

*Divisions affected: Abingdon East; Abingdon North; Abingdon South*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT  
27 APRIL 2023**

**ABINGDON: PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED  
SPEED LIMIT BUFFERS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph and 30mph speed limits in Abingdon as advertised but with subsequent minor relaxations as outlined in paragraph 19.

**Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Abingdon as shown in **Annex 1**.
3. This report was originally presented to the Cabinet Member for Highway Management on 17th November 2022 however due to concerns surrounding the schemes adherence to the Council's 20mph policy a revised version was brought to 23rd February CMD. Due to ongoing concerns from the County Councils bus partners the proposal was deferred to enable further consultation to address bus operator concerns. Following a comprehensive review of the proposals between the Council, bus operators, and active travel representation an amended plan was agreed. As the revisions involve a relaxation of the original advertised proposals there is no need to revert to formal consultation.

**Financial Implications**

4. Funding for consultation on the proposals has been provided by the County Council's 20mph Speed Limit Project

**Equality and Inclusion Implications**

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

## Sustainability Implications

6. The proposals would help encourage walking and cycling within Abingdon by making them safer and more attractive.

## Formal consultation

7. Formal consultation was carried out between 31 August and 30 September 2022. A notice was published in the Oxfordshire Herald Series & Oxford Times newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Abingdon Town Council, Drayton, Radley, Culham, and St Helen Without parish councils, and the local County Councillors representing the Abingdon South, Abingdon North, Abingdon East, Sutton Courtenay & Marcham, and the Berinsfield & Garsington divisions.

## Statutory Consultee Responses

8. The five statutory consultee responses are outlined in Annex 2. The Oxford Bus Company (OBC) made the only objection citing the need for buses to make progress where they can, in order to be a viable and attractive alternative to private cars and help to achieve the council's stated objectives to remove 1-in-4 car journeys. OBC claimed the proposals will probably lead to a material reduction in bus services. Their detailed response covered all strategic routes including those proposals they support. Stagecoach no longer serve Abingdon and limit their formal response to express concerns closely aligning with those of OBC. They add that dialogue with operators is now well underway at senior level in OCC and understand conversation with OBC regarding Abingdon is progressing positively. OCC Public Transport Development Team's viewpoint again aligns closely with that of the bus operators.
9. Thames Valley Police have re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and again wish their response to be considered as 'having concerns' rather than an objection. Abingdon Town Council support the proposals in their entirety.

## Other Responses:

- 10.278 responses (including the Oxford Bus Company response) were received via the online consultation survey during the course of the formal consultation are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
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20mph speed limit	109 (39%)	40 (14%)	127 (46%)	2 (1%)	278
'Ring Road' 30mph	128 (46%)	27 (10%)	110 (39.5%)	13 (4.5%)	278

11. The majority of these were mainly from members of the public but did include those from: four businesses, three local representatives, and five groups /organisations. While one business objected to both 20mph and 30mph proposals the other ones supported both; the three local representatives supported all proposals. Of the organisations, three supported the 20mph proposals but two expressed concerns; for the 30 mph proposals, two stated support while two expressed concerns and one objected. In summary:

- 84 respondents objected to both aspects,
- 91 supported both,
- 7 expressed concerns over both,
- 27 supported the 20mph aspect, but not the 30mph proposals, and
- 11 supported the 30mph, but not the 20mph proposals.

12. The table below provides a synopsis of the reasons for the objections expressed by Members of the Public, and the corresponding number of responses which mentioned them:

Reason	20 mph	30 mph (Peripheral Roads)
Peripheral road designed for higher speeds to allow progress and encourage avoidance of town centre	n/a	52
Unnecessary / Waste of money / Will not work	49	16
Will reduce access / business efficiency / Longer journey times / Will deter visitors	25	4
Increased congestion and delays	19	8
Accident Reduction - no effect or not a problem	19	6
Increased emissions	16	7
Will not be enforced	15	
Increases hazard from driver frustration / looking at speedometer	17	6
Place only where needed i.e. outside schools (5) and only residential roads (4)	13	1
Anti-Car	4	2
<u>Other 20 mph Limit Objections:</u> 30 easier to drive (1), Pedestrian complacency (1), Traffic calming is preferable (1), Do not compromise bus services (1), Forces people	6	

onto bikes or buses (1), Ban all vehicles from town centre instead (1)		
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13. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	27 (10%)
Yes - cycle more	63 (23%)
Yes – scoot more	1 (0.5%)
No	165 (59%)
Other	22 (8%)

14. Additionally, three emails were received – with two raising concerns, and one supporting.

15. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

### **Response to objections and other comments**

16. Officers acknowledge the concerns raised in the objections but note a close majority support for the 20mph limits remains from the public, although they do express slightly more objections than support for the 30mph proposals. The Town Council strongly support all proposals and the Police do not object.

17. The main purpose of the scheme is to improve road safety and encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver’s mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’.

18. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

19. In the initial formal consultation, the major bus operator raised the sole statutory consultee objection which related to proposed 20mph limits on several radial routes with mirrored strong concerns by another operator who does not serve Abingdon. The County Council Public Transport Development Team shared

these concerns. These responses clearly outline the potential for adverse consequences from reducing some radial route limits. County Council policy is to place 20mph limits if the community as a whole seek them however, as outlined in paragraph 3 above, in the face of a real threat to bus service provision. Officers engaged in subsequent successful detailed discussions with operators and active travel representatives. Officers agreed a compromise in all cases and thus are confident all bus operator concerns have been addressed. Care has been taken to ensure that these latest proposed changes only extend to what is deemed essential to maintain viable bus services and are outlined in the table below.

<p><b>Oxford Road:</b> The 20mph limit is proposed to start immediately south of Norman Avenue. Officers considered Active Travel Group request to push the 20mph limit further south but this was deemed unfeasible due to the narrow verge making sign placing difficult.</p>
<p><b>Drayton Road:</b> The 20mph limit is proposed to start immediately north of Hartwell's Ford Garage. Officers considered a request from Active Travel Groups to start the 20mph limit further south but believed that adequate footways, service roads and road layouts meant that the current proposed compromise to aid was reasonable.</p>
<p><b>Radley Road:</b> Officers agree the 20mph limit could start immediately east of the Daisy Bank junction.</p>
<p><b>Wootton Road:</b> Officers agree the 20mph limit could start immediately north of the Northcourt Road junction.</p>
<p><b>Bridge Street:</b> The 20mph limit is proposed to start at the existing 30mph limit terminal location to reduce illumination costs required for alternative locations closer to the bridge.</p>

20. In addition to the bodies who support the proposals as outlined below, the majority of the public respondents also do so.
21. Abingdon Town Council have been firm in their resolve for "a blanket 20mph limit across Abingdon and a 30mph limit on the peripheral roads". Both Local Members also support the proposals. Cyclox and Sustrans petitioned strongly for universal 20mph speed limits and when the proposals were initially considered last November speakers from each stressed the need for a 20mph limit on all radial routes and Ock Street. The nature of accidents recently recorded in Ock Street suggests the proposals would also make vulnerable users safer and would especially complement the County Local Cycling and

Walking Improvement Plan (LCWIP) which is to fund cycling improvements on Drayton Road and Ock Street.

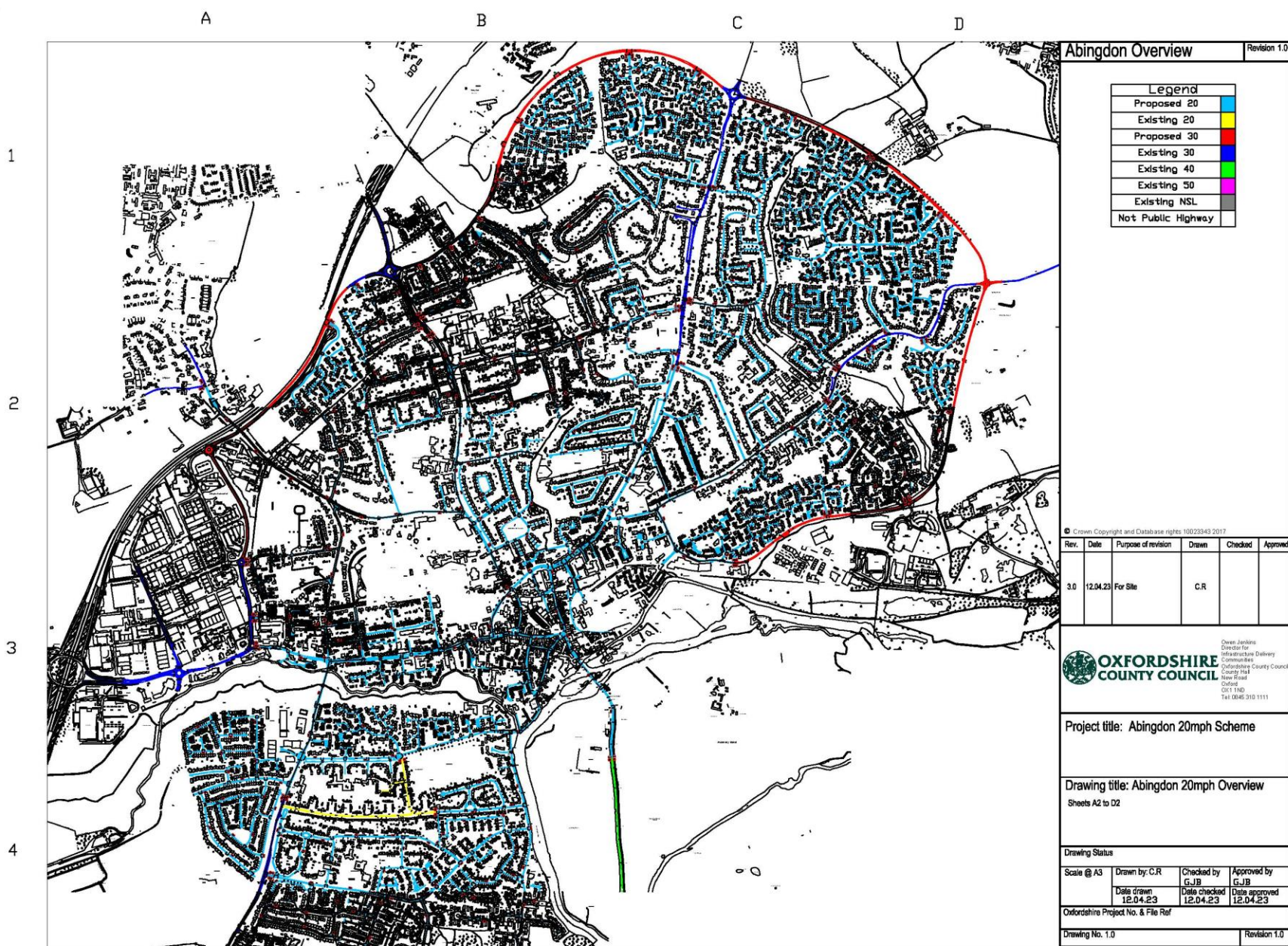
22. The Abingdon LCWIP has been developed with the expectation that 20mph speed limits will be rolled out in Abingdon soon after its adoption. This expectation has shaped some of the proposals made in the LCWIP. The proposed speed limit reductions are expected to improve road safety (including perceived safety – thereby encouraging modal shift to walking and cycling) for all road users – especially for people walking and cycling – and would support the provision of further improvements for walking and cycling, by facilitating the use of some different types of infrastructure (e.g., the use of a zebra or parallel crossing instead of a signalised crossing, which may be less appropriate in a higher-speed environment).
23. It is highly desirable to ensure that the peripheral road, as a more appropriate route for through traffic, retains a higher speed limit than the alternative routes through the town itself to deter drivers from choosing the more direct internal routes which would adversely affect walking and cycling conditions in Abingdon.
24. In terms of maximising understanding of and compliance with the new 20mph speed limits, it is likely to be beneficial to limit the number of exceptions to the 20mph speed limit within the peripheral road.
25. It is recommended the proposals be implemented as advertised.

Bill Cotton  
Corporate Director, Environment and Place

Annexes  
Annex 1: Consultation Plan  
Annex 2: Officer comments in response to statutory consultees  
Annex 3: Consultation responses

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April 2023



**Abingdon Overview** Revision 1.0

Legend	
Proposed 20	<span style="color: blue;">█</span>
Existing 20	<span style="color: yellow;">█</span>
Proposed 30	<span style="color: red;">█</span>
Existing 30	<span style="color: blue;">█</span>
Existing 40	<span style="color: green;">█</span>
Existing 50	<span style="color: magenta;">█</span>
Existing NSL	<span style="color: grey;">█</span>
Not Public Highway	<span style="color: black;">█</span>

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
3.0	12.04.23	For Site	C.R		

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Project title: Abingdon 20mph Scheme

Drawing title: Abingdon 20mph Overview  
Sheets A2 to D2

**Drawing Status**

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 12.04.23	Date checked: 12.04.23	Date approved: 12.04.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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**ANNEX 2**

Ref	Respondent	Statutory Consultee View	Officer Response
1	<b>Oxford Bus Company</b> (Interim Managing Director)	<p><b><u>Object</u></b>                      Outline individual strategic routes, affirming some proposals but objecting to others. The roads involved constitute movement corridors where frequent and planned mixing between traffic and vulnerable road users does not happen to a level justifying the introduction of the 20mph limit; negative impact on bus journey times that would result.                      Buses need to make progress where they can, in order to be a viable and attractive alternative to private cars and to attract patronage in order to help to achieve the council's stated objectives to remove 1 in 4 car journeys. Proposals will be highly likely to lead to a material reduction in bus services in Abingdon.</p>	We acknowledge bus operator concerns and suggest amending proposals to accommodate these concerns. It would provide opportunity to monitor, compare, and contrast the effect on bus operations with those in Witney where similar concerns were expressed but 20 mph limits were introduced on all major routes.
2	<b>Stagecoach Bus Company</b> (Head of Strategic Development)	<p><b><u>Concerns</u></b>                      Stagecoach ceased operating in this area in January 2022 so limit their formal response to say that they consider the manner in which the 20mph policy is applied in and around larger settlements is especially crucial for the ongoing sustainability of bus services in and through these localities. Dialogue with bus companies is now well underway at senior level in the Council and understand conversation between 20 Team and OBC regarding Abingdon, is progressing positively.</p>	See row 1 above
3	<b>Thames Valley Police</b> (Traffic Management Officer)	<p><b><u>Concerns</u></b>                      TVP wish their response to be logged as 'having concerns'. Police view remains that primarily 20 mph speed limits and zones should be self-enforcing and issue a reminder that Fixed Safety Cameras within the 20 limit can no longer function.</p>	Noted
4	<b>Public Transport Development Team</b> (Principal Transport Planner)	<p><b><u>Viewpoint</u></b>                      Seek acknowledgement of potential negative impact of this scheme on buses which could lead to lower service levels on key bus routes in Abingdon, going against council policy to promote buses as an attractive mode of transport. Reply considers each strategic route in turn and approves some routes.</p>	See row 1 above
5	<b>Abingdon Town Council</b> (Town Clerk)	<p><b><u>Support</u></b></p>	Noted



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>I would like the following noted:</p> <p>All Fixed Safety Cameras within the 20 limit can no longer function. This point was raised at early Strategy Group meetings when it was agreed this would not happen.</p> <p>The County removed itself from National Guidance of Setting Speeds Limits in 20s. This did not apply to any other speed limit change, and clearly Guidance is now being ignored.</p>
(2) Abingdon Town Council	<p><b>Support</b> – At a meeting of Abingdon Town Council which took place on 29 September 2022 the council strongly supported the proposals set out in the consultation.</p> <p>The Town Council has since September 2019 had a policy that 20mph zones should be introduced in Abingdon. The adoption of the new policy in October 2021 by Oxfordshire County Council as highway authority provided a mechanism for this, backed by funding. The council has very carefully considered appropriate speed limits in the town; in November 2021, the council established a working group to consider the introduction of 20mph and 30 mph speed limits in Abingdon.</p> <p>The working group included members of the wider community. The group considered that lower speed limits in Abingdon would help address the climate change emergency by reducing carbon emissions and encouraging people to use other modes of transport i.e. walking and cycling. Walking and cycling would become safer because of the lower</p>

	<p>speed limits. The evidence suggests that with vehicles travelling at 40mph there is a 90% fatality rate for pedestrians; this reduces to 50% at 30mph and 10% at 20mph. The lower speed limits will reduce accidents by increasing reactions times for road users whilst reducing the impact of accidents. These factors outweigh the inconvenience which this in motorised vehicles might feel from slightly longer journey times within the town.</p> <p>Following the report of the working group and its consideration by the Town Infrastructure Committee, the matter was considered by the full Council at its meeting of 26 January 2022. It was resolved Oxfordshire County Council should be requested to introduce “a blanket 20mph limit across Abingdon and a 30mph limit on the peripheral roads – Audlett Drive, Twelve Acre Drive, Dunmore Road, Copenhagen Drive and Colwell Drive.”</p> <p>The council is pleased to support the progressive policy of the county council in taking forward the policy and allowing parish councils and their communities to have their say. Abingdon Town Council supports this policy and the proposals for Abingdon and has set aside a budget of £15,000 to meet the costs of speed indicator devices.</p> <p>Thank you for consulting with the town council on this matter.</p>
(3) Oxford Bus Company	<p><b>20mph Speed Limit - Object</b></p> <p>Oxford Bus Company and Thames Travel (collectively the Go-Ahead companies in Oxfordshire) would like to register object to these proposals.</p> <p>We are supportive of the following points in the proposal:</p> <p>Proposed introduction of 20mph limits on Peachcroft Road and residential roads on Peachcroft and Dunmore estates</p> <p>Proposed introduction of 30mph limits on Dunmore Road, Audlett Drive, Copenhagen Drive and Colwell Drive</p> <p>Proposed introduction of 20mph limits in central Abingdon around the Vineyard, Stratton Way, Stert Street, High Street and Ock Street between the junctions of Bath Street and Stratton Way</p> <p>Proposed introduction of 20mph limits in Caldecott Road, Saxton Road and residential roads in Caldecott estate</p> <p>Proposed introduction of 20mph limit on Oxford Road between Tesco Express at 15 Oxford Road and roundabout with Radley Road.</p> <p>However, we cannot support and wish to object to the following proposals:</p> <p>Proposed introduction of 20mph limit on Oxford Road between Tesco Express at 15 Oxford Road and Peachcroft Roundabout. This section of road is a major movement corridor with 6 buses per hour for large parts of the week, with regular bus services late into evenings and on Sundays.</p> <p>Proposed introduction of 20mph limit on Ock Street between Stratton Way and Marcham Road. Again this is a major movement corridor carrying multiple bus services including service X2 (3bph), X1 (2bph), 41 (1bph), 45 (1bph) as</p>

	<p>well as buses from other operators. This corridor has very wide road widths and these should be a focus for bus priority measures rather than introduction of unnecessarily low speed limits to slow buses down.</p> <p>Wootton Road between Dunmore Road and Stratton Way. Again this is a major movement corridor carrying bus services X1 (2bph), 33 (1bph) as well as buses from other operators and numerous school / college buses to John Mason School and Abingdon College.</p> <p>B4017 between Stonehill Lane and Ock Street. This is a major movement corridor between Abingdon and Didcot and carries bus route X2 (3bph) as well as numerous school services to Didcot schools. Large sections of this corridor have sufficient space to implement bus priority measures, as we have already suggested to the council and we believe this should be the focus on this corridor.</p> <p>The rationale for our objection is set out in a joint bus operator letter which was sent to Councillor Gant and various other officers of the county council on Monday 12th September by ourselves and Stagecoach, the other large bus operator in Oxfordshire. Our conjecture would be that each of the examples listed in our points of objection above, the roads involved constitute movement corridors where frequent and planned mixing between traffic and vulnerable road users does not happen on these corridors to a level which would justify the introduction of the 20mph limit, and the deleterious impact on bus journey times that would result from this.</p> <p>Buses need to make progress where they can, in order to be a viable and attractive alternative to private cars and to attract patronage in order to help to achieve the council's stated objectives to remove 1 in 4 car journeys. Following this policy on speed limits will not achieve this and will be highly likely to lead to a material reduction in bus services in Abingdon which will have long term negative impacts on a large number of the residents of the town.</p> <p>Therefore we urge the council in the strongest possible terms to review and amend these proposals.</p> <p><b>20mph Speed Limit - Support</b></p> <p>With increasing development in this area, particularly to the North and West of Abingdon the existing 40mph limits are no longer appropriate and we agree should be reduced to 30mph</p> <p><b>Travel change: Other</b></p> <p>This will lead to a reduction in bus use, particularly for interurban journeys such as Abingdon - Oxford and Abingdon - Didcot due to the extended bus journey times that will result. It is likely that this would lead to a reduction in bus services, due to the reduced patronage and revenue that would result and this would cause likely further reductions in future - a vicious circle. The impact would be to increase car use which is contrary to the council's plans for modal shift.</p>
(4) Stagecoach Bus Company	<b>Concerns</b> – Stagecoach West has since January 2022 ceased operating buses in this locality.

