds roughly parallel to the A329 Wokingham Rd, east west across Earley for just over 1 mile. This road is very busy at times, with cars sometimes having to queue on the section close to Loddon School.</p> <p>Houses are well set back from the road, with pavements on both sides and narrow grass verges.</p> <p>There is a lot of on-street parking.</p> <p>There are about 200 private drives that exit onto the road and 11 side roads</p> <p>There is a permanent 20 mph zone at the western end, where there are 2 schools, busy Silverdale shopping precinct and a Tesco Express. This becomes 30 mph for the remaining length, apart from a time-controlled 20 mph section outside Loddon School</p> <p>It is a bus route.</p>	Reduce the speed limit to 20 mph along the whole road.	<p>Ensure consistency in speed limits along the whole of this road.</p> <p>With slower traffic, school children could more confidently and safely cycle on the road to the three schools.</p> <p>Make driving, cycling and pedestrian movements safer on a very busy road.</p>

Road	Summary of current situation	Proposal	Justification
Hillside Road between Silverdale Road and Roman Way	<p>Adjacent to Loddon School, with road and pedestrian access to the school from this road.</p> <p>This short stretch of road has been subject to significant traffic calming measures in the form of chicanes and speed humps, yet remains 30 mph even during school hours.</p> <p>There is a lot of pedestrian movement at the start and end of the school day.</p>	20 mph along the whole of this road.	<p>Because of the traffic calming measures and amount of on-road parking, vehicles rarely travel at the current speed limit, with current speeds probably averaging around 25mph.</p> <p>For reasons elaborated above in relation to Hawkedon School, it is likely that a reduction in the speed limit to 20 mph would improve safety in this School Zone, with minimal inconvenience to local residents.</p> <p>The only changes to signage required would be at the two ends of this section of Hillside Road.</p>

Road	Summary of current situation	Proposal	Justification
All of Radstock Lane, including all roads off	<p>In the immediate vicinity of Radstock Primary School, Radstock Community Centre and Earley Town Council Offices, which all generate traffic.</p> <p>Radstock Lane links (via a very short section of Redhatch Drive) to Beech Lane, which has a 20 mph speed limit along its entire length.</p> <p>Although these roads are wider and homes generally set back further from the road than those close to Hawkedon School, the other comments made in relation to Hawkedon School also apply to these roads.</p> <p>At present there are no 20 mph speed limits in any of these roads, even during school hours.</p>	20 mph at all times.	<p>Many vehicles travel at or close to the current 30 mph speed limit, in an area that attracts quite a lot of pedestrian traffic, including many school children.</p> <p>A reduction in speed limits to 20 mph would almost certainly improve pedestrian safety, but, for the reasons outlined later in this submission relating to roads off Beech Lane, could also help to improve compliance with the 20 mph speed limit along Beech Lane.</p> <p>It would cause minimal inconvenience to road users and would involve very little, inexpensive changes to signage.</p>

Road	Summary of current situation	Proposal	Justification
Kilnsea Drive	<p>A relatively wide, busy road linking two sections of Rushey Way. The gentle curve and slope down along this road, as well as the feeling of ‘openness’ along the section from Maiden Place travelling towards the eastern end of Rushey Way, regularly contribute to speeds well in excess of 35mph.</p> <p>There is one VAS sign close to the Events Field.</p> <p>Much of this road passes through an area of quite high housing density. A total of 10 roads join directly onto Kilnsea Drive.</p> <p>A pelican crossing at the Gipsy Lane cycle and footpath provides access to Maiden Place shops, a popular park (the Events Field), and for parents accompanying children to and from Hawkedon School.</p> <p>It includes 3 bus stops on a very busy bus route, including the Chilcombe Way stop at the end of the route where buses often wait for up to 10 minutes before recommencing their journeys.</p> <p>Visibility for drivers entering Kilnsea Drive from Maiden Place and, when buses are parked, entering from Chilcombe Way is dangerously obstructed.</p>	<p>Retain the current 30 mph speed limit.</p> <p>An additional VAS sign facing in the opposite direction to the existing sign.</p> <p>Request WBC highways engineers make recommendations for other traffic calming measures, such as chicanes.</p>	<p>A busy road where vehicles regularly exceed speeds of 35mph.</p> <p>There can be no logical reason, given the nature of this road and the neighbourhood, for there only to be a much-needed VAS sign warning traffic driving in just one direction, when speeding regularly occurs in both directions of travel.</p>

Road	Summary of current situation	Proposal	Justification
Wychwood Crescent	A road that frequently has cars parked on both sides, restricting visibility for pedestrians and drivers. It is used as a convenient short cut between Redhatch Drive and Elm Road.	20 mph	Vehicles regularly travel at speeds in excess of 35 mph.

