

Results For A33 Rose Kiln Lane Speed Limit Reduction Statutory Consultation April 24

Total of 18 responses

Objections: 12
Supports: 6

Objections: 11
Supports: 7

Do you support or object to the proposal to reduce the speed limit on the A33? -	Comments	Do you support or object to the proposal to reduce the speed limit on the Rose Kiln Lane?	Comments
Object	<p>There is already high levels of traffic issue and a constant high level of cars on the this stretch of the road, this will only increase congestion on an already extremely busy road which is a key entry and exit route to Reading.</p> <p>The solution is not narrower roads and speed limits to solve the problem, it is the only going to make things much more worse.</p>	Object	<p>There is already high levels of traffic issue and a constant high level of cars on the this stretch of the road, this will only increase congestion on an already extremely busy road which is a key entry and exit route to Reading.</p> <p>The solution is not narrower roads and speed limits to solve the problem, it is the only going to make things much more worse.</p>
Object	Slowing down traffic to make bus seem quicker, pointless waste of our money	Object	Slowing down traffic to make bus seem quicker, pointless waste of our money
Object	<p>The A33 on the southbound has a section of road set back already. This can be used by the bus with bit of sorting out nice and easy to give people a safe bus stop southbound without reducing the speed of the A33 and causing more congestion than the road already has.</p> <p>Northbound can have space made on the section on the</p>	Object	Rose Kiln Lane is a 30 in the first place, it does not need to be any slower in that section as there is no schools and it is a clear view

	run up to the BP for a dedicated bus slip and bus stop. For ease of use, just convert the roundabout at Matalan to incorporate some manually operated and timed pedestrian crossings reworking the roundabout to force any traffic to slow down for the roundabout by removing public access to the middle sections and forcing the roundabout back to being just a traffic circle without the internal cut through for the Northbound A33. This would also allow for a high quality bus stop to be placed there that would be fully futureproof.		
Support	I support the speed reduction.	Support	
Object	Speed limits should be reviewed on most busy roads in Reading but 30mph on A33 not so sure.	Support	Purely for pedestrians who live in fear in getting knocked down
Support	Improved the safety of pedestrians and better suited to bus travel	Support	
Object		Object	
Object		Object	
Support	<p>In addition the safety of the traffic light controlled gyratory turning off the A33 southbound/southbound turning right (towards Reading Link Retail Park and Rose Kiln Lane to Berkeley Ave) needs to be investigated. There is only space for 1 or 2 cars to have refuge from traffic coming from the rear while waiting to turn right. This is insufficient for the number of vehicles that make this turn.</p> <p>The lights could be retimed so that when the A33 outbound is green this right turn is green also, it could be time to red when the Rose Kiln Lane outbound lights are on green, as fewer vehicles are turning back on themselves to go back up Rose Kiln Lane.</p>	Support	This is a broadly residential area as well as the retail so this makes sense

	Alternatively the white line could be repainted to allow an extra vehicle to take refuge - though the above or both are preferred.		
Support		Support	
Object	Not needed. No current issues with speed. This only serves the council to waste further funds and gain earnings from speed tickets. The consultation notice is hidden on the street and not clearly visible. Very very poor use of local government funding.	Object	As above. Unnecessary work and spend.
Object	Unnecessary	Object	Unnecessary
Object	The speed limit reduction is NOT necessary to enable the introduction of inbound and outbound bus-stops - please see A40 in London bus route 232 between Brent Cross and Haringey - the speed limit here is 40 mph. Traffic needs to be able to flow. This is a dual carriage way in effect.	Object	The speed limit reduction is NOT necessary to enable the introduction of inbound and outbound bus-stops - please see A40 in London bus route 232 between Brent Cross and Haringey - the speed limit here is 40 mph. Traffic needs to be able to flow. This is a dual carriage way in effect.
Object	I don't feel like this change is valuable because - It's irrelevant during peak times when the average speed of traffic is well below 30mph - A reduction in the speed limit would increase journey times during the periods when the A33 is not solid with traffic - The existing 40mph speed limit is essentially unenforced during off peak times when many drivers exceed it, this would happen with a 30mph limit - The existing bus infrastructure is very lightly used and was disruptive and expensive to put in	Object	I don't feel like this change is valuable because - It's irrelevant during peak times when the average speed of traffic is well below 30mph - A reduction in the speed limit would increase journey times during the periods when Rose Kiln Lane is not solid with traffic - The existing 40mph speed limit is essentially unenforced during off peak times when many drivers exceed it, this would happen with a 30mph limit - The existing bus infrastructure is very lightly

			used and was disruptive and expensive to put in
Support	I support anything that makes reading greener	Support	I support anything that makes reading greener
Object	<p>Seems like a complete waste of time and money with very little benefit to residents.</p> <p>The objective seems only to spend the £26m awarded by the bus grant scheme and there's no clear results which will benefit residents of Reading.</p> <p>Definitely object this being a 30 zone, you should have to provide the detail of who would benefit and how many people would, as well as timeframes of how long the works will take to complete and when there will be benefit to the council. Ie if more people use buses over xx time period, you'll make xx more money to support other more important services.</p> <p>Would definitely suggest this money is used to make buses on key lines more frequent which were reduced and are now essentially useful (Caversham routes for example)</p>	Object	As above
Support		Support	
Object		Object	