	<p>While we are not an operator here, we are naturally extremely interested in the application of the policy in this locality inasmuch as this indicates the evolving thinking of the Council in its approach with much more broad implications. Were we still to be an operator, we would be making strong representations, along similar lines to the response we submitted to the Witney consultation.</p> <p>We limit our formal response to say that we consider the manner in which the 20mph policy is applied in and around larger settlements is especially crucial for the ongoing sustainability of bus services in and through these localities. Abingdon is evidently one such locality.</p> <p>We are apprised that Oxford Bus Company/Thames Travel have already made their own technical representations raising similar themes to those we raised for Witney and in accordance with wider issues raised in a joint letter sent to the Council on the 20mph policy.</p> <p>I trust you are aware that dialogue with both bus companies is now well underway at senior level in the Council. We are apprised that the 20mph Team has reverted to OBC regarding their representations on Abingdon, and we can confirm our understanding that at this writing, the conversation is progressing positively.</p>
(5) County Cllr, (Abingdon North division)	<p>20mph Speed Limit - <b>Support</b> Road safety (hundreds of collisions in the past 5 years), reductions in noise pollution, encouraging modal shift and making people think about alternatives to driving. Allowing the community to breathe.</p> <p>20mph Speed Limit - <b>Support</b> Road safety (hundreds of collisions in the past 5 years), reductions in noise pollution, encouraging modal shift and making people think about alternatives to driving. Allowing the community to breathe.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(6) County Cllr, (Jericho & Osney division)	<p>20mph Speed Limit - <b>Support</b> Slower traffic is safer and more pleasant for all.</p> <p>20mph Speed Limit - <b>No opinion</b> Don't know.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(7) Local Cllr, (Abingdon, Hillview Road)	<p>20mph Speed Limit - <b>Support</b>  This will be a major improvement - roads will be safer for all our residents (drivers, cyclists and pedestrians). As the town grows we need to ensure all these road users can travel safely.</p> <p>20mph Speed Limit - <b>Support</b>  The ring road is changing in nature - it is now an access road to several new estates, and traffic traveling at 40mph will make joining the road much harder now that access roads robin on both sides.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(8) Member of public, (Abingdon, Dundas Close)	<p>20mph Speed Limit - <b>Object</b>  There is no evidence to support the suggestion that lowering the speed limit will reduce the number of accidents. There are very few accidents across the roads where speed limit reductions are proposed and Government statistics show that speeding is a factor in only 7% of road traffic accidents. Distraction and poor driving standards are significantly higher causes of accidents. A 'blanket approach' is not the answer and simply makes changes affecting a huge number of road users with little to no improvement in the behaviour of a few. Safe drivers will be forced to reduce their speed with no improvement in safety. Unsafe drivers ignore current speed limits and there is no evidence that suggests their driving will be any safer with a lower speed limit. In effect safe driving at 30MPH or 40MPH will become a crime.</p> <p>20mph Speed Limit - <b>Concerns</b>  There is no evidence to support the suggestion that lowering the speed limit will reduce the number of accidents. There are very few accidents across the roads where speed limit reductions are proposed and Government statistics show that speeding is a factor in only 7% of road traffic accidents. Distraction and poor driving standards are significantly higher causes of accidents. A 'blanket approach' is not the answer and simply makes changes affecting a huge number of road users with little to no improvement in the behaviour of a few. Safe drivers will be forced to reduce their speed with no improvement in safety. Unsafe drivers ignore current speed limits and there is no evidence that suggests their driving will be any safer with a lower speed limit. In effect safe driving at 30MPH or 40MPH will become a crime.</p> <p>Travel change: <b>No</b></p>

<p>(9) Member of public, (Abingdon, Lammas Close)</p>	<p>20mph Speed Limit - <b>Object</b> Abingdon does not go at this speed</p> <p>20mph Speed Limit - <b>Concerns</b> Most days you can't get up to 30 anyway</p> <p>Travel change: <b>No</b></p>
<p>(10) Member of public, (Abingdon, Willow Brook)</p>	<p>20mph Speed Limit - <b>Object</b> Abingdon can be a progressive forward looking pleasant market town with a distinguished history. Lets not be a quagmire of nimby old codgers whom nobody in their right mind would go to.</p> <p>20mph Speed Limit - <b>Concerns</b> At commuter times, it is a traffic queue anyway so nothing is gained from speed limits. At night time and after hours, 40+ mph in places seems better suited than 30.</p> <p>Travel change: <b>Other</b> I already walk and cycle. In a 20 zone I'd worry about whether I'll be speeding (quite rarely) on a bicycle. The 20 limit would discourage best cycling.</p>
<p>(11) Member of public, (Abingdon, Sellwood Road)</p>	<p>20mph Speed Limit - <b>Object</b> I feel that the existing 30mph limit on residential roads does not cause me or my family any issues at present, and we live in Abingdon on a road where the proposed reduction in speed limit would be applied. Furthermore, the journey time for my work commute (for which I need a car for work-related travel) will increase, along with numerous other social/family engagements.</p> <p>20mph Speed Limit - <b>Concerns</b> I think the speed limit on the roads which are not bounded by houses on both sides should not be reduced. I don't see this as a safety concern.</p>



	<p>The areas which are developed with the new housing developments in North Abingdon should not have decisions made until at least 75% of those houses have been filled. At that point only should this be consulted upon, so the eventual residents of those houses (who these changes will affect most) have the opportunity to express their concerns and feelings.</p> <p>Travel change: <b>No</b></p>
<p>(12) Member of public, (Abingdon, Twelve Acre Drive)</p>	<p>20mph Speed Limit - <b>Object</b> Existing speed limits are fine, although need to be enforced at their current level. I could see the argument for making the road speed 20mph around the schools in the town.</p> <p>20mph Speed Limit - <b>Concerns</b> I think that by reducing the speed limits on the ring road that pollution will be increased. As it is, I don't feel I can comfortably open my windows during the day. I live in a property directly backing on to the ring road and can assure you that existing speed limits are largely observed throughout the day. However, in the early hours of the morning and at night the road becomes more of a race track. If you can enforce the existing limits at non peak times, then this would be adequate.</p> <p>Travel change: <b>No</b></p>
<p>(13) Member of public, (Didcot, Cole Court)</p>	<p>20mph Speed Limit - <b>Object</b> Lower speed limits result in complacent drivers, higher emissions and greater wear on vehicles. Environmentally, lowering the speed limit to this level does not make sense.</p> <p>20mph Speed Limit - <b>Concerns</b> As per my previous description, lower speeds result in complacent drivers, greater emissions and greater wear on vehicles.</p> <p>Travel change: <b>No</b></p>
<p>(14) Member of public, (Abingdon, Ock Street)</p>	<p>20mph Speed Limit - <b>Object</b> Traffic is already a huge problem and reducing the speed limit won't improve that.</p>

	<p>20mph Speed Limit - <b>Concerns</b> See no benefit in further hampering the motorist.</p> <p>Travel change: <b>No</b></p>
<p>(15) Member of public, (Abingdon, The Hyde)</p>	<p>20mph Speed Limit - <b>Object</b> Whilst there is a case for some 20mph zones in Abingdon the blanket coverage is totally over the top as usual from our county and district councils. Also the blanket reduction of the excuse for a ring road is just another over reaction. I have lived in Abingdon for 35 years and everything the council does fails to address the main problem it's a medieval road layout and it needs a COMPLETE ring road that stops almost all traffic going through the centre. A few thousand pounds on new road signs and road markings is a big copout and not a solution to the problem. In the meantime large lorries, tipper trucks and HGV driving school vehicles run through the town centre all day and are a greater danger</p> <p>20mph Speed Limit - <b>Concerns</b> Why call it a ring road it's just access to building development land and cannot in anyway be called a ring road especially as it runs one end on to Radley Road</p> <p>Travel change: <b>No</b></p>
<p>(16) Member of public, (Abingdon, Hadland Road)</p>	<p>20mph Speed Limit - <b>Object</b> The main cause of traffic and by further extent pollution in the Abingdon area is mainly due to the lack of entrances and exits to the A34 and other routes out of Abingdon for example the work on the bridge by the Nags head causes major traffic in the morning. This won't be remedied by lowering the speed limit of the roads as it has no affect on the amount of people who will be using the road at times of high traffic. I think by adding in a slip road to the A34 by lodge hill garage and adding in more routes as well as support for other routes out of Abingdon (like at Nags head and south Abingdon) it will cause less stationary traffic at busy times of the day. Included in this I would extend the nags head bridge to include a drop off section for deliveries which blocks a whole lane of the bridge causing traffic.</p> <p>20mph Speed Limit - <b>Concerns</b></p>

	<p>The ring road isn't classed as a residential area and is a means of getting around the traffic through the town centre, if this speed is lowered then it'll take longer to get around town which affectively adds to the pollution instead of lowering it.</p> <p>Travel change: <b>No</b></p>
<p>(17) Member of public, (Abingdon, Thornley Close)</p>	<p>20mph Speed Limit - <b>Object</b> The speed limit is not the biggest safety issue. The pot holes, cracks and mounds in the roads cause real issues for cyclists. Its got so bad I no longer cycle into town after getting a wheel in a crack and falling off.</p> <p>20mph Speed Limit - <b>No opinion</b> The roads are generally quite congested so traffic doesn't seem to go above 30mph anyways. There are the usual suspects racing around at night but i feel dropping the limit will not stop this sort of behaviour.</p> <p>Travel change: <b>No</b></p>
<p>(18) Member of public, (Abingdon, Hobbs Close)</p>	<p>20mph Speed Limit - <b>Object</b> It means journeys take longer, therefore cars are running for longer. More frustrated drivers causing issues.</p> <p>20mph Speed Limit - <b>No opinion</b> Not sure it would make much difference</p> <p>Travel change: <b>No</b></p>
<p>(19) Member of public, (Abingdon, Shelley Close)</p>	<p>20mph Speed Limit - <b>Object</b> People need to be driving to the conditions. Also there are many hazards (parked cars, etc) which require your concentration to be on the road ahead and not your speedo!</p> <p>20mph Speed Limit - <b>Object</b> The ring road is perfectly fine at 40. Wide verges and pavements. Again, need to concentrate on the road, not your speedo!</p>

	<p>Travel change: <b>No</b></p>
<p>(20) As a business, (Abingdon/ Appleford)</p>	<p>20mph Speed Limit - <b>Object</b> The impact of slowing many of the speed limits in Oxfordshire is really significant. We are a care business and our carers who encounter 20mph speed limits will take 50% longer to reach their destinations. This impacts on the care they provide and reduces their earnings</p> <p>20mph Speed Limit - <b>Object</b> The impact of slowing these speed limits in Abingdon from 40mph to 30mph is really significant. We are a care business and our carers who encounter 30mph speed limits will take 25% longer to reach their destinations. This impacts on the care they provide and reduces their earnings</p> <p>Travel change: <b>No</b></p>
<p>(21) Member of public, (Abingdon, Wootton Road)</p>	<p>20mph Speed Limit - <b>Object</b> The data does not support a town the size of Abingdon going to 20mph. The environmental argument is unproven, the cost of enforcement is not available and the unnecessary signage will be a huge eyesore. The road accident data does not support the change</p> <p>20mph Speed Limit - <b>Object</b> Completely unnecessary. Visibility is great. 30mph will simply generate revenue for the council from cameras</p> <p>Travel change: <b>No</b></p>
<p>(22) Member of public, (Radley, Lower Radley)</p>	<p>20mph Speed Limit - <b>Object</b> Too much attention to speedo and not enough attention to the road will lead to accidents. Pedestrians take more risks in lower speed areas stepping out thinking drivers will brake but if the driver has his eyes fixed on his speedo he might well miss the hazard. Cars will use more petrol as lower gears needed and thus higher emissions. Slowing down traffic causes congestion to build up, again with higher emissions. Do not believe this blanket roll out of lower speeds will benefit the public. It is money ill spent when potholes and pavements are in a parlous state and the ruling Council party is applying political motives and are not acting on the wishes of the majority of motorists. We have cycle lanes in Abindon which few cyclists ever use. They say they are not convenient.</p>

	<p>20mph Speed Limit - <b>Object</b>  Most of the route is negotiable with no danger at 40 mph. Traffic lights are installed for pedestrians to cross safely. There is no justifiable reason to decrease the limit</p> <p>Travel change: <b>No</b></p>
<p>(23) Member of public,  (Abingdon, Thesiger)</p>	<p>20mph Speed Limit - <b>Object</b>  Slows down traffic which adds to pollution</p> <p>20mph Speed Limit - <b>Object</b>  Keeps traffic out of the centre of Abingdon</p> <p>Travel change: <b>No</b></p>
<p>(24) Member of public,  (Abingdon, Alexander Close)</p>	<p>20mph Speed Limit - <b>Object</b>  The blanket approach to 20 mph speed limits appears more to do with forcing people to use cycles or public transport rather than a targeted approach to safety issues on specific roads. I do not see any specific data about improvements in safety for this, just general comments about it is safer to drive at a lower speed - this could apply to any roads including dual carriageways and major roads, so hence is not sufficiently credible. I suggest this is more about Oxfordshire councillors having a personal agenda because they are in favour of cycling and are trying to restrict car usage. I do not make unnecessary car journeys and feel this is a restriction on my movements at a safe speed. The specific accident data needs to be shown for all roads with a proposed 20 mph limit.</p> <p>20mph Speed Limit - <b>Object</b>  There is no specific accident data in support of this proposal, and I have only seen general comments about lower speeds are safer from councillors. This generalist approach is not sufficiently credible for reducing a speed limit. This is particularly the case given that the south facing slip roads at Lodge Hill have not been completed, and hence the ring road is used to transit around Abingdon. There are no private gardens, schools, or other risk areas adjoining the 40 mph limits on the Dumore Road and Twelve Acre Drive, so I see no reason to reduce the 40 mph limit.</p> <p>Travel change: <b>No</b></p>

<p>(25) Member of public, (Abingdon, Ethelhelm Close)</p>	<p>20mph Speed Limit - <b>Object</b> I object to blanket reduction of speed limits it should be based on data and facts by each road</p> <p>20mph Speed Limit - <b>Object</b> It is not necessary to reduce the speed limit unless data and facts are brought to bear on that particular road</p> <p>Travel change: <b>No</b></p>
<p>(26) Member of public, (Abingdon, Evelin Road)</p>	<p>20mph Speed Limit - <b>Object</b> Please provide evidence of the accidents in the proposed areas due to 30MPH speed? Who will police the limits, Abingdon has many drivers exceeding the current limits and driving very unsafely. South Abingdon have chicanes whilst North has speed humps, neither work! I experienced the Abingdon Road this morning, had to drop my wife off to catch coach, It is now 20MPH. I was overtaken by a cyclist whilst adhering to the speed limit. I also checked my MPG, as I used to do this trip regularly. There was virtually no traffic on the road and I returned 28.8MPH. Could see the MPG dropping significantly in the 20 limit. I keep a very close eye on diesel usage, prior I used to get in excess of 40MPG, a 28% reduction!!!! With the current price of diesel I am now paying over double for that same journey previously from Abingdon to Oxford. In addition I use cruise control to maintain a constant speed but it only, like other cars, works at 20MPG plus. Think again, we need facts, figures and evidence that it's going to work, as this is adding to global warming, fossil fuel usage, driving costs, and more pollution! I cannot afford to change my car to electric. Please reconsider but only introduce in school areas.</p> <p>20mph Speed Limit - <b>Object</b> Same as previous. Optimum efficient speeds for most cars are between 50 and 60 MPG. This is impossible in built up areas but must be considered on other less dangerous roads. There are graphs on line to prove my numbers, so let's stay as we are and save the planet!</p> <p>Travel change: <b>No</b></p>
<p>(27) Member of public, (Abingdon, Audlett drive)</p>	<p>20mph Speed Limit - <b>Object</b> At the times I use the roads, they are relatively clear, and it is perfectly safe to go at current speeds. To go slower will cause higher petrol consumption, therefore higher emissions over a longer time. Frustration will build up at being</p>

	<p>held back (given safe conditions) therefore a higher potential for human error to creep in as many peoples pulse rate rises in frustration . If there are any cyclists, this will make the manoeuvre of overtaking more difficult and dangerous as the speed of car and bike will be closer, so a further distance required. It is scheme's like this that drive a bigger wedge between cyclists and drivers (majority driving rather than cycling) and it won't encourage significant uptake of cycling (this is the UK, rain is common, and we are all time poor. First World problems I know 😊). Please don't do it, suicide rates are already up, we don't need more depressing news to add to the general woes we all already face (Russian wars, cost of living crisis, general post covid etc), we need positive news for the masses, not for the few this would ultimately benefit.</p> <p><b>20mph Speed Limit - Object</b>  At the times I use the roads, they are relatively clear, and it is perfectly safe to go at current speeds. To go slower will cause higher petrol consumption, therefore higher emissions over a longer time. Frustration will build up at being held back (given safe conditions) therefore a higher potential for human error to creep in as many peoples pulse rate rises in frustration . If there are any cyclists, this will make the manoeuvre of overtaking more difficult and dangerous as the speed of car and bike will be closer, so a further distance required. It is scheme's like this that drive a bigger wedge between cyclists and drivers (majority driving rather than cycling) and it won't encourage significant uptake of cycling (this is the UK, rain is common, and we are all time poor. First World problems I know 😊). Please don't do it, suicide rates are already up, we don't need more depressing news to add to the general woes we all already face (Russian wars, cost of living crisis, general post covid etc), we need positive news for the masses, not for the few this would ultimately benefit</p> <p>Travel change: <b>No</b></p>
<p>(28) Member of public,  (Abingdon, Bath Street)</p>	<p><b>20mph Speed Limit - Object</b>  No justifiable reason to reduce below 30 mph - adds to congestion and therefore carbon emissions. Negligible difference in safety of pedestrians and cyclists.</p> <p><b>20mph Speed Limit - Object</b>  Again entirely unnecessary. Negligible benefits and likely negative consequences in terms of congestion and greenhouse gas emissions.</p> <p>Travel change: <b>No</b></p>



<p>(29) Member of public, (Abingdon, Metcalfe Close)</p>	<p>20mph Speed Limit - <b>Object</b> I don't feel it's necessary to reduce the speed limit to 20mph. Traffic in Abingdon is atrocious at the best of times, I feel reducing the speed limit will just make this worse.</p> <p>20mph Speed Limit - <b>Object</b> Again, I don't feel it is necessary to reduce the speed limit on the ring road. I feel cyclists and pedestrians are already catered for with a wide footpath and separate cycle lane. There is no need for cyclists or pedestrians to be on the road. There are a number of dedicated light controlled crossing points for cyclists and pedestrians to use when crossing the road.</p> <p>Travel change: <b>No</b></p>
<p>(30) Member of public, (Abingdon, Duffield Close)</p>	<p>20mph Speed Limit - <b>Object</b> Where is the evidence of accidents that were caused by travelling at 30 or 40 mph? Waste of money changing all signs and road markings.</p> <p>20mph Speed Limit - <b>Object</b> Where is the evidence of accidents that were caused by travelling at 30 or 40 mph? Waste of money changing all signs and road markings.</p> <p>Travel change: <b>No</b></p>
<p>(31) Member of public, (Sunningwell, Church Farm)</p>	<p>20mph Speed Limit - <b>Object</b> It will cause more pollution. Most cars won't comply with it. It will lead to frustration from more aggressive motorists. It won't be policed.</p> <p>20mph Speed Limit - <b>Object</b> It's not necessary. The public transportation isn't there to encourage alternative travel. Buses are too expensive. It's a ring road.</p> <p>Travel change: <b>No</b></p>

<p>(32) Member of public, (Abingdon, St Amand Drive)</p>	<p><b>20mph Speed Limit - Object</b>  Speed limits (of any value) are only useful if they are obeyed and enforced. 20mph speed limits are incredibly difficult to enforce. While traffic management systems can be used, they just cause speeding up and slowing down. The section of Marcham Rd between the Esso garage and the A34 was changed from national speed limit to 30mph over 20 years ago, but this still hasn't and doesn't stop at least 30% of drivers speeding on this road. The data on incidence and injury of traffic accidents, leads to confusing conclusions. While lower speeds cause less severe injuries, the incidence of accidents is also higher. It implies low speed traffic probably leads pedestrians to be less aware and cautious of the dangers. By increasing 20mph zones, overall accidents will actually increase. There is a school of thought that says, increase all speed limits to 60mph, and pedestrians would learn to cross roads safely. While accidents would almost always be fatal, there would be less pressure on NHS resource due to no injuries to care for. I'm not actually advocating this, but the data drives this conclusion as well. In terms of risk management, 20mph roads hold the same risk factor that 60mph roads do. If you are involved in an incident it is far more likely at will be at 20 or 30mph though the injury is likely not to be fatal. While it is quite unlikely the incident would be at 60mph but the injury almost always fatal.  A better solution is better driver and pedestrian education. Proper integrated transport solutions that keep vehicles and pedestrians apart as much as possible, and only allow them to cross at safely managed intersections.</p> <p><b>20mph Speed Limit - Object</b>  The ring road has relatively little pedestrian/vehicle interaction. It has wide pavements and designated cycle lanes. The aim of the ring road was and is to keep traffic out of the town that doesn't need to be there. Leaving the speed limit at 40 would encourage this even more if the other roads were changed to 20mph.</p> <p>Travel change: <b>No</b></p>
<p>(33) Member of public, (Grove, Mallard Way)</p>	<p><b>20mph Speed Limit - Object</b>  Slowing down the traffic in an already congested town is not the answer. Crossings would be a much better alternative.</p> <p><b>20mph Speed Limit - Object</b>  I do not believe that speeding is an issue in that area and I do not think that there would be any benefits to reducing the speed limit</p>

	<p>Travel change: <b>No</b></p>
<p>(34) Member of public, (Abingdon, Masefield Crescent)</p>	<p>20mph Speed Limit - <b>Object</b> Where is the evidence that the assertions made in the proposal are true?? This is a typical waste of money by the council all such schemes are expensive &amp; achieve little as most people will be criminalised as they ignore such limits.</p> <p>20mph Speed Limit - <b>Object</b> Same comment as for 20mph Waste of money!</p> <p>Travel change: <b>No</b></p>
<p>(35) Member of public, (Wootton, Arthur Evans Close)</p>	<p>20mph Speed Limit - <b>Object</b> Not nessesary</p> <p>20mph Speed Limit - <b>Object</b> Not nessesary</p> <p>Travel change: <b>No</b></p>
<p>(36) Member of public, (Abingdon, Letcombe Avenue)</p>	<p>20mph Speed Limit - <b>Object</b> Increased journey times. Frustrated driver. No impact on safety. Will not be enforced anyway. Waste of public money.</p> <p>20mph Speed Limit - <b>Object</b> There have never been any issues so why waste public money changing what is not a problem? Increased journey time, frustration, being over taken by those who will not know what the limit is. How is that improving safety?</p> <p>Travel change: <b>No</b></p>