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Harcourt Drive, Rowland Way, Falstaff Avenue, Flaxman Close and Felstead Close.	<p>30 mph speed limit.</p> <p>A neighbourhood that includes many older residents. These roads are also used by parents accompanying children to Whiteknights Primary School.</p> <p>Harcourt Drive and Falstaff Avenue, the two main roads in this vicinity, are not in themselves especially narrow, but parking creates bottlenecks and the layout significantly reduces visibility.</p> <p>These are roads where many non-residents park, either on their way into the University, or before catching a bus into Reading.</p> <p>In addition, Rowland Way and Falstaff Avenue are used as a shortcut, especially during rush hours, by many drivers going in both directions between Elm Road and Pepper Lane.</p>	20 mph on all these roads.	<p>Although some vehicles exceed the current speed limit, the road layout and amount of on-road parking mean that current speeds probably average around 25 mph, which RoSPA believes is likely to support compliance if the speed limit were reduced to 20 mph.</p> <p>RoSPA also suggests that 20 mph speed limits in high-density residential areas such as this are proven way of improving road safety for vulnerable road users, including children.</p> <p>Necessary changes to signage would be minimal - as little as two new signs at the entrances to Rowland Way and Falstaff Avenue, and ideally some additional road markings.</p>

Road	Summary of current situation	Proposal	Justification
<p>Wokingham Road from the Three Tuns to Showcase Cinema roundabout.</p>	<p>There is a speed limit of 30 mph from the Three Tuns crossroads, travelling downhill past Sol Joel Park, up to just past the junction with Mays Lane. The speed limit then rises to 40 mph, just as the residential housing starts.</p> <p>The downhill 30 mph section acts as an acceleration zone for eastbound vehicles as they see the 40mph sign.</p> <p>There are 15 side roads joining the road in the 40 mph zone and approximately 250 private drives.</p> <p>The section of road is 1.8 miles long and has on-road cycle paths on both sides for 75% of its length. The cycle path disappears at points where the road narrows.</p> <p>There is one light controlled pedestrian crossing in the 40mph zone at Sutcliffe Avenue and 5 pedestrian refuges along this section.</p> <p>The main access to Earley station is across the staggered junction of Kenton Rd and Station Rd. The pedestrian refuges for this crossing are well out of line with the "desire path" taken by many hurrying commuters. Train users arrive at this crossing in batches, rather than a spread out, steady flow.</p>	<p>Reduce the speed limit from 40 to 30 mph along the whole of this section of road.</p>	<p>A vehicle travelling at 30 mph along this stretch of road would take only 54 seconds longer to drive this distance compared with one driving at 40 mph.</p> <p>Entering and leaving private driveways would be safer.</p> <p>It would be safer for train users trying to get to the station.</p> <p>It would be safer for pedestrians trying to cross the road.</p> <p>It would be safer for cyclists trying to negotiate the pinch points in the road.</p> <p>It would be easier for disabled and elderly people to cross the road.</p> <p>There could be other benefits beyond the scope of road safety, such as reducing air and noise pollution and encouraging more traffic to use the motorway standard A3290 that runs parallel to the Wokingham Road.</p>

Road	Summary of current situation	Proposal	Justification
<p>All roads off Beech Lane except Redhatch Drive</p>	<p>The entire, roughly 0.9 mile length of Beech Lane is currently 20 mph, with traffic calming in the form of speed humps.</p> <p>There is a busy traffic light controlled pelican crossing mid-way along this road.</p> <p>The 7 roads that run off Beech Lane and all of the numerous roads that run off these are 30 mph.</p>	<p>20 mph in all of the roads off Beech Lane.</p>	<p>Vehicles regularly exceed the 20 mph speed limit in Beech Lane, often in travelling at more than 25mph.</p> <p>Many school children from Maiden Erlegh and Radstock Schools, plus elderly residents, cross this road.</p> <p>Few cars travel at more than 30 mph in the roads off Beech Lane, which are mostly wide, with verges and houses set well back from the roads.</p> <p>The justification would not be in terms of improving safety in these side roads. Rather, designating all of these roads as 20 mph would reinforce the message to drivers that when entering Beech Lane, it will be 20 mph at all times, until Beech Lane is left.</p> <p>In other words, having consistency in speed limits across this road network would help to improve safety along Beech Lane.</p> <p>This would cause minimal inconvenience to users of the roads off Beech Lane and would require very little, inexpensive change to signage.</p>