<p>(37) Member of public, (Prefer not to say)</p>	<p>20mph Speed Limit - <b>Object</b> No benefit and enormous frustration and inefficient travel</p> <p>20mph Speed Limit - <b>Object</b> 30 is too slow for a wide road with housing set back</p> <p>Travel change: <b>No</b></p>
<p>(38) Member of public, (Wantage)</p>	<p>20mph Speed Limit - <b>Object</b> You'll do it anyway, so no need for a comment.</p> <p>20mph Speed Limit - <b>Object</b> As above</p> <p>Travel change: <b>Other</b> Avoid the area. Spend less money there. Vote you out.</p>
<p>(39) Member of public, (Abingdon, Dundas Close)</p>	<p>20mph Speed Limit - <b>Object</b> I do not think that reducing the speed limit to 20mph is necessary. Unless cameras are placed everywhere motorists will not stick to the speed limit, it is far too slow. 30mph is sufficient to prevent accidents and any lower than this is excessive.</p> <p>20mph Speed Limit - <b>Object</b> The 40mph roads are away from pedestrian areas and there are plenty of crossing with traffic lights for those who wish to cross the road, as well as cycle paths for cyclists. There is no need to reduce the speed limit and it will cause congestion on already busy roads.</p> <p>Travel change: <b>No</b></p>
<p>(40) Member of public, (Abingdon, Nuneham Square)</p>	<p>20mph Speed Limit - <b>Object</b></p>

	<p>Abingdon is often at a standstill as it IS, and cutting the speed limit will just mean cyclists getting tail-gated and even more standing traffic. Pollution is shocking in the town center, even with all the efforts made to criminalise the car driver for daring to actually use it.</p> <p><b>20mph Speed Limit - Object</b>  We lobbied hard, many years ago, for a ring road to relieve traffic coming through the town. There haven't been any accidents on the road for years, and even then they were caused by faulty cycles or cyclists not paying attention. I absolutely cannot understand this move, particularly in light of the new houses. People will get angry, drivers will ignore the limit or tailgate those who do acknowledge it, and pedestrian crossings and cycle paths are already in place! It makes me want to move out of Abingdon and will further deter people who don't want to come as the bridge has not been mended, neither has the multi-storey car park, and free parking has been reduced. Demonising the motorist is NOT the way forward!!!</p> <p>Travel change: <b>No</b></p>
(41) Member of public, (Abingdon, Radley Road)	<p><b>20mph Speed Limit - Object</b>  The current speed limits are adequate. It is dogfight to maintain a steady speed at 20mph, especially in large roads.</p> <p><b>20mph Speed Limit - Object</b>  Same as my previous answer</p> <p>Travel change: <b>No</b></p>
(42) Member of public, (Abingdon, Nuneham Square)	<p><b>20mph Speed Limit - Object</b>  I'm already regularly tailgated driving at 30mph, those same people will be very angry stuck behind me at 20. There are no police around to enforce the 20 zones, so the people want to will just happily break the limit and those who follow the limit will end up being intimidated everywhere they go. 20mph also makes overtaking cyclists more dangerous, so you'll have an increase in dangerous overtakes of people on bikes. I would rather have cars get their overtake done quickly, than slowly cruise past and end up veering into me because they misjudged how slow a 20mph overtake is. I get you're trying to convince people to walk/bike, but forcing them by making the roads awful to drive on is not the way.</p> <p><b>20mph Speed Limit - Object</b></p>

	<p>The whole point of the ring road is to convey traffic around the outskirts at a higher speed and flow than the gridlock in town. Reducing the speed will reduce this effect for no gain at all. The pedestrian path is a safe enough distance from the road that I'm not aware of any incidents on the ring road involving pedestrians.</p> <p>Travel change: <b>No</b></p>
<p>(43) Member of public, (Abingdon, Kysbie Close)</p>	<p><b>20mph Speed Limit - Object</b> I am objecting because I do not believe the council will stop at applying the 20mph limit to just residential roads. I believe they will apply it across abingdon carte blanche. For years there was talk of a new bridge to alleviate the traffic issues in Abingdon. It was never forthcoming. Instead we had traffic lights on the old bridge causing further congestion in Abingdon. There is no investing in Abingdon, instead the green agenda is rolled out time and time again and this is just part of that. Closing down part of the multistorey car park, reducing free time in car parks from 2 hours to 1 hour. Abingdon town centre is dying. Instead of concentrating on that, the council titivates under the guise of doing something for the environment and safety to appease the vocal minority. What is your reasoning for reducing the speed limit? How about publishing facts on around number of deaths, and serious accidents involving speed as a contributing factor. The population could then make informed decisions on the roads where these deaths occurred and these should be looked at as to whether speed limits would make them safer. However, I am sure none of this will be done - please prove me wrong.</p> <p><b>20mph Speed Limit - Object</b> The ring road includes dunmore road. Which is a 40. Reducing it to 30 will be because there are more housing being built on this road. This was only agreed if the lodge hill junction was made into a diamond junction therefore reducing the number of cars requireinf to drive through dunmore road. Of course the building of houses has gone ahead, and ther eis no movement on the diamon junction. As there is no movement on forcing the developers to provide additional infrastructure suchs as schools, doctors surgeries or dentists. These should have been part of the orginial negotiations, and would mean that kids would not be required to cross Dunmore road from the new estates, and that their parents cars would not require to drive along dunmore raod as they could walk their children to school. Again, the council has let the developers do what they like. Why do not the councillors and town planners hold themselves responsible for creating the problem. Instead, stick up some 30mph signs, a big hearty slap on their backs, blinkers on and saying ooh didn't we do a good job.</p> <p>Travel change: <b>Other</b> Yes. I will not come into Abingdon.</p>

	<p>Why is this answer not an option? Instead all your options above will enable you to put a positive spin on it. You survey design is knowing biased as your marketing know most people will just click a given radio button rather than spend time given a written response.</p>
<p>(44) Member of public, (Abingdon, The Warren)</p>	<p>20mph Speed Limit - <b>Object</b> 20mph zones are impossible to stick to. Clifton Hampdon and Milton Park are prime examples of this. This will negatively impact people's journeys adding time and causing further congestion in Abingdon.</p> <p>20mph Speed Limit - <b>Object</b> There is no need to reduce the speed of the ring road. I don't believe the logic used to support this.</p> <p>Travel change: <b>No</b></p>
<p>(45) Member of public, (Abingdon, Foster Road)</p>	<p>20mph Speed Limit - <b>Object</b> 20mph will cause more problems with the increasing traffic in the local area</p> <p>20mph Speed Limit - <b>Object</b> A ring road doesn't need to be as slow as 30mph. It will cause more traffic issues rather than make it safer</p> <p>Travel change: <b>No</b></p>
<p>(46) Member of public, (Didcot)</p>	<p>20mph Speed Limit - <b>Object</b> As a regular visitor to Abingdon</p> <p>20mph Speed Limit - <b>Object</b> As a regular visitor to Abingdon</p> <p>Travel change: <b>Other</b> It will not change my mode of transport, but I would actively avoid coming to Abingdon, which might suit the agenda anyway</p>



<p>(47) Member of public, (Didcot, Grange Beck)</p>	<p>20mph Speed Limit - <b>Object</b> It is based on flawed reasoning and generic thinking. Let us see the real statistics for Abingdon on how many people have been killed on the proposed roads and how many lives it will save. It also means that cyclists face more danger as they will not be subject to the 20 mph limits due to no way of enforcement therefore will mean they move progressive against vehicles and come into more contact as cars do not expect cyclist to overtake them. Stop messing up all our towns the same way as oxford, which is now a nightmare for businesses and not worth visiting. Can't wait for south oxford to pull out and become a unitary authority to stop these stupid plans. You do consultations and then ignore them</p> <p>20mph Speed Limit - <b>Object</b> Leave all limits as they are, maybe just change limits within a set distance of schools to 20, but this needs to only be the immediate area, like 100 metres</p> <p>Travel change: <b>No</b></p>
<p>(48) Member of public, (Abingdon, Westfields)</p>	<p>20mph Speed Limit - <b>Object</b> It will make congestion and pollution worse around abingdon. It will discourage more people to come to abingdon</p> <p>20mph Speed Limit - <b>Object</b> Will increase congestion and pollution. It will turn people away from coming to abingdon</p> <p>Travel change: <b>No</b></p>
<p>(49) Member of public, (Abingdon, St Johns Road)</p>	<p>20mph Speed Limit - <b>Object</b> Although I would welcome a 20 mph limit in residential roads I don't think it would make any difference in practice. There's a 30 mph limit in my road and people still race along it. We'd just have a load more street signs (= cost and unsightliness) and no improvement</p> <p>20mph Speed Limit - <b>Object</b> The ring road offers a possibility of going a bit faster. Desperately needed for those of us who live in North Abingdon and need to go south on the A34. It is a wide road with a well defined cycle path. There is no need to reduce speeds.</p>

	Travel change: <b>No</b>
(50) Member of public, (Abingdon, Gainsborough Green)	<p>20mph Speed Limit - <b>Object</b> There is no need or evidence to support the need for this change. I don't object in the immediate roads adjacent to a school but elsewhere there is no need. It will just cause frustration and aggravation and I'm sure the sole purpose of this will be to later install speed checks and generate revenue from fines. There are more important issues like building more roads to support the growing number of vehicles and direct them away from the town centre, more access to A34, bypass roads (A415 Culham to A34). The town is already gridlocked most school runs so changing the speed limit won't help. Drivers running late and frustrated from insufficient roads are more of a risk as it causes road rage etc that a 20mph limit will not help.</p> <p>20mph Speed Limit - <b>Object</b> There is no need or evidence to support the need for this change. It will just cause frustration and aggravation and I'm sure the sole purpose of this will be to later install speed checks and generate revenue from fines. There are more important issues like building more roads to support the growing number of vehicles and direct them away from the town centre, more access to A34, we need bypass roads (A415 Culham to A34). The town is already gridlocked most school runs so changing the speed limit won't help. Drivers running late and frustrated from insufficient roads are more of a risk as it causes road rage etc that a 20mph limit will not help.</p> <p>Travel change: <b>No</b></p>
(51) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - <b>Object</b> By all means, 20mph where there is a need, backed by data to suggest a road is dangerous but not every road within the boundary to 20mph, surely grinds us more to a halt than ever?!</p> <p>20mph Speed Limit - <b>Object</b> The majority of the ring road is not pedestrian or cycle heavy, there is already a cycle/footpath for most of the northern perimeter. The majority has few junctions which are very clearly visible. Making this a 30mph road serves no useful purpose at all, other than frustrating motorists, unless there is evidence of accident or safety black spots.</p> <p>Travel change: <b>No</b></p>

<p>(52) Member of public, (Abingdon, Oxford Road)</p>	<p>20mph Speed Limit - <b>Object</b> Greater congestion</p> <p>20mph Speed Limit - <b>Object</b> Greater congestion</p> <p>Travel change: <b>No</b></p>
<p>(53) Member of public, (Abingdon, Meadowside)</p>	<p>20mph Speed Limit - <b>Object</b> As someone who travels mainly by foot or bicycle, I find that the function of a road network is to allow people to travel as quickly as it is safe to do so, not to provide an attractive environment or a space principally aligned to the interests of cyclists. The problem of congestion in Abingdon will not be solved by this new speed limit (instead, likely effective strategies could be to repair Abingdon bridge back to two lanes of traffic, or add another access point to A34 at Lodge Hill. Perhaps the option most certain to address congestion would be to limit any further population growth of our town, possibly lobbying national government to invest in 'the North' as they often suggest). As for the impact of a lower speed limit on pollution and carbon footprint: this is entirely dependent on the types of vehicle using the roads not their maximum speed. If every road user drove an electric vehicle (car or bike) local pollution would be negligible whether or not people drove at 20 or 30 miles per hour I would rather local and indeed national government concentrated on more pressing issues than road speed limits. Perhaps a focus on education, law and order, and addressing exceedingly high inflation to name but three.</p> <p>20mph Speed Limit - <b>Object</b> A ring road that provides for the rapid movement of people around the town, avoiding the centre, has clear benefits regarding easing congestion. No less importantly such a ring road clear benefits for facilitating day to day life in our town. This ring roads currently have wide cycle paths next to them and reducing the speed limits on these roads simply makes them less useful for very little if any benefit.</p> <p>Travel change: <b>No</b></p>
<p>(54) Member of public, (Abingdon, Wootton)</p>	<p>20mph Speed Limit - <b>Object</b></p>

	<p>I don't believe the accident rate is that which would need to lower the speed limit so drastically. And as for the greener planet excuse, cars would be on the road for longer periods of time, thereby not reducing their emissions. 30mph is a reasonable speed to travel at within towns, 20 is just ridiculously slow and probably not very good for the car, or one's patience</p> <p>20mph Speed Limit - <b>Object</b> The ring road has a cycle track and pedestrian path, therefore not much reason to reduce the speed. I have found most drivers to be courteous and let other drivers to join the traffic. Really no need to reduce the speed limit</p> <p>Travel change: <b>No</b></p>
<p>(55) Member of public, (Prefer not to say)</p>	<p>20mph Speed Limit - <b>Object</b> A blanket 20mph restriction is not appropriate, it needs to be focussed on areas of risk. When the limit is imposed without discretion I tend to find I've drifted off when driving - it is well known that inappropriate speed limits are disrespected and cause driver inattention. Focus a very low limit in an area of risk and you're highlighting that risk to drivers and are highly likely to get great compliance - do it everywhere and you reduce that impact so likely making roads more dangerous, not less.</p> <p>20mph Speed Limit - <b>Object</b> The 'ring road' is a wide, well designed road with an excellent segregated cycle path and foot path. It is perfectly designed for and entirely safe at 40mph and anything lower will be disrespected and, if adhered to, will have negative impacts for journey times and so efficiency and economic output.</p> <p>Travel change: <b>No</b></p>
<p>(56) Member of public, (Radley, Radley College)</p>	<p>20mph Speed Limit - <b>Object</b> These proposals are anti-car rather than part of a holistic strategy.</p> <p>20mph Speed Limit - <b>Object</b> Motorists are not the enemy - they are ordinary people trying to get to work. Until there are comprehensive improvements to public transport we need to stop bashing motorists and let people get on with their lives. These roads are designed for and safe at 40mph</p>

	<p>Travel change: <b>No</b></p>
<p>(57) Member of public, (Abingdon, Marina Way)</p>	<p>20mph Speed Limit - <b>Object</b> The traffic in and around Abingdon is already a huge problem so lowering the speed limit will only increase this,also it is difficult to achieve a speed of over 20mph in most areas of Abingdon due to the traffic so I don't feel that it would be beneficial at all.</p> <p>20mph Speed Limit - <b>Object</b> I don't feel it would be of any benefit and will increase the traffic build up and increase the road rage of drivers resulting in more possible accidents.</p> <p>Travel change: <b>No</b></p>
<p>(58) Member of public, (Abingdon, Orpwood Way &amp; Alexander Close)</p>	<p>20mph Speed Limit - <b>Object</b> Queuing all around abingdon is already an issue and this would likely further disrupt the issue as well as being completely unnecessary.</p> <p>20mph Speed Limit - <b>Object</b> The ring road is on a whole used to get around the town quicker rather than going through and would be completely unnecessary.</p> <p>Travel change: <b>No</b></p>
<p>(59) Member of public, (Abingdon, Alexander Close)</p>	<p>20mph Speed Limit - <b>Object</b> It will increase journey time, and as many drivers will drive with no regard for the changes there is the possibility of an increased number of incidents and near misses. It is also unnecessary, as it does not increase road safety and has a negligible environmental impact.</p> <p>20mph Speed Limit - <b>Object</b> As mentioned before, this will not benefit the roads with regards to either safety or environmental impact, and may cause an increased number of incidents due to larger speed differences.</p>

	<p>Travel change: <b>No</b></p>
<p>(60) Member of public, (Abingdon, Thesiger Road)</p>	<p>20mph Speed Limit - <b>Object</b> It doesn't tackle the real issues or root causes of danger to cyclists and why cyclists feel unsafe. For example, poor road junction design, poor road surface, close passing, inconsiderate driving, lack of policing, etc.</p> <p>20mph Speed Limit - <b>Object</b> Unnecessary. It is used as an illusion of doing something rather than tackling to root cause. Why for example does the ring road not have double giveways at each side road T junction to protect cyclists on the cycle path and encourage more use?</p> <p>Travel change: <b>No</b></p>
<p>(61) Member of public, (Abingdon, Mill Road)</p>	<p>20mph Speed Limit - <b>Object</b> There is no need for this. Quite often traffic is moving much slower, I feel it will just result in frustration which could be far more dangerous. I have also travelled in other towns where this limit is already in operation. Very often it is ignored and there are no visible signs of any enforcement cameras etc. So it is just a waste of money. Also it is my opinion that if it is imposed it will not result in more people using other forms of transport.</p> <p>20mph Speed Limit - <b>Object</b> I see no reason to justify this. It is a ring road intended to keep traffic flowing.</p> <p>Travel change: <b>No</b></p>
<p>(62) Member of public, (Abingdon, South Avenue)</p>	<p>20mph Speed Limit - <b>Object</b> Absolutely stupid idea, all councils are doing their very best to get cars off the road. 30MPH limits have been in use for years.</p> <p>20mph Speed Limit - <b>Object</b> With the traffic situation in Abingdon its almost impossible to get above 40mph anyway. And when the news houses are all built it will be mayhem. Get the junction onto the A34!!</p>

	Travel change: <b>No</b>
(63) Member of public, (Abingdon, Masefield)	<p>20mph Speed Limit - <b>Object</b> Traffic is already slow with many traffic jams, 20 unnecessary particularly on the ring road</p> <p>20mph Speed Limit - <b>Object</b> Much of the ring road is only used by cars. 40 is fine. It does however need more crossing areas.</p> <p>Travel change: <b>No</b></p>
(64) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - <b>Object</b> 20mph speed limit is unnecessary. Traffic flow around Abingdon is already slow. More focus should be placed on improving the bus routes, and ensuring a diamond junction at North Abingdon to reduce town centre congestion.</p> <p>20mph Speed Limit - <b>Object</b> See previous comment.</p> <p>Travel change: <b>No</b></p>
(65) Member of public, (Shippon, Faringdon Road)	<p>20mph Speed Limit - <b>Object</b> A blanket imposition is unnecessary. Select the roads where there is the greatest need. The volume of traffic already self regulates the speed. If all is flowing smoothly there is no need to reduce the speed from 30 to 20. Also no point in putting in new speed limits when the existing limits are not enforced!</p> <p>20mph Speed Limit - <b>Object</b> Unnecessary. Where is the evidence? It will create more traffic jams</p> <p>Travel change: <b>No</b></p>
(66) Member of public, (Abingdon, Pagisters Road)	20mph Speed Limit - <b>Object</b>

	<p>Where there are already 20mph roads in various places in Oxfordshire, I find I spend too much time looking at my speedometer rather than the road. It is quite difficult to drive at 20mph. I would rather it was 30mph and leave me able to watch the road the whole time without worrying about going over 20mph.</p> <p>20mph Speed Limit - <b>Object</b> 40mph works well on the ring road currently.</p> <p>Travel change: <b>No</b></p>
<p>(67) Member of public, (Abingdon, Tower Close)</p>	<p>20mph Speed Limit - <b>Object</b> There is absolutely no need to drop the speed limit on any of the main roads. This will just lead to more congestion in and around the town.</p> <p>20mph Speed Limit - <b>Object</b> Keep it at 40mph that is a fair speed for the ring road.</p> <p>Travel change: <b>No</b></p>
<p>(68) Member of public, (Abingdon, Caldecott Road)</p>	<p>20mph Speed Limit - <b>Object</b> 20mph speed limits must by nature, must be self enforcing and combined with further traffic calming measures. A costly project. Specialising in traffic matters as a profession, I can say with certainty that the notion of reducing speed limits in turn makes roads safer is false, poor driver training and not paying attention is what makes roads dangerous, not speed. Abingdons residential roads are already self enforcing due to road layout/traffic calming and it is often not possible to do 30mph. Changing what's displayed on a sign will not make a difference. To enable effective flow through the town the major roads including the ring road should not be changed. This council should focus on sorting our road layout to improve flow, not waste time with this silly idea.</p> <p>20mph Speed Limit - <b>Object</b> Must stay as it is to maintain effective flow around the town. If it is reduce there will be not benefit of a "ring road" and people may switch to inner town roads.</p> <p>Travel change: <b>No</b></p>



<p>(69) Member of public, (Abingdon, Villeboys Close)</p>	<p>20mph Speed Limit - <b>Object</b> Traffic in Abingdon is chaotic as it is without further tinkering</p> <p>20mph Speed Limit - <b>Object</b> Traffic is slow enough as it is without further restriction. The point of the ring road is to enable a smooth flow of traffic without having to go through the town centre. DO NOT ALTER THIS</p> <p>Travel change: <b>Other</b> Already walk as a preference, only use a car to carry loads not possible on foot</p>
<p>(70) Member of public, (Abingdon, The Chestnuts)</p>	<p>20mph Speed Limit - <b>Object</b> Traffic will inevitably slow down. Air pollution will be worse as engines labour at low speeds</p> <p>20mph Speed Limit - <b>Object</b> The ring road should be an efficient bypass of the town centre. It already takes longer to traverse the town from one end to the other by ring road. This will make things worse.</p> <p>Travel change: <b>No</b></p>
<p>(71) Member of public, (Wootton, Home Close)</p>	<p>20mph Speed Limit - <b>Object</b> There is no need to reduce the limits. The current limits are safe and the number of serious accidents is low. It would be better to make the traffic flow properly rather than just slow it down</p> <p>20mph Speed Limit - <b>Object</b> The road flows reasonably well at 40mph. The new housing and the new traffic measures including crossings will slow the traffic where there is a population need.</p> <p>Travel change: <b>Other</b> No it will just make Abindon less attractive and will clog up the roads. It will be bad for the environment and for local business as I will be more likely to shop on-line or elsewhere.</p>

<p>(72) Member of public, (Abingdon, Victoria)</p>	<p>20mph Speed Limit - <b>Object</b> I feel the traffic situation in abingdon is terrible before looking at reducing limits sort out lodge hill junction to elevate the volume of vehicles coming through which will in turn naturally reduce speed because abingdon will not be used so much as a rat run.</p> <p>20mph Speed Limit - <b>Object</b> Please see previous reason</p> <p>Travel change: <b>Other</b> I use my car for work in and around abingdon/Oxfordshire weekdays. Walking mainly at weekends.</p>
<p>(73) Member of public, (Abingdon, Sellwood)</p>	<p>20mph Speed Limit - <b>Object</b> A ring road is supposed to improve traffic flow and make things quicker by taking traffic away this will make me stay in the streets around it</p> <p>20mph Speed Limit - <b>Object</b> As before ringroads are supposed to improve flow this will encourage short cuts</p> <p>Travel change: <b>No</b></p>
<p>(74) Member of public, (Abingdon, Buckland Mews)</p>	<p>20mph Speed Limit - <b>Object</b> Car driving at 20mph uses more fuel than the car going at 30mph. Lowering speed limit will increase air pollution.</p> <p>20mph Speed Limit - <b>Object</b> Car going at 20mph uses more fuel than at 30mph. Lowering speed limit will increase air pollution</p> <p>Travel change: <b>No</b></p>

<p>(75) Member of public, (Abingdon, Lammas Close)</p>	<p>20mph Speed Limit - <b>Object</b> It is usually impossible to do more than 20mph in Abingdon. Some of the roads proposed to have a speed cut to 30mph do not have pedestrians crossing except in very rare circumstances e.g Copenhagen Drive , Audlett Drive and Peachcroft Road. Therefore any new restrictions are pointless. How many pedestrians have been injured or killed on the above named roads? I cannot remember any. The main danger to life is to those cyclists who insist on cycling on the road instead of using designated cycle paths</p> <p>20mph Speed Limit - <b>Object</b> As detailed before</p> <p>Travel change: <b>No</b></p>
<p>(76) Member of public, (Abingdon, Staniland Court)</p>	<p>20mph Speed Limit - <b>Object</b> Cost - My assumption is this will cost into the hundreds of thousands pounds in order to put these measures in place. At this time of cost of living crisis are there not better ways to help the public than projects which will have little to no impact on speed limits due to people just not following the new limits. Enforceability - likely to be as enforceable as a 30 mph limit which is not always followed / always possible to enforce.</p> <p>20mph Speed Limit - <b>Object</b> See same reasons as previous answers</p> <p>Travel change: <b>No</b></p>
<p>(77) Member of public, (Abingdon, Hadland Road)</p>	<p>20mph Speed Limit - <b>Object</b> I don't see the need for this and it will increase emissions.</p> <p>20mph Speed Limit - <b>Object</b> I don't see the need for this and it will increase emissions.</p> <p>Travel change: <b>No</b></p>

<p>(78) Member of public, (Abingdon, Marcham Road)</p>	<p>20mph Speed Limit - <b>Object</b> 30 is already adequate. If we reduce to 20 what next? 10? 5? Rather than 20, I would support a ban on motors in the town centre.</p> <p>20mph Speed Limit - <b>Object</b> 40 is perfectly adequate on a wide and open well lighted road. 30 would seem too slow and would be largely ignored.</p> <p>Travel change: <b>No</b></p>
<p>(79) Member of public, (Abingdon, Herman Close)</p>	<p>20mph Speed Limit - <b>Object</b> No supporting evidence of accidents, fatalities, or incidents has been submitted in support of this change. Further, slowing traffic will lead to increased congestion and therefore pollution (non-polluting cars will not be all pervasive for many years) Slowing the circular (Dunmore, 12 acre, Audlett) to 30 is excessive and will not promote its usage any more than present. Targetted 20MPH in danger zones (eg. Town centre, School entrances) would be a much better approach and could be supported more widely.</p> <p>20mph Speed Limit - <b>Object</b> Is there any evidence of accidents, fatalities or incidents suggesting this year round, 24/7 change will reduce such incidents? Personally, I do not hear of such accidents etc. So what is the evidence? Running traffic slower will increase congestion at peak periods and therefore pollution where engines idle in traffic jams/junctions. Considering the new housing along Dunmore it would be better to place more light controlled crossings than to limit speeds to 30mph or provide pedestrian underpasses.</p> <p>Travel change: <b>No</b></p>

<p>(80) Member of public, (Abingdon, Francis Little Drive)</p>	<p>20mph Speed Limit - <b>Object</b> Because it is not necessary and will not be enforced so it's just a waste of public money. Please find some real things to do.</p> <p>20mph Speed Limit - <b>Object</b> The speed limit is fine. I moved to Abingdon from Oxford specifically to get away from these idiotic traffic changes.</p> <p>Travel change: <b>No</b></p>
<p>(81) Member of public, (Abingdon, Francis Little Drive)</p>	<p>20mph Speed Limit - <b>Object</b> In no particular order I strongly object to these rules for the following reasons: it seems an unnecessary limit on already slow journeys and an unnecessary expense for the tax payer. The lack of enforcement of existing 20mph zones indicates to me that an increase in those zones is simply further increasing the number of rules which will be disobeyed. When in a 20mph zone I do stick to the limit, however silly it is, and have a number of times been overtaken unsafely making me feel unsafe on those roads. This more rarely happens in a 30mph. Additionally as a cyclist as well as a driver I observe the most frequent and blatant flouting of the highway code by cyclists rather than drivers. E.g. the running of red lights including at pedestrian crossings. I therefore think that the safety of local people would be better improved by improving compliance with the highway code from cyclists and drivers with the existing rules and structures rather than introducing yet more rules to be disobeyed. Furthermore, the majority of sensible drivers will go 20mph rather than 30mph when safety dictates it rendering the reduction of the speed limit unnecessary. Additionally my experience of cycling is that the majority of local drivers are aware and considerate around cyclists.</p> <p>20mph Speed Limit - <b>Object</b> As above. Seems completely unnecessary and a waste of money. The proposals, amongst others in the county make it seem as though most journeys undertaken are unnecessary. With the high cost of fuel and the heavy traffic it is unreasonable to think we all just drive around for fun. If the council were truly concerned with reducing the number of cars on the road then more money would be invested in the alternatives, such as improving the rather poor bus services. Instead the strategy seems to be simply to make it more difficult for ordinary people to go about their lives freely and as they see fit</p> <p>Travel change: <b>No</b></p>

<p>(82) Member of public, (Abingdon, Penlon Place)</p>	<p>20mph Speed Limit - <b>Object</b> I am objecting the proposals because the main issue with the roads in Abingdon is the traffic and congestion, and this new speed limit will only make the issue worse.</p> <p>20mph Speed Limit - <b>Object</b> Again, this will only make the traffic worse</p> <p>Travel change: <b>No</b></p>
<p>(83) Member of public, (Abingdon, Parsonmead)</p>	<p>20mph Speed Limit - <b>Object</b> No need for it plus your not gonna listen to the public as usual</p> <p>20mph Speed Limit - <b>Object</b> It's a ring road 30 is too slow How many deaths has there been ?</p> <p>Travel change: <b>No</b></p>
<p>(84) Member of public, (Abingdon, Quakers Court)</p>	<p>20mph Speed Limit - <b>Object</b> The proposal is harmful and unnecessary. Traffic flow thorough Abingdon is already very poor, this will only make it worse. Forcing drivers to drive relatively long distances at 20 mph generates frustration and is likley to increase accidents.</p> <p>20mph Speed Limit - <b>Object</b> The limit is unecessary. This is a wide, clear road with good visibility and surface. The present limit of 40 mph is perfectly acceptable.</p> <p>Travel change: <b>No</b></p>
<p>(85) Member of public, (Abingdon, Abbott Road)</p>	<p>20mph Speed Limit - <b>Object</b> Completely unnecessary on almost all roads in towns</p>

	<p>20mph Speed Limit - <b>Object</b>  Not necessary, the current limit is not a problem</p> <p>Travel change: <b>No</b></p>
<p>(86) Member of public,  (Abingdon, Thesiger)</p>	<p>20mph Speed Limit - <b>Object</b>  Artery roads throughout Oxfordshire are running slower &amp; slower with no real reason and are they safer ? (as 90% drivers ignore them anyway eg a415 through to dorchester.  While on residential estate eg on peachcroft, roads like boreford rd, mattock way etc, a 20mph limit may be ok, the link roads eg peachcroft road should remain with current limits.</p> <p>20mph Speed Limit - <b>Object</b>  Why ??</p> <p>Travel change: <b>No</b></p>
<p>(87) Member of public,  (Abingdon, Harding Road)</p>	<p>20mph Speed Limit - <b>Object</b>  Slowing down traffic will increase congestion and pollution. Drivers will ignore the speed limits. It is hard to drive at 20mph!</p> <p>20mph Speed Limit - <b>Object</b>  Ring roads exist to keep traffic moving around towns. Reducing the speed limit makes no sense.</p> <p>Travel change: <b>No</b></p>
<p>(88) Member of public,  (Drayton, Sutton Wick Lane)</p>	<p>20mph Speed Limit - <b>Object</b>  Because it will not change the state of the roads that are not maintained by the council correctly. It will also extend the time of travel during picking up and dropping off children from school. I don't think that parents can afford it. This is another ridiculous project that you are trying to enforce just for the sake of it. Let's be honest you don't care too much about the environment.</p>

	<p>20mph Speed Limit - <b>Object</b>  Another ridiculous idea that will cause more traffic. Stop giving permission to build new developments and maintain and prepare infrastructure for changes and then force rules like 30 mph on a ring road. Reduce traffic by putting children in school closer to their homes this will be real benefit for the environment as parents will not need to travel twice in a day to the others site of the town!</p> <p>Travel change: <b>No</b></p>
<p>(89) Member of public,  (Drayton, Sutton Wick Lane)</p>	<p>20mph Speed Limit - <b>Object</b>  With inevitable increased traffic following new housing developments, this would lead to severe delays during rush hour. Most people who I've spoken to who have lived in Abingdon all their life are happy with the way things already are</p> <p>20mph Speed Limit - <b>Object</b>  I am forced to travel to Abingdon to take my children to school due to the local primary being over subscribed. This would lead to a lot of frustration for residents in this position</p> <p>Travel change: <b>No</b></p>
<p>(90) Member of public,  (Abingdon, Lambrick Way)</p>	<p>20mph Speed Limit - <b>Object</b>  Increased travel time for no benefit in safety</p> <p>20mph Speed Limit - <b>Object</b>  Increased travel time with no benefit in road safety</p> <p>Travel change: <b>No</b></p>
<p>(91) Member of public,  (Grove, Wantage, Collinsmith Drive)</p>	<p>20mph Speed Limit - <b>Object</b>  A lower limit makes life miserable for car drivers while achieving your alternative transport goals. Rather than pissing everyone off, why not do it properly and make routes properly safe for alternative transport? No, you'd rather pretend to do something, change a few speed limits and signs and then wonder why no cyclists want to use the roads.</p>



	<p>Do it properly.</p> <p>20mph Speed Limit - <b>Object</b> As before if you want I safer and promoting alternative transport do it properly, don't just make life miserable for cars and fail to make it better for alternative transport.</p> <p>Travel change: <b>Other</b> Yes, I'll avoided Abingdon as much as possible.</p>
<p>(92) Member of public, (Abingdon, Tatham Road)</p>	<p>20mph Speed Limit - <b>Object</b> Traffic density limits the speed in the Town, reducing speed exacerbates the congestion already limiting the flow of traffic, A first approach should be to returning the inner ring, Stert Street, Oct Street and Stratton way to one directional roads, making Stratton Way bi-directional was always a crazy idea; it creates a dangerous situation at the exit from the multi-story car park.</p> <p>20mph Speed Limit - <b>Object</b> No evidence that it will improve safety</p> <p>Travel change: <b>No</b></p>
<p>(93) Member of public, (Abingdon, Coleridge Drive)</p>	<p>20mph Speed Limit - <b>Object</b> Can understand limiting to 20 on housing estates and by schools but all 30's moving to 20 and the 40's to 30 feels overkill!</p> <p>20mph Speed Limit - <b>Object</b> Will increase congestion in an area there are not lots of accidents</p> <p>Travel change: <b>No</b></p>
<p>(94) Member of public, (Abingdon, Hamble Drive)</p>	<p>20mph Speed Limit - <b>Object</b> I feel it will cause more accidents as people get impatient from going too slow, it will cause congestion and stop the flow of traffic and will deter people from coming near Abingdon and will suffocate our already struggling town centre.</p>

	<p>20mph Speed Limit - <b>Object</b> As previous answer.</p> <p>Travel change: <b>No</b></p>
<p>(95) Member of public, (Abingdon, Alexander Close)</p>	<p>20mph Speed Limit - <b>Object</b> There are some places that may warrant 20mph speed limits such as outside schools but it does not need a blanket approach, don't continuously penalise car drivers</p> <p>20mph Speed Limit - <b>Object</b> 40mph is fine, keep the traffic moving out of the town</p> <p>Travel change: <b>No</b></p>
<p>(96) Member of public, (Abingdon, Curtis Avenue)</p>	<p>20mph Speed Limit - <b>Object</b> It's not the speed limit that's currently an issue, driving too slowly means people concentrating on the speed not the road. 20mph outside schools is great though, but too much everywhere. Also the ring road needs to be 40mph until lodge hill is a full interchange!</p> <p>20mph Speed Limit - <b>Object</b> Lodge hill needs to be a full interchange before any speed limits are lowered</p> <p>Travel change: <b>No</b></p>
<p>(97) Member of public, (Abingdon, Wootton Road)</p>	<p>20mph Speed Limit - <b>Object</b> These proposed speed limits are unenforceable and would be a ridiculous waste of police time. The safety benefits are marginal and there other other things that should take priority over this mad proposal.</p> <p>20mph Speed Limit - <b>Object</b> As previous comment.</p>

	<p>Travel change: <b>No</b></p>
<p>(98) Member of public, (Abingdon, Thornley Close)</p>	<p>20mph Speed Limit - <b>Object</b> Where required traffic calming is a much better method. Slowing journeys down and increasing emissions is bad</p> <p>20mph Speed Limit - <b>Object</b> *Vast* majority of the road has large , sufficient foot paths and cycle lanes. How does this make anything safer? To improve safety, maybe encourage cyclists to actually use the cycle lane?</p> <p>Travel change: <b>No</b></p>
<p>(99) Member of public, (Drayton, Sutton Wick Lane)</p>	<p>20mph Speed Limit - <b>Object</b> The problem with Abingdon is not speed, but continuous approval of housing estates with no additional infrastructure. There is NO NEED to reduce speed as most cars can't get over this speed anyway in central areas and reducing limit will seriously impede traffic when it actually can flow.</p> <p>20mph Speed Limit - <b>Object</b> Just why? The purpose of a ring road is to divert traffic by providing an easier and faster route, around the center and so reduce traffic there.</p> <p>Travel change: <b>No</b></p>
<p>(100) Member of public, (Abingdon, Eney Close)</p>	<p>20mph Speed Limit - <b>Object</b> Driving at 20 mph will increase air pollution and use more fuel. There is absolutely no requirement to reduce speed limits.</p> <p>20mph Speed Limit - <b>Object</b> It's perfectly safe driving at 40 mph. There are wide footpaths and dedicated cycle path running parallel to the road</p> <p>Travel change: <b>No</b></p>

<p>(101) Member of public, (Abingdon, South Avenue)</p>	<p>20mph Speed Limit - <b>Object</b> There is no safety issue on the roads in question. Motorists need to drive at an appropriate speed for the conditions, not be limited to the ridiculously low 20mph speed on the main roads. In the centre of the town most people drive at 20 mph or less anyway. Any change is an obscene waste of public money in hard times.</p> <p>20mph Speed Limit - <b>Object</b> 40 mph is perfectly reasonable. Changing to 20 serves no purpose other than to satisfy those members of the councils who are carrying out a hate campaign against motorists. I was a qualified driving instructor until 4 years ago and I have been a member of the Institute of Advanced Motorists for 22 years. I think I am better qualified to make judgements on this than most or all of the councillors involved.</p> <p>Travel change: <b>No</b></p>
<p>(102) Member of public, (Abingdon, Elizabeth Avenue)</p>	<p>20mph Speed Limit - <b>Object</b> 20mph limits are unnecessary and cause frustration. More important would be to enforce the 30mph already in place in residential areas. These are slow enough when observed by most decent motorists, but too many people ignore them. The same people will ignore a 20 limit, and the rest of us will still suffer.</p> <p>20mph Speed Limit - <b>Object</b> 40mph is safe enough and reasonable for the type of road. Traffic is slower in busy times anyway, but 30mph will appear painfully slow when road clear.</p> <p>Travel change: <b>No</b></p>
<p>(103) Member of public, (Abingdon, St Helen's Court)</p>	<p>20mph Speed Limit - <b>Object</b> From living in Abingdon the past couple of months, and hoping to be for many more years, it's clear to me that lowering speed limits will not reduce traffic. There is already considerable amounts of traffic at peak times and causing people to slow down isn't going to improve this situation at all. The time added to a commute out or into the town as a result of a 20mph speed limit will be extremely frustrating for those of us who commute. It currently takes approx 5 minutes to get from the st helens church area out to the a34 north junction at 30mph. With the 20mph limit this will easily jump to 7/8 minutes. Over the course of a year that's a lot of additional time spent driving in and out of abingdon. While I would love to jump on a bus - my 1 year old can't really get herself to nursery.</p>

	<p>20mph Speed Limit - <b>Object</b>  It's already busy. It's great having a ring road that's faster than the traditional 30mph. Not really a ring road if it's 30. It becomes the boundary line of an estate.</p> <p>Travel change: <b>No</b></p>
<p>(104) Member of public,  (Didcot)</p>	<p>20mph Speed Limit - <b>Object</b>  This is not the way to improve safety on the roads in Abingdon. The way forward is to reduce traffic jams and therefore reduce road users having to use residential and back streets to avoid the jams in the first place.</p> <p>20mph Speed Limit - <b>Object</b>  The purpose of a ring road is to avoid the town centre. Do not make it less attractive to road users, find ways to make it  More attractive thereby reducing town centre traffic</p> <p>Travel change: <b>No</b></p>
<p>(105) Member of public,  (Abingdon, Bath Street)</p>	<p>20mph Speed Limit - <b>Object</b>  I don't believe it will be helpful. Bad drivers will disregard the new limit, as they already do the existing one. Good drivers will abide by the existing limit and will just be aggravated by having to go slower.</p> <p>20mph Speed Limit - <b>Object</b>  40mph is perfectly fine for a road like this, with little pedestrian traffic, whose main object is to get from A to B comfortably and safely.</p> <p>Travel change: <b>No</b></p>
<p>(106) Member of public,  (Abingdon, Boulter Drive)</p>	<p>20mph Speed Limit - <b>Object</b>  unnecessary, waste of time and money</p> <p>20mph Speed Limit - <b>Object</b></p>

	<p>unnecessary, a waste of time and money</p> <p>Travel change: <b>No</b></p>
(107) Member of public, (Abingdon, Vintner Road)	<p>20mph Speed Limit - <b>Object</b> I do not believe it is required</p> <p>20mph Speed Limit - <b>Object</b> I do not believe the current 40 mph limit is an issue</p> <p>Travel change: <b>No</b></p>
(108) Member of public, (Abingdon, Lammas Close)	<p>20mph Speed Limit - <b>Object</b> I object as I don't feel a 20mph limit is needed in Abingdon. Abingdon residential areas are a better design and layout than other towns/cities, making it much safer for pedestrians and cyclists. It feels like Abingdon is starting to follow Oxford with vehicle restrictions, will it be the dreaded LTNs next?</p> <p>20mph Speed Limit - <b>Object</b> The ring road is perfectly safe at 40mph as it is a wide road with ample sized verges, pavements, cycle tracks and crossings where they are needed.</p> <p>Travel change: <b>No</b></p>
(109) Member of public, (Abingdon, Norris Close)	<p>20mph Speed Limit - <b>Object</b> These lower speed limits are not needed. You have to queue in traffic most of the time anyhow. The argument that it will encourage people to use local transport is simply wrong. Nobody owning a car is going to wait at a bus stop, regardless of what the speed limits are. All this will do is just make life more frustrating. It's simply not needed!</p> <p>20mph Speed Limit - <b>Object</b> I don't understand this question. Haven't I just answered this in question 3? - These lower speed limits are not needed. You have to queue in traffic most of the time anyhow. The argument that it will encourage people to use</p>

	<p>local transport is simply wrong. Nobody owning a car is going to wait at a bus stop, regardless of what the speed limits are. All this will do is just make life more frustrating. It's simply not needed!</p> <p>Travel change: <b>No</b></p>
<p>(110) Member of public, (Abingdon, Warwick Close)</p>	<p>20mph Speed Limit - <b>Object</b> From experience of living in an Oxford road with a similar limit, I do not see how such a limit would be enforced. The current limits are not policed in the town. And frankly, as a pedestrian I feel more at risk from cyclists riding at speed on the footpaths. Unlike cycles, cars make a noise and stay on the road. Sort out the rogue cyclists rather than this unnecessary speed limit for motorists.</p> <p>20mph Speed Limit - <b>Object</b> Unnecessary. Works ok at 40 mph</p> <p>Travel change: <b>No</b></p>
<p>(111) Member of public, (Abingdon, Inkerman Close)</p>	<p>20mph Speed Limit - <b>Object</b> Appropriate only near schools during school hours. Will slow traffic across town and disrupt businesses with economic consequences. Much more effective to analyse where danger points are (roundabouts) and solve that. Sadly most people will only obey these signs when there are speed cameras and police.</p> <p>20mph Speed Limit - <b>Object</b> The ring road is safe with adequate crossing points and there is no point in slowing traffic.</p> <p>Travel change: <b>No</b></p>
<p>(112) Member of public, (Abingdon, Elwes Close)</p>	<p>20mph Speed Limit - <b>Object</b> I do not support blanket 20mph on key bus routes including Oxford Road, Drayton Road, Ock Street, Radley Road or Wootton Road and their implementation should be more nuanced. I support implementation of 20mph in residential estate streets, in the town centre and on key radial roads by schools only.</p>