Road	Summary of current situation	Proposal	Justification
<p>Meldreth Way, Cutbush Lane, Carshalton Way junction</p>	<p>Carshalton Way is a 30 mph straight road that runs downhill from Rushey Way. After the junction with Cutbush Lane it becomes Meldreth Way. At the junction is a roundabout, defined with kerbstones and a central grassed area.</p> <p>Both Carshalton and Meldreth have 2 lane widths marked on the approach to the roundabout, which, combined with the small size of the roundabout allow a straight 'attack line' for vehicles.</p> <p>Neither the roundabout, nor the shape of the approaches, provide any traffic calming to slow vehicles down.</p> <p>The entrance onto the roundabout from the eastern part of Cutbush Lane has very poor visibility of cars approaching down Carshalton Way. This is due to the shape of the junction and is made more dangerous by the speed of some of the traffic on Carshalton Way.</p>	<p>Retain the current 30 mph speed limit.</p> <p>VAS signage and additional on-road markings to alert road users to the approaches to the roundabout.</p> <p>Request WBC highways engineers evaluate whether additional traffic calming measures might be justified.</p>	<p>The existing configuration of the junction encourages traffic to take a fast line across it from the Carshalton/Meldreth routes, while the set back position of the side roads gives them poor visibility of the main roads</p>

Road	Summary of current situation	Proposal	Justification
<p>Elm Road, between Elm Lane and Langdale Gardens (the Woolacombe Drive exit)</p>	<p>20 mph at school times; 30 mph at other times.</p> <p>The road is busy, to the extent that a pelican crossing was installed, the users of which include children who need to access Whiteknights School.</p> <p>The 20 mph school zone straddles the Reading and Wokingham boundaries. Reading Borough Council enforces a permanent 20 mph zone from the southwestern end of Elm Road, into Shinfield Road.</p>	<p>A permanent 20 mph zone on Elm Road, between Elm Lane and the boundary with Reading.</p> <p>The existing school zone flashing lights should be retained, to provide additional awareness to drivers that children will be present at the start and end of the school day.</p>	<p>This road is busy, and whilst it ‘opens up’ after Langdale Gardens, the pavements between Langdale Gardens and the Elm Lane roundabout are narrow. Even when drivers observe the 30 mph limit, the road feels hazardous for pedestrians, especially those with young children. There are also many concealed driveways.</p> <p>Whilst a 20 mph zone is most needed along the stretch between Elm Lane and Langdale Gardens where the road feels most enclosed, it would make sense to extend the zone up to the Borough boundary. The layout of the road lends itself to a 20 mph zone - heading towards Shinfield Road, the bend by the Langdale Gardens / Woolacombe Drive turning provides a natural chicane, and there is also a pelican crossing at that point; travelling in the other direction, drivers need to slow as they approach the roundabout by Elm Lane. These features mean it should be possible to introduce a 20 mph zone by simply adding 20 mph signs, without the need for any additional and costly traffic calming measures.</p>

Road	Summary of current situation	Proposal	Justification
Chatteris Way - Cutbush Lane	<p>Currently 30 mph, but a tendency for many drivers to exceed this in the Cutbush Lane section.</p> <p>Sections of Chatteris Way are winding and host much on-street parking.</p> <p>Passes through an extensive area of high residential density with 14 roads entering these two roads.</p> <p>The road design and on-street parking can sometimes force cars to stop in order to be able to safely pass others approaching from the opposite direction.</p> <p>Cutbush Lane is a road that attracts many learner drivers.</p>	<p>Retain the current 30 mph speed limit.</p> <p>VAS signage at two points in each direction.</p> <p>Request WBC highways engineers to evaluate whether traffic calming measure might be justified in Cutbush Lane, including chicanes or rumble strips.</p>	<p>Whilst vehicles mostly adhere to the 30 mph speed limit in Chatteris Way, the road design and on-street parking can make this hazardous.</p> <p>Many vehicles speed up on the straight and wide section of road forming Cutbush Lane, regularly exceeding 35 mph (sometimes by a large amount) 35mph.</p>