	<p>Bus journey times will be significantly impacted by this scheme which may lead to service reductions as journeys are not able to be made in the required time, for little benefit.</p> <p><b>20mph Speed Limit - Object</b>  I do not believe that Audlett Drive, Twelve Acre Drive, Dunmore Road, Copenhagen Drive and Colwell Drive should be 30mph. Retaining these as 40mph will make them comparatively more attractive to use than driving through the town centre.</p> <p>Travel change: <b>No</b></p>
<p>(113) Member of public,  (Abingdon, Lovelace  Close)</p>	<p><b>20mph Speed Limit - Object</b>  Speed limits have to strike a balance between the safety of all users safety and mobility in the interests of the economic well being of all. There is no indication in the consultation papers that achieving such a balance has been reviewed during the promulgation of these proposals - there are simply unspecific, very generalised concerns about safety. There does not appear to have been any attempt to undertake an objective assessment.</p> <p>The proposals are clearly politically motivated - speed limits should be about safety, not politics, and uncontroversial. While safety concerns may readily outweigh the economic imperative of mobility in relation to residential streets, that isn't obviously the case in relation to main roads, particularly major bus routes - the papers ignore entirely the needs and interests of public transport users. The Council needs to bear in mind that more people use buses than cycle and it is essential for all manner of reasons that buses are as attractive an option as possible - this includes journey times. The major bus routes serving Abingdon are subject to all manner of service perturbations and reducing speeds to 20 (30 in the case of the X1) on their routes will further reduce the limited opportunities they have to recover lost time. The reductions will do nothing to make bus travel more attractive.</p> <p>The major bus routes particularly affected are Oxford Road, Drayton Road and Wootton Road. All of these have significant lengths of service roads. Safety could be improved where objectively assessed as necessary, by installing cycle paths utilising the service roads and redesigning junctions. Absent any objective safety and cost benefit analysis in connection with the proposals, particularly in relation to those 3 roads, I submit that they should remain 30mph roads (in the case of Wootton Road, from the college northwards, in the case of Drayton Road, from the Caldecott Road junction southwards).</p> <p>In relation to the "ring toad", Audlett Drive and Twelve Acre Drive were originally 60 mph roads and presumably designed as such. There is no evidence, at least in the public domain, to suggest they are not safe at 40. Very few houses directly front onto either and they have segregated cycle/footpaths. Copenhagen Drive has only recently been assessed in connection with the new housing development and 40mph was retained for most of its length, presumably because it was assessed as safe - it is surely the epitome of an urban 40mph road, of modern design,</p>



	<p>segregated cycle/footpath and not fronted by any residential properties. It should remain 40 as at present, because mobility needs must outweigh safety considerations in the absence of evidence to the contrary.</p> <p>If there were an objective case for Dunmore Road being 30 then a temporary limit would have been introduced for the seemingly endless roadworks connected with housebuilding, involving numbers of workers in the road with 40mph traffic passing (death/injury to roadworkers being a very major safety issue, the Council ought to know). The fact that no such temporary limit has been introduced speaks volumes. Significant traffic calming will result from the new signalled crossings. houses do not front directly onto it and again, there is a segregated cycle/footpath. The case for 30 hasn't been made out.</p> <p><b>20mph Speed Limit - Object</b> See detailed comments under 3 above, repeated below.</p> <p>In relation to the "ring road", Audlett Drive and Twelve Acre Drive were originally 60 mph roads and presumably designed as such. There is no evidence, at least in the public domain, to suggest they are not safe at 40. Very few houses directly front onto either and they have segregated cycle/footpaths. Copenhagen Drive has only recently been assessed in connection with the new housing development and 40mph was retained for most of its length, presumably because it was assessed as safe - it is surely the epitome of an urban 40mph road, of modern design, segregated cycle/footpath and not fronted by any residential properties. It should remain 40 as at present, because mobility needs must outweigh safety considerations in the absence of evidence to the contrary.</p> <p>If there were an objective case for Dunmore Road being 30 then a temporary limit would have been introduced for the seemingly endless roadworks connected with housebuilding, involving numbers of workers in the road with 40mph traffic passing (death/injury to roadworkers being a very major safety issue, the Council ought to know). The fact that no such temporary limit has been introduced speaks volumes. Significant traffic calming will result from the new signalled crossings. houses do not front directly onto it and again, there is a segregated cycle/footpath. The case for 30 hasn't been made out.</p> <p>Travel change: <b>No</b></p>
(114) Member of public, (Sutton Courtenay, High Street)	<p><b>20mph Speed Limit - Object</b> I believe 20mph should be in places off main streets and thoroughfares. However the carte blanche approach is in my opinion too restrictive</p> <p><b>20mph Speed Limit - Support</b> I thought it was for large parts as this is or soon will be cutting through housing estates</p>

	<p>Travel change: <b>No</b></p>
<p>(115) Member of public, (Abingdon, Caldecott Chase)</p>	<p>20mph Speed Limit - <b>Object</b> 30 is easier to drive</p> <p>20mph Speed Limit - <b>Support</b> 30 is better</p> <p>Travel change: <b>No</b></p>
<p>(116) Member of public, (Abingdon, Woodley Close)</p>	<p>20mph Speed Limit - <b>Concerns</b> The flow of traffic through and around Abingdon is already stifled by the volume of traffic V's the woefully underfunded infrastructure. We need a diamond junction at Lodge Hill as the top priority not slowing down the existing roads. I'd like to understand what the volume of accidents/incidents (involving the speed of the vehicle/s as the cause of the accident) per year are in order that this proposal can be justified in any form?</p> <p>20mph Speed Limit - <b>Concerns</b> How many accidents have there been on the ring road as a result of it being a 40mph limit (rather than 30)? It feels like a very safe road as it is with a 40mph limit, and I say that as a motorist, cyclist and pedestrian.</p> <p>Travel change: <b>No</b></p>
<p>(117) Member of public, (Abingdon, Sellwood Road)</p>	<p>20mph Speed Limit - <b>Concerns</b> I'm generally supportive of reducing the speed limit on residential roads whilst retaining the 30mph limit on roads like Oxford road. I'm also concerned that there will be insufficient funding to enforce the speed limit changes</p> <p>20mph Speed Limit - <b>Concerns</b> I'm concerned that reducing the limit for the ring road before the Lodge Hill interchange is sorted out is going to create even more frustration for north abingdon residents especially once the new houses are occupied.</p>

	<p>Travel change: <b>No</b></p>
<p>(118) Member of public, (Abingdon, Park Road)</p>	<p>20mph Speed Limit - <b>Concerns</b> While I neither support nor totally object to a 20mph limit, I do think it is psychologically difficult to crawl along at 20mph at times when roads are empty and 30mph would be safe. However, I live bordering onto Spring Road - and the number of vehicles that speed through - especially inadequately silenced motorbikes - is a noise concern. I would also question how the 20mph limit would be enforced. I do not support more speed cameras in the town.</p> <p>20mph Speed Limit - <b>Concerns</b> What is wrong with keeping the existing 40mph limit on this road? There are plenty of crossing places with traffic lights or islands. Most bus stops are inset. The traffic flows fine for the most part and people don't speed too much.</p> <p>Travel change: <b>No</b></p>
<p>(119) Local group/organisation, (GreenSpeed)</p>	<p>20mph Speed Limit - <b>Concerns</b> These comments are being made on behalf of GreenSpeed a campaign to lower the national speed limits to 55mph and 20mph. There are significant advantages with lower speeds but there are parts of the Council's "Statement of Reasons" which are unsound and should not be relied on.</p> <ol style="list-style-type: none"> <li>1. "... 20mph speed limits will help reduce casualty rates and improve road safety.". That is true, if the Council also understand that differential speeds is a cause of highway danger. Unless the lower limits are combined with physical changes that prevent or strongly encourage lower speeds by all vehicles, the 20mph could result in dangerous overtaking by those who expect to avoid detection. Research has shown that for compliance with 20mph roads have to be re-engineered until cars are repowered to reduce their maximum limits (to about 55mph instead of well over 70mph).</li> <li>2. "Additionally, the existing 40mph speed limits on the 'ring road' will also be reduced to 30mph, which will help encourage the use of the ring road as the main bypass route...". This does not sound right. Reducing the limit on the ring road is likely to make through town routes more attractive. The lower limit is not justified on highway safety grounds and would reduce air quality (ICEs are more efficient and emissions are lower at around 50mph).</li> <li>3. "The proposals seek an improvement of road safety for all users, and a reduction of the Counties(sic) carbon footprint..." The 20mph limits could increase rather than decrease carbon emissions until electrification is more advanced (with zero emissions at tail pipe) as ICEs emit more carbon at lower speeds. The increase of smooth flow</li> </ol>

	<p>and less stop/start driving could compensate for this. The engineering of the roads and the junctions and light controls are all important to securing lower emissions. The lower speed limit is not enough and could have unintended consequences.</p> <p>4. The better way to deal with speed is to reduce the higher limit to 50mph to encourage the re-engineering to make the car less polluting at lower speeds, including electrification.</p> <p>Daniel Scharf MRTPI</p> <p><b>20mph Speed Limit - Concerns</b> see above - but primarily that ICEs are more polluting at lower speeds and 40pmph is more appropriate for the Abingdon ring road.</p> <p>Travel change: <b>No</b></p>
<p>(120) Member of public, (Abingdon, Lucca Drive)</p>	<p><b>20mph Speed Limit - Concerns</b> Main radial traffic routes (A415, B4017 etc) should be exempted in their entirety. This will help maintain traffic flows, including buses, and a differential speed limit will help deter rat running on other residential streets. The B4017 south of Saxton Road is largely segregated from purely residential streets and a speed limit which is perceived as being artificially low will be difficult to enforce.</p> <p><b>20mph Speed Limit - Concerns</b> Reducing the relative attractiveness of a largely segregated route puts additional pressure on other more residential streets and the town centre.</p> <p>Travel change: <b>No</b></p>
<p>(121) Member of public, (Abingdon, Oxford Road)</p>	<p><b>20mph Speed Limit - Concerns</b> How will this be enforced? many cars can't stick to the current speed limits, the boundary house junction gets a lot of people speeding during quieter times</p> <p><b>20mph Speed Limit - Concerns</b> the current roadworks are already causing major delays getting from one side of the town to the other. Better access in and out of North Abingdon should be sorted first at Lodge hill junction</p>

	<p>Travel change: <b>No</b></p>
<p>(122) Member of public, (Abingdon)</p>	<p>20mph Speed Limit - <b>Concerns</b> As someone who uses their car around town for their job, I spend a lot of time being caught in traffic in the centre of town. I feel that when I get to a point where I can actually get into second gear, a 30mph speed is fine.</p> <p>20mph Speed Limit - <b>Concerns</b> I think 40mph is fine for these roads.</p> <p>Travel change: <b>No</b></p>
<p>(123) Member of public, (Abingdon, Ashenden Close)</p>	<p>20mph Speed Limit - <b>Concerns</b> I think the proposal will limit the ability of Abingdon to function as a town. Whilst limiting residential speed limits is appropriate, further limiting the ring road and arterial roads will only drive traffic onto the residential roads. Instead these should all remain at 30 and 40 as they currently are.</p> <p>20mph Speed Limit - <b>Concerns</b> Makes going via other roads quicker. Which isn't what is needed. Instead these roads should all be 40 to ensure that they remain the fastest routes. Also slowing down traffic makes Abingdon less attractive as a place to come for work.</p> <p>Travel change: <b>No</b></p>
<p>(124) Member of public, (Abingdon, Drayton Road)</p>	<p>20mph Speed Limit - <b>Concerns</b> Only necessary on certain roads so no need for a blanket limit, serious concerns over emissions caused by slower driving, won't be policed, very few serious accidents are caused in Abingdon by cars travelling at 30mph - where are the figures? Will it apply to cyclists and how will that be measured? Far more important issues to spend money on.</p> <p>20mph Speed Limit - <b>No opinion</b> Only support because of the growth in housing and therefore extra junctions and traffic on this road.</p>

	<p>Travel change: <b>No</b></p>
<p>(125) Member of public, (Abingdon, Jackman Close)</p>	<p>20mph Speed Limit - <b>Concerns</b> Traffic is already bad in Abingdon, slowing the traffic down will cause more bottlenecks and congestion. Surely this will generate more emissions.</p> <p>20mph Speed Limit - <b>Object</b> It will reduce flow of traffic, especially at peak time</p> <p>Travel change: <b>No</b></p>
<p>(126) Member of public, (Abingdon, Wilsham)</p>	<p>20mph Speed Limit - <b>Concerns</b> How is it going to be enforced? With 30mph there are lots of people speeding. Changing the signs to say 20 won't change this.</p> <p>20mph Speed Limit - <b>Object</b> Most of these areas have cycle paths. Why change the speed?</p> <p>Travel change: <b>No</b></p>
<p>(127) Member of public, (Abingdon, Selwyn Crescent)</p>	<p>20mph Speed Limit - <b>Concerns</b> The adjustment from 30mph to 20mph needs to be proportionate to risk and benefits. For example, there is little evidence that carbon footprint savings will be made sufficiently over time in proportion to the social rate of adoption of electric vehicles. Would the expense of the scheme be better spent subsidising or making free bus transport for local residents around the town or on secure bicycle storage in car parks to encourage bicycle use? Are we sure that 20mph is adequate at ALL times of day, or should this be only applicable between peak times? I feel more work needs to be done to strengthen a need for this proposal, which will affect thousands, or tens of thousands of road users, daily, and may increase congestion.</p> <p>20mph Speed Limit - <b>Object</b> The Abingdon ring road is the main affected route. As with the 30mph to 20mph comments made, this needs to be proportionate. Areas of the route have recently been reduced where new housing has been developed. Whilst this</p>

	<p>makes sense, it has degraded the effectiveness of the 'bypass', extending journey times from one side of the town to the other - currently 15-20mins. As part of one recent Local Authority approved development, a Southbound entry ramp at the current northern A34 junction was to be constructed, allowing for a more local 'escape' from Abingdon, reducing traffic on the ring road and in Abingdon. This has not yet been built. Once developed, congestion may diminish in contrast with the greater occupation of residents for new houses, and it may then be appropriate to reduce speeds of the then 'internal' route.</p> <p>Therefore, at the moment and until alternative effective traffic management solutions are in place, I object to this proposal.</p> <p>Travel change: <b>Other</b>  Not unless alternative incentives (safer, free, cycle storage facilities and/or free local bus transport) is implemented to compliment the scheme.</p>
(128) Member of public, (Wootton, Cumnor Road)	<p>20mph Speed Limit - <b>Concerns</b>  I haven't seen exactly which roads are included, but should only be ones that don't form a main route somewhere and are likely to only be used by residents of those roads.</p> <p>20mph Speed Limit - <b>Object</b>  The design of the road is perfectly suitable for speeds of 40mph and probably higher. In some parts even 50 would be quite safe. There's very little need for pedestrians to be crossing either so very low risk from that perspective and many of the junctions have waiting lanes for exiting to the right.</p> <p>Lowering the speed limit would cause unnecessary frustration and lead to even lower compliance than it already has. The stated aim is to encourage use but lowering the limit would clearly have the opposite effect. I certainly would be more likely to use Wootton Road or Oxford Road instead.</p> <p>Travel change: <b>No</b></p>
(129) Member of public, (Abingdon, Gall Close)	<p>20mph Speed Limit - <b>Concerns</b>  I don't agree with a 30mph limit on the ring road - it is used to keep traffic out of the centre and moving quicker -</p> <p>20mph Speed Limit - <b>Object</b></p>

	<p>It doesn't need to be that low - maybe on the approach to the roundabouts- but it was built to allow traffic to move quickly around the outskirts of the town. There is no need to go as low as 30 - it is not a pedestrian route and there are cycle routes.</p> <p>Travel change: <b>No</b></p>
(130) Member of public, (Abingdon, Boreford)	<p>20mph Speed Limit - <b>Concerns</b> Shouldn't include the major roads such as Oxford and Radley as it will seem all the traffic to the boundary road which is busy enough</p> <p>20mph Speed Limit - <b>Object</b> I object to reducing speed on the boundary road as it will mean further delays getting anywhere and there are plenty of ways of active travelling without this. Plus there is a real need to get the diamond junction in paved on the North junction to get rid of heavy traffic. Also put buses through Abingdon to Didcot and round the boundary road as well as more bike racks which are more secure</p> <p>Travel change: <b>No</b></p>
(131) Local group/organisation, (Abingdon Freewheeling Cycle Club)	<p>20mph Speed Limit - <b>Concerns</b> If drivers respected the need for everyone to use the roads, there would be no need to introduce this. Also, how many people have been injured on the roads in Abingdon to warrant this?</p> <p>20mph Speed Limit - <b>Object</b> As a peripheral road, a 40mph speed limit needs to continue, there are no valid reasons to change this.</p> <p>Travel change: <b>No</b></p>
(132) Member of public, (Abingdon, Wick Close)	<p>20mph Speed Limit - <b>Concerns</b> As a regular cyclist and driver, and a parent of small children, I hope I can offer a balanced view on this. Most of the 30mph roads in residential areas are quiet and I feel safe cycling on them now, so I don't think a reduced limit would help much here either. Maybe it would be helpful when riding with children.</p>



	<p>The only roads in Abingdon that I don't feel safe cycling along are the busy ones through the town centre, particularly Ock Street and Marcham Road which are dangerous to ride on. It's the amount of traffic that's the problem rather than the speed. What we really need here is a continuous off road cycle path all the way from the town centre to the McDonald's roundabout, rather than the current route which is unclear and goes on and off the road.</p> <p>20mph Speed Limit - <b>Object</b>  As a regular cyclist and driver, and a parent of small children, I hope I can offer a balanced view on this. The ringroads that currently have a 40mph limit already have good off road cycle paths, so reducing the limit wouldn't improve safety. I'm happy taking my children along there now. The main effect would be to annoy drivers and slow down travel times. Remember not all journeys can be made by bike or public transport; you don't want to cause resentment among the people who you're trying to help.</p> <p>Travel change: <b>No</b></p>
<p>(133) Member of public,  (Abingdon, Cotman Close)</p>	<p>20mph Speed Limit - <b>Concerns</b>  It's a good idea but a waste of time and more importantly, public money. The current speed limits are never policed in spite of Preston Rd and Gainsborough Green being speeding hotspots.</p> <p>20mph Speed Limit - <b>Object</b>  I think 40mph is ok as it is.</p> <p>Travel change: <b>No</b></p>
<p>(134) Member of public,  (Abingdon, Masfield)</p>	<p>20mph Speed Limit - <b>Concerns</b>  I'm happy for all housing areas to be 20mph but think the main roads should stay at 30mph because these become busy and idling an engine in a low gear isn't good for the car plus it will no doubt cause more pollution.</p> <p>20mph Speed Limit - <b>Object</b>  I'm not sure why this needs to be reduced? Not many pedestrians cross this road like they do in the town centre, though my guess is it's because the new estate on our green belt has been built .....</p> <p>Travel change: <b>No</b></p>

<p>(135) Member of public, (Abingdon, Alexander Close)</p>	<p>20mph Speed Limit - <b>Concerns</b> I can see that a lower speed limit might increase safety, but I worry that it might increase pollution.</p> <p>20mph Speed Limit - <b>Object</b> The ring road is an important through route in the absence of a proper A34 junction at Lodge Hill. I have a sense that the 'natural' speed for much of this road, where there are few or no side roads is 50mph, and as such even 40mph is a compromise.</p> <p>Travel change: <b>No</b></p>
<p>(136) Member of public, (Abingdon, Kennet Road)</p>	<p>20mph Speed Limit - <b>Concerns</b> I don't feel it's really necessary and don't believe everyone would abide by these limits and not sure if the police have the ability to enforce these. It may make those breaking the speed limits more of a danger to those not aware.</p> <p>20mph Speed Limit - <b>Object</b> I don't feel this is necessary at all. The ring road is fairly wide and most has a wide path with a grass verge so i'm not sure what this would achieve in terms of safety? Potentially the addition of traffic islands in places could be seen as safer if there is a constant flow of traffic, as slower traffic would still make it difficult to cross.</p> <p>Travel change: <b>No</b></p>
<p>(137) Member of public, (Abingdon, Sellwood Road)</p>	<p>20mph Speed Limit - <b>Concerns</b> Doesn't seem necessary. Encourages people to do silly things when they're plodding on an empty road at 20 mph or following a car. Slows cars down, but that doesn't automatically make it safer for cyclists or in any way cost effective to use public transport. It's hard to overtake cyclists at 20mph and I find that stressful as a cyclist and again encourages people to do silly things. Use the money to improve cycle routes, especially for double trailers. Then consider the speed limits.</p> <p>20mph Speed Limit - <b>Object</b> Where pedestrians are commonly crossing the ring road, there are mostly crossings in place or will be soon. It seems completely unnecessary to slow cars down there. Cyclists and pedestrians have great dedicated paths so</p>

	<p>they don't need to be on the road. It may change with the new development and become less of a ring road. Wait and see what the effect of the new development is and then decide what is appropriate.</p> <p>Travel change: <b>Other</b> No. We already only use the car when it is necessary.</p>
<p>(138) Member of public, (Abingdon, Hillview)</p>	<p>20mph Speed Limit - <b>Concerns</b> People don't stick to the limit of 30.. they will not stick to 20</p> <p>20mph Speed Limit - <b>Object</b> This will just increase traffic round the ring road</p> <p>Travel change: <b>No</b></p>
<p>(139) Member of public, (Abingdon, Duffield Close)</p>	<p>20mph Speed Limit - <b>Concerns</b> Abingdon's speed limits work perfectly fine with minimal accidents or traffic hot spots</p> <p>20mph Speed Limit - <b>Object</b> The speed limit adequate it's not an overbuilt area highly used by pedestrians, the diamond at lodge hill being built is priority over anything else</p> <p>Travel change: <b>No</b></p>
<p>(140) Member of public, (Wantage, Mably Grove)</p>	<p>20mph Speed Limit - <b>Concerns</b> 20mph is rarely exceeded in most residential roads anyway, adding even more street furniture to every street is an enormous cost for dubious gain.</p> <p>20mph Speed Limit - <b>Object</b> Very few areas of Abingdon ring road have housing opening directly onto the ring road, by all means restrict speed limits in those areas but leave the rest be. Fuel, noise and safety improvements would be minimal. Plus, why change speed limits if there's no enforcement action from TVP? No to mention the enormous cost of removing or modifying street furniture and signage.</p>