Road	Summary of current situation	Proposal	Justification
Mill Lane, from Lower Earley Way to Mole Road	<p>This is a narrow, winding country lane with two single track bridges over the River Loddon and no pavement or verge for pedestrians.</p> <p>It acts as a link road from Earley to Sindlesham, Barkham, Arborfield and beyond.</p> <p>It currently has the national speed limit.</p>	<p>Reduce the speed limit from 60 to 30 mph</p>	<p>For pedestrians this is a dangerous route for what is no more than a country lane.</p> <p>At current speeds, the section from the hotel to and including the narrow Bailey bridge is particularly difficult for pedestrians and cyclists to use safely.</p>

Road	Summary of current situation	Proposal	Justification
All of Redhatch Drive	Connects the busy Elm Lane and Beech Lane, with four roads joining Redhatch Drive, including Collins Drive which serves a new estate comprising approximately 125 homes. Redhatch Drive is a roughly half mile, straight, wide road with grass verges, parking bays and homes set well back from roadway. The road slopes down relatively steeply from Elm Lane to Beech Lane. Presently a 30 mph speed limit with no traffic calming measures.	Retain the current 30 mph speed limit, but install appropriate VAS signage. Additional speed limit signage at the Elm Lane and Beech Lane ends of Redhatch Drive. Request WBC highways engineers investigate possibilities for traffic calming measures, such as chicanes and rumble strips.	The road and neighbourhood design contribute to drivers regularly traveling in excess of 35mph along this road. Despite good visibility splays, the speed with which many vehicles travel make this very dangerous for vehicles entering from side streets. The Beech Lane end of Redhatch Drive in particular is used by many school children. Many of the elderly residents living in Redhatch Drive and neighbouring roads finding it difficult, as pedestrians or drivers themselves, to accurately judge the speed of fast approaching vehicles.

Road	Summary of current situation	Proposal	Justification
All of Beeston Way	A very short stretch of road with a relatively steep gradient sloping downwards from Rushey Way to a roundabout on Lower Earley Way. There are no homes or side roads on Beeston Way. The current speed limit is 30 mph on Beeston Way and Rushey Way, but 50mph on Lower Earley Way.	Retain the current 30 mph speed limit, but improve signage. Also request WBC highways engineers to make a recommendation on whether VAS signage would be effective on what is a short stretch of road.	Cars travelling downhill towards Lower Earley Way frequently reach speeds in excess of 35mph and then have to slow suddenly as they approach the roundabout. Cars travelling along Lower Earley Way are also often travelling at considerable speed as they approach and navigate the roundabout, making it quite dangerous for vehicles approaching via Beeston Way, particularly if they have also been travelling at speed. When cars exceed the current 30 mph speed limit it can be very dangerous for pedestrians and cyclists trying to cross this busy road.

Road	Summary of current situation	Proposal	Justification
All of Ryhill Way	<p>Approximately 0.8 miles in length, wide and winding for much of its length. A small middle section of this road, between Chippenham Close and Uffcott Close, is in Shinfield Parish. The current speed limit is 30 mph in Ryhill Way and all roads off.</p> <p>In the section from Rushey Way to Chippenham Close homes are mostly set well back from the roadway and there is good visibility for road users. In the remainder of the road the density of housing and amount of on-street parking significantly increases.</p>	Retain the current 30 mph speed limit, but improve signage, including VAS, in the section of this road between Rushey Way Chippenham Close.	<p>The road and neighbourhood design in the section between Rushey Way and Chippenham Close contributes to vehicles regularly exceeding 35mph.</p> <p>This is a busy road that passes through and links areas of quite high housing density. When vehicles are travelling at speeds in excess of the current speed limit, joining Ryhill Way from Catcliff Way, Maltby Way and Notton Way is particularly dangerous.</p> <p>Many pedestrians, including children, use this route for journeys to and from Hillside School, the bus stop on Rushey Way, Chalfont Park, leisure centre and nearby shopping centres.</p>

Road	Summary of current situation	Proposal	Justification
Church Road from the railway bridge and Pitts Lane	<p>These busy, relatively wide roads connect London Road (A4) and Wokingham Road. They pass through and link some areas of high population density. Although there are some bends in these roads, homes are mostly set well back from the road and visibility for pedestrians and road users is generally good. The current speed limit is 30 mph.</p> <p>Much of the route is served by a regular bus service.</p> <p>ulmershe School, Addington School, St Peter's Earley Primary School and Highwood Primary School are all nearby.</p>	Retain the current 30 mph speed limit, but improve signage, including installation of appropriate VAS. Also request WBC highways engineers submit proposals to improve safety of pedestrians crossing on both roads.	The road and neighbourhood design contribute to drivers regularly traveling in excess of 35mph along these roads. Despite good visibility splays the speed with which many vehicles travel make this very dangerous for pedestrians and cyclists, and also for vehicles entering from side streets.