	<p>Travel change: <b>No</b></p>
<p>(141) Member of public, (Longcot, Downlands)</p>	<p>20mph Speed Limit - <b>Concerns</b> Speed limits only really work by consent. I support changes to make roads safer including lower speed limits where existing limits are too high, but these appear to be blanket, unrealistically low limits, that no one wants, which will do little for road safety.</p> <p>20mph Speed Limit - <b>Object</b> Speed limits only really work by consent. I support changes to make roads safer including lower speed limits where existing limits are too high, but these appear to be blanket, unrealistically low limits, that no one wants, which will do little for road safety.</p> <p>Travel change: <b>No</b></p>
<p>(142) Member of public, (Abingdon, Austin Place)</p>	<p>20mph Speed Limit - <b>Concerns</b> I support 20mph on the small residential roads I do not support 20mph on the main roads into the town, e.g. Wootton Road and Oxford Road</p> <p>20mph Speed Limit - <b>Object</b> There is no need to reduce it</p> <p>Travel change: <b>No</b></p>
<p>(143) Member of public, (Abingdon, Spring)</p>	<p>20mph Speed Limit - <b>Concerns</b> Safer, but concerned with the number of roads impacted</p> <p>20mph Speed Limit - <b>Object</b> This is a non-congested area most of the time, and feels safe at this speed limit already</p> <p>Travel change: <b>No</b></p>

<p>(144) Member of public, (Abingdon, Mandeville)</p>	<p>20mph Speed Limit - <b>Concerns</b> I support 20mph near schools and places where people congregate but do not support restriction of flow of traffic otherwise</p> <p>20mph Speed Limit - <b>Object</b> There is no ring road with the houses being built. Another ring road will need to be built to lessen the strain on existing roads. This will mean further intrusion into the Green Belt. Cyclists do not keep to the cycle tracks provided they come on to the road and hold up traffic as they are not prepared to stop at junctions. Traffic needs to move freely around a ring road and the current plans put the roads around the town into residential areas not for what they were originally meant for.</p> <p>Travel change: <b>Other</b> There will be no change to mode of travel because over a certain age it is far too late to get a bike out and learn to cycle.</p>
<p>(145) Member of public, (Abingdon, Loyd Close)</p>	<p>20mph Speed Limit - <b>Concerns</b> Residential streets should be 20mph for road safety reasons. Arterial roads, such as Oxford Road and Wootton Road, where the houses are laid back from the road should remain at 30mph to allow a more welcoming access to the town centre, otherwise even more people will go elsewhere to shop.</p> <p>20mph Speed Limit - <b>Object</b> Should remain at 40mph to allow access around town, otherwise there is no disincentive to drive through the middle. Roads accessing Dunmore Road, such as Boulter Drive, need mini roundabouts now to give safer access to the Dunmore Road even if existing traffic was at 30mph, before the additional demand from the new houses.</p> <p>Travel change: <b>No</b></p>
<p>(146) Member of public, (Abingdon, Tatham Road)</p>	<p>20mph Speed Limit - <b>Concerns</b> I object to the blanket approach and think changes should be more thoughtful and selective. 20 mph in residential side roads is one thing, and around schools would be desirable, but for main through roads such as Oxford Road from Peachcroft towards town this would seem unnecessary as apart from peak times this is not a busy road. Oxford</p>

	<p>City has not used this approach and their traffic problems are far, far worse. On the Iffley Road there is a 20 mph limit only on the section approaching The Plain and this road has a constant massive volume of traffic including vast number of cyclists far exceeding anything seen on Oxford Road and others in Abingdon. Would it not be feasible to reduce to 20 mph closer to and in the town centre?</p> <p>20mph Speed Limit - <b>Object</b> The point of a ring road is to move traffic around the outskirts away from the town and personally I have never witnessed many pedestrians or cyclists on these three roads at any one time and there are pedestrian/cyclist lanes separate to the road already. These roads could surely remain at the current limit.</p> <p>Travel change: <b>No</b></p>
<p>(147) Member of public, (Abingdon, Curtis Avenue)</p>	<p>20mph Speed Limit - <b>Concerns</b> I agree with 20mph on side residential streets and estates-but 20 on main roads through Abingdon such as Ock street and Oxford Road is too slow - people will become furstrated and won't stick to the speed limit - 30 is plenty</p> <p>20mph Speed Limit - <b>Support</b> with all the houses being built around Dunmore Road, I think 30 will be necessary to allow people to pull out from the housing estates safely - it will be frustrating round Twelve Acre and Audlett but not a huge problem (although you don't get many accidents on those roads!)</p> <p>Travel change: <b>No</b></p>
<p>(148) Member of public, (Abingdon, Knollys Close)</p>	<p>20mph Speed Limit - <b>Concerns</b> Copenhagen Drive between Mons Way and Colwell Drive should remain 40 mph. There are no road junctions and the pavement is wide. Why is 30 mph needed here?</p> <p>20mph Speed Limit - <b>Support</b> Exiting Boulter Drive and similar junctions is a dangerous nightmare. We have to join high speed traffic and miss pedestrians and cyclists crossing the junction. Often with poor visibility with the low sun and the road curvature.</p> <p>Travel change: <b>Other</b> I already walk and cycle</p>

(149) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - <b>Concerns</b> I do support 20mph but initially I would suggest this could be introduced between the hours of 7am and 7 pm. When there is little traffic 20mph is a crawl, and could feel intimidating to a female pedestrian.( I occasionally walk back from friends along the Oxford Rd Abingdon- and it's often v quiet.) Additionally integrate this with other schemes to discourage car use, eg make all-electric local bus routes, visiting residential estates, frequent and free or very cheap, say 20p a ride. Or, better still, give all residents a free bus pass to encourage use of public transport instead of a car.</p> <p>20mph Speed Limit - <b>Support</b> Increasing traffic from new build roads, eg on Dunmore Rd. Will help cars turn out of side roads and reduce queues and traffic fumes.</p> <p>Travel change: <b>Other</b> Maybe</p>
(150) Member of public, (Abingdon, Thomas Way)	<p>20mph Speed Limit - <b>Concerns</b> Cars go really fast and overtake cyclists in an unacceptable way. I fell once because of that</p> <p>20mph Speed Limit - <b>Support</b> I support cyclists who have to ride near there</p> <p>Travel change: <b>Yes - cycle more</b></p>
(151) Member of public, (Abingdon, Gardiner Close)	<p>20mph Speed Limit - <b>Concerns</b> I have concerns that any speed limits won't be monitored as per other local roads ie Audlett Drive where the average speed is now more than 50 and it is a 40limit road</p> <p>20mph Speed Limit - <b>Support</b> I support it if it is enforced - the current 40 limit is currently ignored and the average speed is &gt;50mph</p>

	Travel change: <b>No</b>
(152) Member of public, (Abingdon, Hendred Way)	<p>20mph Speed Limit - <b>Concerns</b> We need to reduce carbon emissions and make cycling more viable for short journeys - the volume and speed of traffic puts me off, and I want my children to be safer cycling. Reducing speed limits would achieve this. I fully support the proposal but have 1 concern which is that the Oxford Road should be included!! It is AWFUL to cycle down with cars coming too close and too fast, and no cycle lanes. Please lower the limit here too.</p> <p>20mph Speed Limit - <b>Support</b> It won't be a ring road much longer! Hundreds of houses being built on the field side, therefore it will be a central route for many people and past lots of houses.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(153) Member of public, (Steventon, High Street)	<p>20mph Speed Limit - <b>Concerns</b> 20 is good for some roads, but not all in Abingdon: it should be implemented on Bridge Street, High Street, Stratton Way, Vineyard, Stert Street and many residential roads ( I cannot specify which residential roads as I live outside central Abingdon and don't use these residential roads).</p> <p>20mph Speed Limit - <b>Support</b> This is not a dual carriageway and it has various roundabouts and junctions</p> <p>Travel change: <b>No</b></p>
(154) Member of public, (Abingdon, Hound Close)	<p>20mph Speed Limit - <b>Concerns</b> Not all roads need to be 20mph. Blanket approach not appropriate.</p> <p>20mph Speed Limit - <b>Support</b> I live on the edge of the existing 'ring road' around Abingdon. The increase in traffic volume and noise has blighted any property adjacent to this route. The safety at junctions is being compromised by the speed and volume of traffic on this route.</p>



	Travel change: <b>Yes - cycle more</b>
(155) Member of public, (Abingdon, The Chestnuts)	<p>20mph Speed Limit - <b>Concerns</b> Concerned to know how the changes will be made and to ensure that all members of public are aware of the proposed changes and properly informed as and when changes are made.</p> <p>20mph Speed Limit - <b>Support</b> I can see that there are benefits of this proposal.</p> <p>Travel change: <b>No</b></p>
(156) Member of public, (Abingdon, Pagisters Road)	<p>20mph Speed Limit - <b>No opinion</b> Na</p> <p>20mph Speed Limit - <b>Concerns</b> I'm not sure of the rationale behind this proposal as they roads all have dedicated cycle tracks I think 40 mph is correct</p> <p>Travel change: <b>No</b></p>
(157) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - <b>No opinion</b> Whilst a broadly support a 20 mph proposal for back residential streets, I'm concerned that over use of such limits will make a mockery of them and will be more inclined to be ignored (take the 30 mph limit outside the European School for instance). A more targeted approach may make for a better result. Also, retaining a 40 mph limit on the ring road would increase the benefit to using the ring road opposed to taking shortcuts through the town centre or Nortcutt Road.</p> <p>20mph Speed Limit - <b>Object</b> I think it would reduce the benefit of using the ring road vs taking rat runs through residential streets or going through the town centre. How about leave it, see how it goes, then look at it again in a year?</p> <p>Travel change: <b>No</b></p>

(158) Member of public, (Abingdon, Boxhill Road)	<p>20mph Speed Limit - <b>Support</b> I live on Boxhill road and 30 is dangerous with kids playing.</p> <p>20mph Speed Limit - <b>Object</b> I just don't think it's needed.</p> <p>Travel change: <b>No</b></p>
(159) Member of public, (Abingdon, Norman Avenue)	<p>20mph Speed Limit - <b>Support</b> Some drivers go well over the limit in my road. There are kids going to kids. I am concerned for the safety of children.</p> <p>20mph Speed Limit - <b>Object</b> I think the 40 limit around the ring road is fine. It may slow down the traffic too much and cause traffic jams. (More traffic jams)</p> <p>Travel change: <b>No</b></p>
(160) Member of public, (Abingdon, Picklers Hill)	<p>20mph Speed Limit - <b>Support</b> Experience from Germany has been very positive to have low speed limits in residential areas, and higher speeds on motorways. I'm all for that.</p> <p>20mph Speed Limit - <b>Object</b> I would wish to offset the slower journey times in residential routes with reasonable speeds on the ring road. PLEASE DELIVER LODGE HILL JUNCTION</p> <p>Travel change: <b>No</b></p>
(161) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - <b>Support</b></p>

	<p>It is important that roads close to schools are safe for those who want to walk or cycle to school. Big roads should be at 40mph though.</p> <p>20mph Speed Limit - <b>Object</b> It is unnecessary and will put people off from coming to Abingdon.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(162) Member of public, (Abingdon, Andersey Way)</p>	<p>20mph Speed Limit - <b>Support</b> I drive, cycle and I am also a firefighter and I have seen the damage 30MPH can do to another vehicle I wouldn't want to be hit by a car doing 30MPH while I was on my bike.</p> <p>20mph Speed Limit - <b>Object</b> why? make it all 20 its much better than keep moving between both.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(163) Member of public, (Abingdon, Private road)</p>	<p>20mph Speed Limit - <b>Support</b> It is both good for the environment and for safety</p> <p>20mph Speed Limit - <b>Object</b> I would prefer this to also go to 20MPH</p> <p>Travel change: <b>No</b></p>
<p>(164) Member of public, (Abingdon, Villeboys Close)</p>	<p>20mph Speed Limit - <b>Support</b> Safety reasons</p> <p>20mph Speed Limit - <b>Object</b> Rather it was twenty</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(165) Member of public, (Abingdon, Coopers Lane)</p>	<p>20mph Speed Limit - <b>Support</b> I agree a reduction in residential streets could be beneficial and help reduce accidents, in areas where children may be.</p> <p>20mph Speed Limit - <b>Object</b> I feel 40mph on a ring road is sufficient</p> <p>Travel change: <b>No</b></p>
<p>(166) Member of public, (Abingdon, Norris Close)</p>	<p>20mph Speed Limit - <b>Support</b> No comment</p> <p>20mph Speed Limit - <b>Object</b> I would support 30mph limit on dunmore road but not on the rest of the ring road. Dunmore road has a lot more access roads and hence need for the lower speed limit to allow drivers to join and leave the road</p> <p>Travel change: <b>No</b></p>
<p>(167) Member of public, (Abingdon, Willowbrook)</p>	<p>20mph Speed Limit - <b>Support</b> If by residential roads you mean roads where there are houses with direct access to the road in question...NOT roads like Oxford Road/Audlett Drive etc which are "through roads"</p> <p>20mph Speed Limit - <b>Object</b> The idea of a ring road surely was to divert traffic away from the narrow streets of Abingdon "town centre" and allow lorries etc to pass with less interference</p> <p>Travel change: <b>No</b></p>

<p>(168) Member of public, (Abingdon, Northcourt Road)</p>	<p>20mph Speed Limit - <b>Support</b> Less noise and air pollution, and will hopefully stop the revving of engines, speeding and 'street racing' that has become the norm in Abingdon.</p> <p>20mph Speed Limit - <b>Concerns</b> I am concerned and quite frankly very disappointed that "sections" of the Oxford Road, Wootton Road, and Drayton Road will not be included in this speed reduction as they are three of the main race track roads around Abingdon.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(169) Member of public, (Abingdon, Larkhill Road)</p>	<p>20mph Speed Limit - <b>Support</b> Improved safety, less noise, making it more pleasant to cycle</p> <p>20mph Speed Limit - <b>Concerns</b> 20mph on residential roads seems very sensible, but the purpose of the ring road is to enable cars to get around bypassing the middle of town. It's generally well segregated from pedestrian and bicycle traffic, so I think this should remain at 40mph.</p> <p>Travel change: <b>Other</b> Probably won't change it, but will make it more pleasant!</p>
<p>(170) Member of public, (Abingdon, Orpwood Way)</p>	<p>20mph Speed Limit - <b>Support</b> The estate I live on experiences vehicles travelling too fast for an area where people are walking around and children and pets are crossing roads.</p> <p>20mph Speed Limit - <b>Concerns</b> Some parts of the ring road have wide paths and cycle paths, and crossings for pedestrians and so travelling at 40 mph isn't a risk.</p> <p>Travel change: <b>No</b></p>

<p>(171) Member of public, (Abingdon, Norris Close)</p>	<p>20mph Speed Limit - <b>Support</b> I think the proposals are reasonable for the residential roads proposed</p> <p>20mph Speed Limit - <b>Concerns</b> I do not consider that the 'ring road' can be considered as a single entity, the roads concerned have significant differences. They should be the encouraged routes for passage around the town. Even with the new north junction, if / when this is actually built, this should not be considered a routing for local traffic. The default case should be 40 mph. In the cases of Audlett Drive and Twelve Acre Drive particularly there are good junctions and housing designed away from the road. I do see that, now housing is built to the north side and there a large number of more difficult junctions, there is probably a case for a 30 mph limit</p> <p>Travel change: <b>No</b></p>
<p>(172) Member of public, (Abingdon, Evelin Road)</p>	<p>20mph Speed Limit - <b>Support</b> Think this is a great idea but the speed limit is currently 30 and not many drivers can stick to that . How will this be policed ?</p> <p>20mph Speed Limit - <b>Concerns</b> Not sure this needs to happen. Better , wider paths for cyclists and pedestrians</p> <p>Travel change: <b>No</b></p>
<p>(173) Member of public, (Abingdon, Hedgemoad Avenue)</p>	<p>20mph Speed Limit - <b>Support</b> Generally very supportive but it isn't accurate to claim these are all residential roads. Some may think such non residential roads require a 20 mph speed limit. Will certainly make me more confident about allowing my child to cycle in residential areas and to school etc</p> <p>20mph Speed Limit - <b>Concerns</b></p>

	<p>Not clear this is needed on these roads. Perhaps more for climate and noise reasons but please make the evidence and rationale clear</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(174) Member of public, (Abingdon, Larkhill Road)	<p>20mph Speed Limit - <b>Support</b> Safer speed, especially on the narrower roads where there is on-street parking</p> <p>20mph Speed Limit - <b>Concerns</b> There is a wide pedestrian path and cycle path away from the main carriageway. The road is wide. Bus stops are recessed off the road. There are light-controlled pedestrian crossings.</p> <p>Travel change: <b>No</b></p>
(175) Member of public, (Abingdon, Galley Field)	<p>20mph Speed Limit - <b>Support</b> Safety particularly for children.</p> <p>20mph Speed Limit - <b>Concerns</b> I think for most of the ring road a 40 mph limit would be more reasonable and also mean less people would break the limit.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(176) As part of a group/organisation, (Sustrans)	<p>20mph Speed Limit - <b>Support</b> The Sustrans mission is to make it easier for people to walk and cycle, and reducing the speed limit within a town such as Abingdon, that lends itself well to the 20 minute neighbourhood concept, should encourage greater modal shift by making the streets safer for those who wish to walk and cycle for daily, short journeys.</p> <p>20mph Speed Limit - <b>Concerns</b> In principle, this is supported as the ring road has greater traffic flows and 30mph allows for less vehicle build up and dangerous overtaking. However, this needs to be matched with good quality walking and cycling infrastructure. For</p>

	<p>the majority, the ring road has good shared use paths, but there is a lack of continuity in certain areas, especially around junctions and crossings, which make the ring road inaccessible for those with low mobility in particular.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(177) Member of public, (Abingdon, Alexander Close)</p>	<p>20mph Speed Limit - <b>Support</b> I think in terms of noise, pollution and safety reducing the speed limit particularly the ringroad to 30 will have a good impact on our quality of life.</p> <p>20mph Speed Limit - <b>Support</b> Living close to Dunmore Road i hear a lot of speedy acceleration from the roundabout as well as see that it has caused safety concerns. I have also lost 2 cats that were hit by cars on the road which may not have happened if slightly slower.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(178) Member of public, (Abingdon, Boxhill Road)</p>	<p>20mph Speed Limit - <b>Support</b> The number of intersections with traffic coming out of turnings into roads which have pedestrians of all sorts..children..elderly...cyclists...."wobbly" ones....mental health...means that uninhibited speed limit means basically traffic speeds up.</p> <p>1. Along Oxford road on approach to Boxhill Road...making the difficult turning into it..(cars parked every which way)...tricky.</p> <p>There is so much going on at that junction. The surround needs to be 20 miles.</p> <p>2. And a deal of the considerable traffic which feeds into Boxhill road , from the estate behind, as well as football club, school run, motorbikes going over the foot bridge delivery vans, seem to assume a straight road is one to put your foot flat. So even 30 miles is not respected.</p> <p>I'm often nearly wiped out getting into and out of my car.</p> <p>20mph Speed Limit - <b>Support</b> If the who area is slowed down..40 to 30. It makes taking 30 down to 20 more likely. Everyone can get to places twice as quick if everyone goes half as fast. The noise pollution is reduced, let alone fumes, and fuel,consumption.</p>



	Travel change: <b>Yes – walk/wheel more</b>
(179) Member of public, (Abingdon, Wootton Road)	<p>20mph Speed Limit - <b>Support</b> I support 20 mph limits in the town centre, residential roads and around schools to improve safety and give priority to pedestrians and cyclists.</p> <p>20mph Speed Limit - <b>Support</b> It should make it easier for traffic joining from the side roads and also reduce noise on the ring road</p> <p>Travel change: <b>Yes - cycle more</b></p>
(180) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - <b>Support</b> I wholeheartedly support the reduction in speed limits to 20mph for residential roads. As someone who cycles and walks around Abingdon, this would help both me and my family feel safer (and encourage us all to cycle and walk more often). Increasingly I feel drivers breach the existing 20mph limits, and any reduction to help reduce the risk of accidents and deaths must be welcome. We need a safe, welcoming and pleasant Abingdon.</p> <p>20mph Speed Limit - <b>Support</b> I believe that a reduction in speed to 30mph for the 'ring road' (which isn't actually a ring road) will help residents of Abingdon who cycle and walk on or alongside the road feel safer and more secure. Such a reduction could lead to an increase in cycling and walking trips, and also ensure a consistent approach to speed reduction across Abingdon if the 20mph reduction goes ahead. I fear that without this dual move, drivers who exit 20mph zones may be somewhat frustrated and see the ring road as their chance to drive 'fast' again - and maybe exceed the existing 40mph limit.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(181) Member of public, (Abingdon, Lumberd Road)	<p>20mph Speed Limit - <b>Support</b> It would reduce noise and air pollution.</p>

	<p>20mph Speed Limit - <b>Support</b> It would reduce air and noise pollution.</p> <p>Travel change: <b>No</b></p>
<p>(182) Member of public, (Abingdon, Appleford Drive)</p>	<p>20mph Speed Limit - <b>Support</b> Roads would be safer for pedestrians, cyclists and even car drivers if speeds were reduced.</p> <p>20mph Speed Limit - <b>Support</b> With more people needing to cross this road a slower speed would be safer</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(183) Member of public, (Abingdon, Thames View)</p>	<p>20mph Speed Limit - <b>Support</b> Low speed limits in other towns means more relaxed driving with less stopping and starting. Other road users and especially kids less likely to be killed if hit by a car. Motorbikes often drive too fast and noisily. It doesn't add much time to your journey and it's safer and uses less fuel than stopping and starting.</p> <p>20mph Speed Limit - <b>Support</b> Controlled slower speeds lead to fewer traffic jams. It's quieter for local residents.</p> <p>Travel change: <b>No</b></p>
<p>(184) Member of public, (Abingdon, Welford Gardens)</p>	<p>20mph Speed Limit - <b>Support</b> Believe it would be a lot safer</p> <p>20mph Speed Limit - <b>Support</b> A lot safer</p> <p>Travel change: <b>No</b></p>

<p>(185) Member of public, (Abingdon, Knollys Close)</p>	<p>20mph Speed Limit - <b>Support</b> In favour of making roads safer for vulnerable road users and reducing car dominance</p> <p>20mph Speed Limit - <b>Support</b> Road is currently terrifyingly fast and horribly noisy</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(186) Member of public, (Abingdon, Lashford Lane)</p>	<p>20mph Speed Limit - <b>Support</b> I live on Lashford Lane, there is a primary school here and many horses on the road - yet still people continue to speed over and above the 20 limit. It is a matter of time before someone gets hurt. I lived in Reading 7 years ago and all roads with schools on were a 20mph limit (unless it was a main road strangely). I would like to see the same measures for school roads, all around Oxfordshire.</p> <p>20mph Speed Limit - <b>Support</b> 40mph has always seemed too fast for such residential areas</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(187) Member of public, (Abingdon, Gibson Close)</p>	<p>20mph Speed Limit - <b>Support</b> Lower speed limits improve traffic flow, encourage active travel and make us all safer</p> <p>20mph Speed Limit - <b>Support</b> It will improve traffic flow and be less disruptive to residents</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(188) Member of public, (Abingdon, South Avenue)</p>	<p>20mph Speed Limit - <b>Support</b> I cycle into Abingdon and believe this would make the roads safer</p>