Road	Summary of current situation	Proposal	Justification
Church Road from Three Tuns crossroads to the railway bridge	<p>This section of road is narrow with narrow pavements.</p> <p>Currently 30 mph speed limit, with a school time 20 mph limit</p>	Reduce speed from 30 mph to 20 mph.	<p>This section of Church Road is narrow and busy. There is an acceleration effect of the traffic lights as drivers try to catch the green light.</p> <p>Due to the narrow pavements and numbers of pedestrians it is not unknown for people to step onto the road.</p>

Road	Summary of current situation	Proposal	Justification
Contiguous area within North Earley to include Milton Road, Erlegh Court Gardens, Byron Road, Whitegates Lane and The Drive.	<p>A densely settled residential area with much on-street parking, including some associated with a nearby Mosque. The width of the roads, proximity of homes to the roadways, bends and high density of on-street parking mean that sightlines are often very restricted.</p> <p>Some of these roads are on a bus route.</p>	20 mph in all of these streets.	<p>Although some vehicles exceed the current speed limit, the road layout and amount of on-road parking mean that current speed limits probably average around 25mph, which RoSPA believes is likely to support compliance if the speed limit were reduced to 20 mph.</p> <p>RoSPA also suggests that 20 mph speed limits in high density residential areas are a proven way of improving road safety for vulnerable road users, including children.</p>

Road	Summary of current situation	Proposal	Justification
Culver Lane	A busy road connecting Church Lane / Pitts Lane and Palmer Park Avenue. Passes through an area of high residential density with a lot of on-street parking. Four roads join Culver Lane. The existing speed humps do not prevent some drivers from regularly travelling in excess of 35 mph.	Retain the current 30 mph speed limit, but install appropriate VAS signage.	Sight lines are often obscured by the on-street parking. Surrounded by high density residential housing, this is a road with quite a lot of pedestrian traffic, including pedestrians wishing to cross Culver Lane; as well as vehicles wanting to enter or to cross the road (for example continuing journeys from Palmerstone Road into Milton Road).

Road	Summary of current situation	Proposal	Justification
Palmerstone Road, Eastcourt Avenue, Anderson Avenue, Fairview Avenue	A high-density residential area with lots of on-street parking and, with the exception of Fairview Avenue, quite steep gradients. Sight lines close to Church Road are often poor. Woodley Hill House, a relatively large campus of Bracknell and Wokingham College, is located within this area. The current speed limit is 30 mph.	20 mph on all of these roads.	The road layout and amount of on-street parking make these quite dangerous roads for pedestrians and drivers. Speeds in excess of 35 mph are recorded. Even though the average speed is probably below the current speed limit these are locations where there would probably be a high degree of compliance if the speed limit was reduced to 20 mph, considerably improving road safety – particularly for vulnerable road users.

Road	Summary of current situation	Proposal	Justification
Beaconsfield Way and all roads off	A winding no through road with a relatively steep gradient, in a high-density residential area with lots of on-street parking. Four roads enter Beaconsfield Way.	20 mph.	The road layout and amount of on-street parking make these quite dangerous roads for pedestrians and drivers. Speeds in excess of 35 mph are recorded in Beaconsfield Way. Even though the average speed is probably below the current speed limit, these are locations where there would probably be a high degree of compliance if the speed limit was reduced to 20 mph, considerably improving road safety – particularly for vulnerable road users.

Road	Summary of current situation	Proposal	Justification
Toseland Way and Skelmerdale Way	<p>Wide, winding no through roads in a high-density residential area, with pockets of substantial on-street parking.</p> <p>Eleven roads enter these two roads.</p> <p>Limited pedestrian traffic, though growing numbers of cyclists.</p>	<p>Retain the current 30 mph speed limit, but install VAS cameras in both roads.</p> <p>Request WBC highways engineers evaluate possibilities for traffic calming measures in Toseland Way.</p>	<p>The road layout and amount of on-street parking make these quite dangerous roads for cyclists and drivers. Speeds in excess of 35 mph are regularly recorded.</p>