	<p>20mph Speed Limit - <b>Support</b>  With all of the new build houses I think the road will have more pedestrians on and think 30 mph will keep it safe</p> <p>Travel change: <b>No</b></p>
<p>(189) Member of public,  (Abingdon, Cemetery Road)</p>	<p>20mph Speed Limit - <b>Support</b>  I live on Cemetery Road, off Spring Road. The speed with which people drive on a major residential road like Spring Road is already insane. The speed with which people drive on a small residential cul-de-sac like Cemetery Road is unacceptable, dangerous and unnecessary.</p> <p>20mph Speed Limit - <b>Support</b>  30 is plenty so I support this as a speed limit.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(190) Member of public,  (Appleford, Main Road)</p>	<p>20mph Speed Limit - <b>Support</b>  it has been widely proven that a 20mph speed limit improves highway safety, in addition it will help and support use of active travel modes</p> <p>20mph Speed Limit - <b>Support</b>  sensible speed limit, 40mph is too high in urban locations</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(191) Member of public,  (Abingdon, St Johns Road)</p>	<p>20mph Speed Limit - <b>Support</b>  Anything to reduce accident and injury has to be a good thing. As a cyclist, it should make cycling on the road safer and more enjoyable (though better cycling infrastructure would be even more welcome)</p> <p>20mph Speed Limit - <b>Support</b>  This is not a 'proper' ring road, so the traffic isn't segregated from pedestrians and cyclists. As it runs through a built-up area, there is no reason for it not to be 30mph.</p>

	Travel change: <b>No</b>
(192) Member of public, (Dean Court, Eynsham Road)	<p>20mph Speed Limit - <b>Support</b> Gives improved safety with little negative effect on journey times</p> <p>20mph Speed Limit - <b>Support</b> Improves safety with little effect on journey times over such short distances</p> <p>Travel change: <b>No</b></p>
(193) As a business, (Abingdon, Vineyard)	<p>20mph Speed Limit - <b>Support</b> I own a shop on the vineyard and cars speed up and down this road on a daily basis making it extremely dangerous for people. There is no pedestrian crossing or cycle lanes here adding to the danger</p> <p>20mph Speed Limit - <b>Support</b> 30 mph is plenty now the new houses are being built</p> <p>Travel change: <b>Yes - cycle more</b></p>
(194) Member of public, (Abingdon, Abbott)	<p>20mph Speed Limit - <b>Support</b> Improves safety for all road users, whether drivers, pedestrians or cyclists Likely to encourage more cycling and walking. Efficient way to reduce air pollution</p> <p>20mph Speed Limit - <b>Support</b> Ring road has large number of crossings and turns. 40 mph limit outdated</p> <p>Travel change: <b>Other</b> No change to own habits but will allow me to let my children go out more independently</p>
(195) Member of public, (Abingdon, Bostock Road)	20mph Speed Limit - <b>Support</b>

	<p>The reduced speed limit will make the roads safer for crossing the roads when walking, and for cycling. It should also reduce pollution and noise, including climate change emissions. It's a really positive thing to be doing.</p> <p>20mph Speed Limit - <b>Support</b>  There are often speeding cars on the ring road, and it is unpleasant to walk by, or cycle by or on. I don't think the 30 limit will reduce speed to 30 all the time, but I expect a 'guilty 35' instead of a 'guilty 45', which will be a lot better.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(196) Member of public, (Abingdon, Darrell Way)	<p>20mph Speed Limit - <b>Support</b>  It will encourage more cycling because potential cyclists will think the roads safer</p> <p>20mph Speed Limit - <b>Support</b>  Support because there is an adequate cycle path near the "ring road" so cyclists won't have to be concerned with the 30mph traffic</p> <p>Travel change: <b>No</b></p>
(197) Member of public, (Abingdon, Champs Close)	<p>20mph Speed Limit - <b>Support</b>  I cycle a lot and having slower speeds would mean I would be more comfortable with letting my children cycle on the roads</p> <p>20mph Speed Limit - <b>Support</b>  Lower speeds means less accidents (if policed). It will mean those who don't care and speed will instantly stand out</p> <p>Travel change: <b>Yes - cycle more</b></p>
(198) Member of public, (Shippon, Dart Road)	<p>20mph Speed Limit - <b>Support</b>  I regularly cycle and walk in Abingdon and would feel much safer if the speed limit were slowed down.</p> <p>20mph Speed Limit - <b>Support</b>  It would make cycling and walking more appealing if the traffic were slowed</p>

	<p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(199) Member of public, (Abingdon, Ypres Way)</p>	<p>20mph Speed Limit - <b>Support</b> Making Abingdon a mostly 20mph zone would massively improve the local environment, making cycling safer, walking more pleasant and improving air quality.</p> <p>20mph Speed Limit - <b>Support</b> I have chosen not to own a car, so commute to work and into the town centre on foot or by bike. I also ride weekly with a local cycling club. I have personal experience of the danger of high speeds on residential roads and have friends who have been impacted in collisions involving careless drivers. Movement on the road network in and around Abingdon must be significantly calmed to make it safer for cyclists and pedestrians and a more pleasant environment for residents.</p> <p>Travel change: <b>Other</b> I already cycle and walk everywhere but a 20mph limit would help me to feel safer using roads.</p>
<p>(200) Member of public, (Abingdon, Winsmore Lane)</p>	<p>20mph Speed Limit - <b>Support</b> Road safety, protect pedestrians, curb bad driving.</p> <p>20mph Speed Limit - <b>Support</b> The ring roads are close to built up housing estates and a reduced speed limit is required to protect pedestrians.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(201) Member of public, (Abingdon, Prince Grove)</p>	<p>20mph Speed Limit - <b>Support</b> Safety and enhanced traffic flow. Less stop start.</p> <p>20mph Speed Limit - <b>Support</b> Residential area. Reduce noise and pollution.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(202) Member of public, (Abingdon, Loddon Close)	<p>20mph Speed Limit - <b>Support</b> Need to make roads safer for cyclists, particularly children, and for pedestrians. Narrow roads in Abingdon mean it is unsafe to drive over 20 mph anyway. Long overdue change</p> <p>20mph Speed Limit - <b>Support</b> Some parts are already 30 mph so it confusingly present. Better to standardise on 30 mph. More housing in this area means more traffic merging from side roads. Area around Larkmead needs to be safer for children cycling to school. There have generalities among children cycling to school via the back way along the ring road</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(203) Member of public, (Drayton, Eastway Park)	<p>20mph Speed Limit - <b>Support</b> To improve safety of pedestrians and cyclists. Many car drivers speed on the 30mph roads and if the speed limit were reduced any caught speeding would hopefully be going a safer speed</p> <p>20mph Speed Limit - <b>Support</b> Safety</p> <p>Travel change: <b>Yes - cycle more</b></p>
(204) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - <b>Support</b> I am a cyclist</p> <p>20mph Speed Limit - <b>Support</b> 30 mph is safer. 25 percent longer is only a couple of mins. Benefit outweighs disadvantage</p> <p>Travel change: <b>Yes - cycle more</b></p>



<p>(205) Local group/organisation, (Abingdon, Ypres way)</p>	<p>20mph Speed Limit - <b>Support</b> For safety and health reasons.</p> <p>20mph Speed Limit - <b>Support</b> Safety and health</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(206) Member of public, (Abingdon, Kysbie close)</p>	<p>20mph Speed Limit - <b>Support</b> I commute by bicycle and have young children. I especially support reducing the 40mph ring road to 30.</p> <p>20mph Speed Limit - <b>Support</b> It's hard to cross and dangerous for young children on the adjacent cycle path</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(207) Member of public, (Abingdon, Bailie Close)</p>	<p>20mph Speed Limit - <b>Support</b> We live in an environment where it is very (too) easy to choose to hop in the car for short, local journeys. As well as incentives to walk/cycle/scoot by making areas more user friendly for those not protected by metal boxes, there need to be disincentives for those who find it harder to make the switch to forms of active travel. I whole-heartedly support initiatives that make it easier for people to make greener and healthier choices as part of their everyday routines.</p> <p>20mph Speed Limit - <b>Support</b> With increased housing facing the 'ring road' there will, hopefully, be increased non-car traffic. Lower speed limits will make it safer for new resident to make the choice to walk/cycle (and use &amp; support local services) from the very start of their residency. I suspect measures may need to be taken to ensure the new limit is adhered to. Currently, the ring road is viewed by the minority as a race track - dangerous and off-putting for residents, pedestrians and cyclists.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(208) Member of public, (Abingdon, Radley Road)</p>	<p>20mph Speed Limit - <b>Support</b></p>

	<p>Reduce carbon emissions; create safer and more pedestrian friendly places.</p> <p>20mph Speed Limit - <b>Support</b> Sensible complement to the 20 mph limit in the town centre</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(209) Member of public, (Abingdon (Peachcroft), Hound Close)</p>	<p>20mph Speed Limit - <b>Support</b> Having lived on Peachcroft for 40 years it has always been a concern that the main road through the estate has been 30mph, as often cars go far too fast on the bends and approaching junctions sometimes in excess of 30 (particularly in recent years). It is only a matter of time before there is an accident and someone is injured. Also slower speeds will reduce the noise level for residents.</p> <p>20mph Speed Limit - <b>Support</b> Having lived on Peachcroft for 40 years and always on the edge of the estate near the 'ring road', it has becoming increasingly busy and with all the new developments will get busier still. Reducing the speed to 30mph will certainly help when turning in and out of the estate as often currently some drivers exceed 40 and it is more difficult to find a safe gap to pull in/out. Also it will help to reduce noise levels as currently it can significantly impact the quality of life both living nearby and when walking/cycling along the 'ring road' path. Crossing the road to get to Peachcroft farm can also be quite dangerous given the speed limit. Appreciate some drivers will still exceed 30mph but expect the majority will abide by it and even those who don't might stay at 40 where currently 50+ can be the norm for some! My only concern is enforcement of the new limit, it would need cameras along the 'ring road' particularly at approaches to the turning on to Peachcroft and Mattock Way.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(210) Member of public, (Steventon, The Green)</p>	<p>20mph Speed Limit - <b>Support</b> lower speed limit will improve air quality and road safety</p> <p>20mph Speed Limit - <b>Support</b> Safer</p> <p>Travel change: <b>No</b></p>

(211) Member of public, (Steventon, The Green)	<p>20mph Speed Limit - <b>Support</b> supporting active travel, road safety, pollution reduction</p> <p>20mph Speed Limit - <b>Support</b> supporting road safety, reducing pollution, provides appropriate transition to 20 mph zones</p> <p>Travel change: <b>Yes - cycle more</b></p>
(212) Member of public, (Abingdon, East Saint Helen Street)	<p>20mph Speed Limit - <b>Support</b> Safer, less pollution and reduced fuel consumption</p> <p>20mph Speed Limit - <b>Support</b> Same as previous</p> <p>Travel change: <b>Yes - cycle more</b></p>
(213) Member of public, (Abingdon, Letcombe Avenue)	<p>20mph Speed Limit - <b>Support</b> A lower speed limit would help "set the tone" for travel on Abingdon roads and make them safer for non-car drivers</p> <p>20mph Speed Limit - <b>Support</b> If the limit continued at 40mph there would be too great a disparity between ring road speeds and those on the roads which join it</p> <p>Travel change: <b>Yes - cycle more</b></p>
(214) Member of public, (Abingdon, Evenlode Park)	<p>20mph Speed Limit - <b>Support</b> Safer roads, better environment</p> <p>20mph Speed Limit - <b>Support</b></p>

	<p>The road can be busy to cross. In addition, with increasing development outside the ring road, it is becoming more of a local residential road</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(215) Member of public, (Abingdon, Spring Road)</p>	<p>20mph Speed Limit - <b>Support</b> Abingdon speeding is a huge problem with very little control. Outside of the few roads with speed cameras, speeding and extreme-speeding are common place. Roads like Spring Road, Faringdon Road and Bath St. are frightening for pedestrians, cyclists, dog walkers etc. Accidents are common, deaths have occurred and near-misses (including near fatal) are commonplace. Many drivers 'enjoy' a foot to the floor mentality with no-fear of speed enforcement or prosecution. Cycling is unsafe as a result in Abingdon.</p> <p>20mph Speed Limit - <b>Support</b> The 40mph limit outside of the speed camera means speeds upwards of 50mph or higher are driven on roads such as Copenhagen Drive and Dunmore Road.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(216) Member of public, (Abingdon, Jackman Close)</p>	<p>20mph Speed Limit - <b>Support</b> Too many cars are speeding over the current limit and it's dangerous for everyone</p> <p>20mph Speed Limit - <b>Support</b> I live near Auddlet drive and car here speed over the 40 limit and they don't reduce speed when the signs shows 30 by the snake &amp; ladders</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(217) Member of public, (Abingdon, Swinburne Road)</p>	<p>20mph Speed Limit - <b>Support</b> Safety for school children</p> <p>20mph Speed Limit - <b>Support</b> Safety for school children</p>

	<p>Travel change: <b>Yes - cycle more</b></p>
<p>(218) As a business, (Abingdon, Bailie Close)</p>	<p>20mph Speed Limit - <b>Support</b> The proposed change will make Abingdon safer for residents and visitors, reduce harmful emissions including carbon dioxide, and will make the town more attractive to potential employees of our business. We support the measure wholeheartedly!</p> <p>20mph Speed Limit - <b>Support</b> See my comments regarding the 20 mph limit</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(219) Member of public, (Abingdon, Alexander Close)</p>	<p>20mph Speed Limit - <b>Support</b> As a driver, I've found it a more relaxed experience navigating the existing 20mph areas in Oxford (e.g. top of Iffley Road). As an aunt and great-aunt - there will be kids in the new estates to the north, the ring road has GOT to come down to 30mph. As a pedestrian and cyclist - it's just easier on everyone if the speed limits are lower, as we all get more time to react. Traffic gets less hectic -&gt; parents happier letting kids get to school on their own -&gt; less traffic -&gt; easier for the people who have no choice but to drive (trades, commuting to odd areas, disabled etc).</p> <p>20mph Speed Limit - <b>Support</b> See earlier</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(220) Member of public, (Abingdon, Cherwell Close)</p>	<p>20mph Speed Limit - <b>Support</b> Parent of young children and want them to be able to be more active, cycle and walk to school in a safer cleaner environment. I currently cycle to work and this will also improve my own safety and experience.</p> <p>20mph Speed Limit - <b>Support</b></p>

	<p>The shared use path round the ring round is not very nice to use. Cars travel too fast round the ring road and there are too many entrances and exits where cars have right of way. Reducing the speed limit will go some way to improving this but steps should also be taken to improve the shared path by segregating pedestrians from cyclists properly and giving path users right of way over minor roads round the ring road (this should be clearly demonstrated by road markings)</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(221) Member of public, (Abingdon, Boulter Drive)</p>	<p>20mph Speed Limit - <b>Support</b> Safety and congestion concerns</p> <p>20mph Speed Limit - <b>Support</b> Safety and congestion concerns</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(222) Member of public, (Wantage, Brundle Way)</p>	<p>20mph Speed Limit - <b>Support</b> In residential areas parked cars will always be an obstacle for all road users and they certainly narrow the available road width to passing road traffic, and as such must be negotiated with due care. Cyclists typically max out at a steady average of 12 mph whereas motorists will be willing to reach 30mph and will have strong desire to pass, but this must be done safely. Motorists will assess the risk before conducting the pass manoeuvre, but mistakes do happen. Reducing the limit to 20mph will reduce the speed differential and grant better opportunity to rationally assess the real risks before impatience takes over, at least with the vast majority of road users. I acknowledge there will be exceptions; people do break the rules, especially if the risk of being caught is close to zero.</p> <p>20mph Speed Limit - <b>Support</b> Consistent speed limits across the broader area may help reduce risks. In this sense I am suggesting that entering a zone that is entirely limited to 30 means you have no need to accelerate (hard or gently) into the 40 zone, or brake (hard or gently) as you leave the 40 zone and enter the 30 zone.</p>

	<p>There is a tendency for drivers to push the limits of what is acceptable, but keeping it one speed limit will make road users' behaviour far more predictable, with only slightly more sedate a journey but significantly less harmful in the event of a collision.</p> <p>Travel change: <b>Other</b>  I really want safe cycle routes from Wantage to Abingdon as a commuter, but sadly the present infrastructure is lacking and the roads are unsafe.  I will not cycle to work as things stand, but I look to the future...if Wantage has cycling infrastructure then I will be using Abingdon routes.</p>
<p>(223) Member of public,  (Shippon, Barrow Road)</p>	<p>20mph Speed Limit - <b>Support</b>  30 mph is too fast. The transport hierarchy places pedestrians 1, cyclists 2 and private cars at the bottom.</p> <p>20mph Speed Limit - <b>Support</b>  Pedestrians and cyclists have been ignored for too long. The priority cars receive has produced a toxic environment that opposes active transport.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(224) Member of public,  (Abingdon, Radley Road)</p>	<p>20mph Speed Limit - <b>Support</b>  Concerns about the environment, concerned about health and safety of children in Abingdon, and also the safety of vulnerable road users.</p> <p>20mph Speed Limit - <b>Support</b>  Because sometimes pedestrians need to cross the road, eg to Peachcroft or to travel to Sunningwell and the new estates there. It is very hard to do this when traffic is coming past at 40mph. Also because it makes walking or cycling around the ringroad very polluted, noisy and unpleasant.</p> <p>Travel change: <b>Other</b>  Both walk, wheel and cycle more.</p>

<p>(225) Member of public, (Abingdon, Thesiger Road)</p>	<p>20mph Speed Limit - <b>Support</b> 20mph is safer</p> <p>20mph Speed Limit - <b>Support</b> safer</p> <p>Travel change: <b>Other</b> Already cycle and walk, as no longer own a car</p>
<p>(226) Member of public, (Abingdon, Galley Field)</p>	<p>20mph Speed Limit - <b>Support</b> Safety of pedestrians and cyclists. To encourage more people to travel on foot and by bike and bus.</p> <p>20mph Speed Limit - <b>Support</b> Reduces pollution and makes it safer for pedestrians to cross.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(227) Member of public, (Abingdon, Loddon Close)</p>	<p>20mph Speed Limit - <b>Support</b> I am a big fan of the policy of cutting speed limits on Oxfordshire's roads, and as a resident of Abingdon have wanted this for a long time as I cycle and walk a lot and it will make it a safer environment.</p> <p>20mph Speed Limit - <b>Support</b> This should make it slightly more pleasant along the cycle/pedestrian path along the ring road as the cars will be less noisy.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(228) Member of public, (Abingdon, Foster Road)</p>	<p>20mph Speed Limit - <b>Support</b> In the town centre it can be difficult to cross the high street due to fast moving traffic. Often parts of Abingdon are used as a race track. Not everyone adheres to the 30 speed limit, but by reducing it further may make some</p>



	<p>difference. The peripheral road definitely be reduced to 30 mph, especially with new homes being built on oppositr side of the road, there is no way it shoulx be 40 mph anymore.</p> <p>20mph Speed Limit - <b>Support</b> With homes being built on both sides of the road, it should now be classed as a residential area. Dunmore Rd should be reduced to 20mph in line with other residential areas.</p> <p>Travel change: <b>No</b></p>
(229) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - <b>Support</b> Reduce accident rates make residential areas a better place to live</p> <p>20mph Speed Limit - <b>Support</b> 30 is plenty</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(230) Member of public, (Abingdon, St Helen Street)	<p>20mph Speed Limit - <b>Support</b> Abingdon is an old town with narrow roads. Anyone trying to drive at 30 mph along Abingdon High Street needs their head examined. And their licence taken away.</p> <p>20mph Speed Limit - <b>Support</b> This is a road used by pedestrians and cyclists - the cyclepaths alongside are not fit for purpose, forcing cyclists to use the road - and 30 mph is much safer than 40.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(231) Member of public, (Abingdon, St Amand Drive)	<p>20mph Speed Limit - <b>Support</b> A reduction in cars speed will be safer and reduce the dominance of cars and allow people to have a better experience of walking or cycling around abingdon</p> <p>20mph Speed Limit - <b>Support</b></p>

	<p>Often 30 miles an hour is what can be driven, this is better for the environment, better fuel consumption and better or drivers</p> <p>Travel change: <b>Yes - cycle more</b></p>
(232) Member of public, (Abingdon, Penlon Place)	<p>20mph Speed Limit - <b>Support</b> This is a small measure (other countries have tighter speed limits) with a large number of well-known, well-researched, common-sense benefits and few downsides other than motorist rage. My safety trumps your convenience. Also, I anticipate opposition to this, so I want to be at least one supporting datum.</p> <p>20mph Speed Limit - <b>Support</b> This is a small measure (other countries have tighter speed limits) with a large number of well-known, well-researched, common-sense benefits and few downsides other than motorist rage. My safety trumps your convenience. Also, I anticipate opposition to this, so I want to be at least one supporting datum.</p> <p>Travel change: <b>Other</b> No - I already walk for most journeys. However, I would appreciate the reduction in risk to life and limb I am exposed to for taking this radical form of transport. If there is a reduction in car traffic I might take the bus more - what is the point of a bus that is stuck in traffic?</p>
(233) Member of public, (Abingdon, Hamble Drive)	<p>20mph Speed Limit - <b>Support</b> It is much safer to limit speed</p> <p>20mph Speed Limit - <b>Support</b> Cyclists for some reason refuse to use cycle tracks</p> <p>Travel change: <b>No</b></p>
(234) Local group/organisation, (Oxfordshire Cycling Network)	<p>20mph Speed Limit - <b>Support</b> We strongly support the proposal. There are already many people cycling in Abingdon, as evidenced by the high level of cycling in Vale of White Horse in the DfT/Sport England Active Lives Survey (Abingdon is the largest town in VoWH). A 20mph speed limit will make cycling safer and more comfortable for them, and will make it more attractive</p>

	<p>to current non-cyclists. It will also reduce traffic through the town because sat-navs will tend to select alternative quicker routes.</p> <p>20mph Speed Limit - <b>Support</b>  We support speed reductions on the ring road because the cycle tracks along the ring road are narrow and with interruptions, so many cyclists choose to use the main carriageway - this will make that choice safer. It will also improve safety and comfort for cyclists using the tracks alongside the ring road.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(235) Member of public,  (Abingdon, South Avenue)</p>	<p>20mph Speed Limit - <b>Support</b>  As a regular pedestrian and cyclist I find the vehicular traffic alarming and over dominant. The current system favours car drivers and it is dangerous and unpleasant for other road users. The noise of vehicles is intrusive and roads in the centre in particular are polluted. Any measures that give greater priority to pedestrians and cyclists are welcome and if they deter avoidable journeys in residential areas and the middle of town that will also be beneficial.</p> <p>20mph Speed Limit - <b>Support</b>  Since the ring road no longer marks the outer boundary of the town (a very poor decision in my view) speeds should be reduced as there will be more pedestrian flows across the road.</p> <p>Travel change: <b>No</b></p>
<p>(236) Member of public,  (Abingdon, River Close)</p>	<p>20mph Speed Limit - <b>Support</b>  It's still dangerous for families to cycling on the road. 20mph would allow parents to feel a bit safer for their kids before safe cycling path setting up in Abingdon south. There is no cycling path in Wilsham road which is part of the n5 and nearby the Thames. Could be a lovely road if it would be safer and also free of the wild carterpillar car park.</p> <p>20mph Speed Limit - <b>Support</b>  The slower the better.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(237) Member of public, (Abingdon, Pytenry Close)</p>	<p>20mph Speed Limit - <b>Support</b> I support the proposals to bring about much-needed improvements to the quality of life of residents of Abingdon in terms of noise pollution, air quality and road safety.</p> <p>20mph Speed Limit - <b>Support</b> I support the proposals to bring about much-needed improvements to the quality of life of residents of Abingdon in terms of noise pollution, air quality and road safety. This is especially so for the many people with the misfortune of living near to one of the increasingly busy so-called ring roads. I sincerely hope that additional measures will also be taken to reduce the very common tendency to exceed the speed limit on these roads, often massively (and very noisily) exceeded!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(238) Member of public, (Abingdon, Bowler Gardens)</p>	<p>20mph Speed Limit - <b>Support</b> 30mph is far too fast on the small residential streets in Abingdon, many of which have no appropriate visibility or crossing points for pedestrians. PLEASE reduce the speed limit outside St Edmunds RC Primary School to 20mph - we are in desperate need for this and I see near misses every single day on the school run. It's a very serious situation and I'm very worried as a parent.</p> <p>20mph Speed Limit - <b>Support</b> 30MPH is plenty.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(239) Member of public, (Abingdon, Rose Avenue)</p>	<p>20mph Speed Limit - <b>Support</b> 20mph in towns is plenty fast enough. a car hitting a child at 20 has a better chance of survival than being hit by a car at 30.</p> <p>20mph Speed Limit - <b>Support</b> Cars, lorries etc often travel at much higher speeds than 40 on these roads, maybe a 30 limit will make drivers think twice before speeding. also it will produce less pollution.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(240) Member of public, (Abingdon, Kingfisher Close)	<p>20mph Speed Limit - <b>Support</b> local roads need more control</p> <p>20mph Speed Limit - <b>Support</b> The ring road? what Ring road... yes please build a real one!</p> <p>Travel change: <b>No</b></p>
(241) Member of public, (Oxford, Rymers Lane)	<p>20mph Speed Limit - <b>Support</b> safer streets for residents</p> <p>20mph Speed Limit - <b>Support</b> less pollution, safer streets</p> <p>Travel change: <b>No</b></p>
(242) Member of public, (Abingdon, Market Place)	<p>20mph Speed Limit - <b>Support</b> I live in Abingdon town centre and do all my errands on foot around town. There are many areas lacking in safe crossings (such as in front of the County Hall) where a reduced traffic speed would improve safety. I am also kept awake by cars and motorcycles revving their engines around the town, notably down Stert Street and High Street, though I do not think a reduced speed will help much with this issue.</p> <p>20mph Speed Limit - <b>Support</b> Much the same as the answer submitted previously.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(243) Member of public, (Abingdon, Wilsham road)	20mph Speed Limit - <b>Support</b>

	<p>I live along Wilsham road and it attracts a lot of visitors and local families, I am constantly concerned about the speed some people travel. We have recently had a drop kerb because parking on the road means crossing the busy road, while the County Councillor was here approving the application he commented on how busy the road was and suggested I spoke to our local councillor because he was concerned.</p> <p>20mph Speed Limit - <b>Support</b> If it's 30 then maybe people will do 40 as currently it's such a fast road</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(244) Member of public, (Cowley, James Wolfe Road)</p>	<p>20mph Speed Limit - <b>Support</b> To increase comfort for walking and cycling - Including accessibility for people with impairments.</p> <p>20mph Speed Limit - <b>Support</b> Reduced congestion and noise pollution benefits.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(245) Member of public, (Kennington, River View)</p>	<p>20mph Speed Limit - <b>Support</b> Abingdon as a historic town has limited road space and it must be shared safely with all users</p> <p>20mph Speed Limit - <b>Support</b> I occasionally cycle on the carriageway to avoid the frequent side street dangers to the cycle path, so a lower limit will make that safer</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(246) Member of public, (Abingdon, Fitzharrys Road)</p>	<p>20mph Speed Limit - <b>Support</b> This is an excellent proposal to help support future growth in Walking and Cycling. Whilst a confident cyclist myself, my wife and children are scared of cycling around Abingdon because of the speed of vehicles.</p> <p>20mph Speed Limit - <b>Support</b></p>

	<p>With the new development proposed this road would function less like a ring road and more like a local distributor road. Reducing the speed with reduce the severance between the new development and the existing town. Priority side road crossings should be provided on the cycle path though to encourage greater use of this facility.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(247) Member of public, (Abingdon, Curtis Avenue)</p>	<p>20mph Speed Limit - <b>Support</b> Number of cars parked on residential streets and often on pavements means 30mph is too fast. Often have to go onto street with my young kids to get round cars on pavement. Also, crossing road view is blocked by parked cars.</p> <p>20mph Speed Limit - <b>Support</b> Bike/footpaths next to ring roads not physically separated and in parts quite narrow - 40mph doesn't allow sufficient time to react if something happens. Also - noise - noticeable difference between vehicles, especially lorries , travelling at 40mph and 30mph. Finally, I don't see 40mph as being necessary. Length of ring road means difference in time taken 30/40mph negligible.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(248) Member of public, (Abingdon, Saxton Road)</p>	<p>20mph Speed Limit - <b>Support</b> Cars are dangerous. There's too many cars parked by the side of the road for 30mph to be safe through residential areas. Slower and fewer cars make areas more pleasant to live in due to less pollution and noise, and making it easier for neighbours to get to know each other.</p> <p>20mph Speed Limit - <b>Support</b> Cars are dangerous. Lower speeds are better. Reduces pollution, danger to pedestrians, cyclists, and other road users, and makes everywhere nicer to live.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(249) Member of public, (Abingdon, Sellwood Road)</p>	<p>20mph Speed Limit - <b>Support</b> Safety</p>

	<p>20mph Speed Limit - <b>Support</b> Safety</p> <p>Travel change: <b>Yes - cycle more</b></p>
(250) Member of public, (Abingdon, Abbott)	<p>20mph Speed Limit - <b>Support</b> I regularly cycle with the children and it is terrifying. This can only help. Will reduce noise and pollution in addition.</p> <p>20mph Speed Limit - <b>Support</b> No need for 40, 30 saves fuel and reduces noise</p> <p>Travel change: <b>Yes - cycle more</b></p>
(251) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - <b>Support</b> Small, but busy town, lots of families, schools and through traffic. Completely appropriate to reduce speeds locally.</p> <p>20mph Speed Limit - <b>Support</b> Slowing people down a little will not impact their lives, commutes, jobs. It will save lives from serious injuries in road accidents.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(252) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - <b>Support</b> The roads are too dangerous for cyclists and cars currently. 20 is a much safer speed in built up areas and will be better for everyone</p> <p>20mph Speed Limit - <b>Support</b> The roads need to be safe for all users, the difference between 30 and 40 on semi residential roads is hardly noticeable but would have a huge impact on other users and if there were accidents</p> <p>Travel change: <b>Yes - cycle more</b></p>



<p>(253) Member of public, (Abingdon, Appleford Drive)</p>	<p>20mph Speed Limit - <b>Support</b> We live on Appleford Drive which becomes a race track twice a day when parents deliver/collect from Rush Common School</p> <p>20mph Speed Limit - <b>Support</b> We live on Appleford Drive which becomes a race track when children are delivered/ collect from school</p> <p>Travel change: <b>No</b></p>
<p>(254) Member of public, (Milton, Willow Lane)</p>	<p>20mph Speed Limit - <b>Support</b> We need to take practical steps to discourage avoidable car journeys and encourage cycling and walking where possible to save energy, limit the impacts of climate change and make roads safer - I want to relearn how to cycle as an adult and I want my child to be safe getting around</p> <p>20mph Speed Limit - <b>Support</b> Slow cars down and get fewer on the roads where poss</p> <p>Travel change: <b>Other</b> I hope walk/cycle more, but could be part of getting my household to try bus instead of car too just being all part of positive alternatives to driving everywhere</p>
<p>(255) Member of public, (Abingdon, Bourlon Wood)</p>	<p>20mph Speed Limit - <b>Support</b> In general, I think 20mph throughout towns is a good thing. I previously lived in Edinburgh and whilst it was initially frustrating, you do adjust quickly. It also brings a 'calmer' feel to the environment. In reality, plenty of people exceed speed limits, so with 20mph it's more likely that people will drive under 30mph.</p> <p>20mph Speed Limit - <b>Support</b> Same reason as for 20mph. I live off Copenhagen drive, and whilst the limit drops to 30mph close to the roundabout people are accelerating up to 40 so there is a 'rush' to get up to speed.</p>

	<p>We are going to have more cars using these roads as the mass of housing is completed, so dropping the limit to 30 is just going to create a calmer environment for the town, I think.</p> <p>Travel change: <b>No</b></p>
<p>(256) Member of public, (Abingdon, Virginia Way)</p>	<p>20mph Speed Limit - <b>Support</b> The speeding behaviour of some people around my home estate (south Abingdon) is largely out of hand. People speed above 30mph. I do not feel safe as a cyclist, pedestrian and most of all I'm worried for the health and safety of my two small children. I hope that the new speed limit would be supported by regular speed controls / enforcement and static radar traps around Preston road. This will not only be good for the environment but also the road safety.</p> <p>20mph Speed Limit - <b>Support</b> Most of the time the traffic is so bad due to poor civil road planning and congestion that you will not be going any faster anyways. Increases road safety for all road users</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(257) Member of public, (Abingdon, Sellwood Road)</p>	<p>20mph Speed Limit - <b>Support</b> Safety of community. Better for environmental pollution.</p> <p>20mph Speed Limit - <b>Support</b> Safety of community. Lower emissions.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(258) Member of public, (Abingdon, Willow Brook)</p>	<p>20mph Speed Limit - <b>Support</b> Twenty mph zones have been proven to enhance public safety, reduce air pollution and not impede traffic flow. There is no good faith argument against them.</p> <p>20mph Speed Limit - <b>Support</b> Reduced speed limits have been proven to enhance public safety, reduce air pollution and not impede traffic flow. There is no argument against this.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(259) Member of public, (Sutton Courtenay, Barretts Way)	<p>20mph Speed Limit - <b>Support</b> Strongly support a 20mph limit on residential streets to make them safer and less intimidating for cyclists and pedestrians.</p> <p>20mph Speed Limit - <b>Support</b> Generally support a reduction in speed limit but I don't think 40mph is untoward on these roads.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(260) Member of public, (Abingdon, Picklers Hill)	<p>20mph Speed Limit - <b>Support</b> Lower speed = safer, quieter, less pollution</p> <p>20mph Speed Limit - <b>Support</b> 30mph needs to happen. the current 40mph is not enforced and the HGV speeds with all the new houses being built is excessive, dangerous and polluting</p> <p>Travel change: <b>Yes – scoot more</b></p>
(261) As a business, (Abingdon, Victoria Road)	<p>20mph Speed Limit - <b>Support</b> Pedestrians and cyclists need priority within the town. It's difficult to cross roads. Drivers need to be less aggressive.</p> <p>20mph Speed Limit - <b>Support</b> Houses nearby and safety is comprimised by 40.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(262) Member of public, (Abingdon, Lovelace Close)	20mph Speed Limit - <b>Support</b>

	<p>Having lived here for 20+ years, I have become aware of how much more traffic there is in the area, and also how many motorists exceed the current speed limits. I feel that 20mph in many areas will greatly reduce the risk of injury/death to pedestrians, cyclists &amp; animals as well as reduce pollution.. I think that the introduction of 30mph limit on the Abingdon ring road is essential for safety for both road users &amp; pedestrians with the new housing developments along these roads.</p> <p><b>20mph Speed Limit - Support</b>  I live adjacent to Dunmore Road, currently many motorists drive at speeds of 50mph or more, especially at night. Trying to drive on to the Dunmore Road from Boulter Drive has been a challenge for many years. especially in the rush hours, and at this particular junction the scene of a significant number of motor vehicle accidents. I believe a reduction to 30 mph will be necessary given that we are currently having 900+ houses being built alongside the Dunmore Road &amp; with a very welcome frequent bus service to/from Oxford introduced.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(263) Member of public,  (Abingdon, River Close)</p>	<p><b>20mph Speed Limit - Support</b></p> <ol style="list-style-type: none"> <li>1. Cars and other vehicles cannot easily react for a child jumping on the road, this drives parent a necessary constant attention to them.</li> <li>2. Cars are noisy at larger speed</li> <li>3. Fast cars drives tends not to respect security distances overtaking cyclist</li> <li>4. Fast cars tends to pick the risky choice of overtaking cyclist or other cars when it should have stoped to avoid slowing down. For example there is cyclist on both sides of Wilsham road (no space for overtaking them with more than 1 m) but the car choose to overtake.</li> <li>5. These remarks are aggravated when raining (for some reason)</li> <li>6. Lower speed lowers the amount of acceleration and hence reduce the city carbon footprint.</li> <li>7. There only a million reasons to reduce the speed of the cars to add space to people in our cities!</li> </ol> <p><b>20mph Speed Limit - Support</b>  This limit feels less important than the previous 20 mph as cyclist and pedestrian are safely separated from the road. But I am still strongly in favour of it as it will benefit in noise reduction, make the road crossing safer and reduce the carbon footprint of individuals</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(264) Member of public, (Abingdon, Compton Drive)</p>	<p>20mph Speed Limit - <b>Support</b> An easy individual response to the health and climate crisis is to cycle more. Most people are discouraged from cycling by the perception that it is dangerous. When public highways are safer, people will cycle, so it is incumbent on the Council to LEAD on this.</p> <p>20mph Speed Limit - <b>Support</b> 30mph is often an aspirational limit, when the new developments are occupied and Aldi is open, that will become even more the norm. When the new developments are occupied the 'ring road' will not be a ring road, it will be much closer to a regular street and I would argue for 20mph on that basis. For those who wish to get from one end of Abingdon to the other in a hurry, they will soon have the full junction on Lodge Hill.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(265) Member of public, (Abingdon, Orpwood Way)</p>	<p>20mph Speed Limit - <b>Support</b> Within a residential area, I don't feel there is any reason to be traveling at more than 20. It would hopefully discourage people from using residential roads as shortcuts, make roads safer, and decrease noise and actual pollution within those areas which are often populated with older people or families.</p> <p>20mph Speed Limit - <b>Support</b> It isn't a road I use frequently. I think it is currently 40? I would have no issue with it being 30 and perhaps with would make it safer for cyclists.</p> <p>Travel change: <b>No</b></p>
<p>(266) Member of public, (Abingdon, Thornley Close)</p>	<p>20mph Speed Limit - <b>Support</b> Safer for cycling. Also may encourage local distance car users to switch to other forms of travel</p> <p>20mph Speed Limit - <b>Support</b> Safer for pedestrians crossing the roads</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(267) Member of public, (Abingdon, Lindsay Drive)</p>	<p>20mph Speed Limit - <b>Support</b> I want the roads to feel safer for myself and my family. I also want to reduce noise and pollution. It is hard to cross the "ring road" right now with the current 40mph speed limit, which many drivers treat as motorway and drive much above this. My daughter is scared of going near the ring road because it is so fast and loud.</p> <p>20mph Speed Limit - <b>Support</b> It is hard to cross the ring road at the current speed limit. It is also very loud and polluted. My daughter is scared of going near the ring road because it is so fast and loud. Some drivers treat it like a motorway.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(268) Member of public, (Abingdon, Turberville Close)</p>	<p>20mph Speed Limit - <b>Support</b> There are so many children walking and cycling to school who I want to be safe</p> <p>20mph Speed Limit - <b>Support</b> by having it a faster route, drivers may choose the ring road rather than coming through the town centre</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(269) Member of public, (Abingdon, Ock Street)</p>	<p>20mph Speed Limit - <b>Support</b> Vehicles, particularly cars and motorbikes, routinely significantly break the speed limit on Ock Street where I live (near Domino's Pizza), sometimes at 60 mph, usually 40+ mph. Several people have been killed here, including a 20 yr old man outside my home. I was nearly run down by a car doing 60 mph. Every effort should be made to stop this dangerous behaviour.</p> <p>20mph Speed Limit - <b>Support</b> Most vehicles routinely break the speed limit. Reducing it to 30 mph would help to ensure most drivers at least slow down, even if they don't comply with the limit. To ensure that there is greater compliance, traffic calming measures like speed bumps and speed cameras will be needed throughout Abingdon. Even then, many drivers would seek to break the limit by for instance driving fast over speed bumps.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(270) Member of public, (Abingdon, Chestnuts)</p>	<p>20mph Speed Limit - <b>Support</b> No material impact on travel times in the town, but safer and less pollution</p> <p>20mph Speed Limit - <b>Support</b> As above</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(271) Member of public, (Northcourt, Darrell Way)</p>	<p>20mph Speed Limit - <b>Support</b> We live on Darrell Way between all the schools and the college. We have a single lane road due to cars parked on the road, but regularly have cars racing around our quiet road as a cut through. There are schoolchildren walking through here all the time, crossing the road and the speeding cars are DANGEROUS. We need a reduction of the speed limit AND speed bumps.</p> <p>20mph Speed Limit - <b>Support</b> With all the new housing going up in the north, there will be more pedestrians crossing the roads. Also slowing the traffic will reduce emissions.</p> <p>Travel change: <b>No</b></p>
<p>(272) Member of public, (Abingdon, Eason Drive)</p>	<p>20mph Speed Limit - <b>Support</b> Almost all traffic using Audlett Drive and Twelve Acre Drive exceeds 40mph. In particular motor bikes seem to be at full throttle! The speed camera is switched off/does not work. I have never known/seen a police speed check.</p> <p>20mph Speed Limit - <b>Support</b> Almost all traffic, and especially motor bikes, appears to ignore the 40mph limit. Indeed, unless the 30mph limit is policed I fear the 30mph will never be adhered to.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(273) Member of public, (Abingdon, Radley Road)</p>	<p>20mph Speed Limit - <b>Support</b> There is too much fast traffic in Abingdon</p> <p>20mph Speed Limit - <b>No opinion</b> I don't use that road</p> <p>Travel change: <b>No</b></p>
<p>(274) Member of public, (Abingdon, Spring Road)</p>	<p>20mph Speed Limit - <b>Support</b> We live on Spring Road, the traffic here goes way too fast as it is a long straight road, the speed of cars needs to be reduced considerably. So many children have to cross or walk along Spring Road to get to school and it is incredibly dangerous. I would also support a pelican crossing level with the entrance to Park Road to ensure the road can be crossed safely when needed.</p> <p>20mph Speed Limit - <b>No opinion</b> I have no issue with the current speed limit in the ring road</p> <p>Travel change: <b>No</b></p>
<p>(275) Member of public, (Abingdon, Appleford Drive)</p>	<p>20mph Speed Limit - <b>Support</b> We regularly cycle with children in Abingdon and are aware of the improvements to safety from a 20mph limit.</p> <p>20mph Speed Limit - <b>No opinion</b> Given the increase in junctions off the ring road, this seems appropriate. Improved segregated cycle pathways would help reduce the need for a lower limit.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(276) Member of public, (Abingdon, Radley Road)</p>	<p>20mph Speed Limit - <b>Support</b></p>



	<p>So many schools with lots of kids walking and cycling to and from. so would be much safer. We need safer roads!!! Talking from personal heartache of watching my best friend being hit by a taxi at 18 and being brain damaged ever since...</p> <p>20mph Speed Limit - <b>No opinion</b> Abingdon ring roads should be 30</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(277) Member of public, (Abingdon, Fitzharrys Road)</p>	<p>20mph Speed Limit - <b>Support</b> Supporting.</p> <p>20mph Speed Limit - <b>No opinion</b> support</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(278) Member of public, (Abingdon, Harcourt Way)</p>	<p>20mph Speed Limit - <b>Support</b> Make it safer and promote active travel</p> <p>20mph Speed Limit - <b>No opinion</b> Given the bike lanes, leaving the 40mph limit may make the 20s more palatable to drivers with minimal difference.</p> <p>Travel change: <b>No</b></p>
<p>(279) Member of public, (Cholsey, Charles Road)</p>	<p>20mph Speed Limit - <b>Support</b> Improved safety for pedestrians and cyclists.</p> <p>20mph Speed Limit - <b>No opinion</b> Seems appropriate if well enforced.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(280) Member of public, (Abingdon, Abbott Road)	<p>20mph Speed Limit - <b>Support</b> Improve car driver awareness of pedestrians and cyclists</p> <p>20mph Speed Limit - <b>No opinion</b> No view, already many cycle paths available</p> <p>Travel change: <b>Yes - cycle more</b></p>
(281) Member of public, (Abingdon, Larkhill Road)	<p>20mph Speed Limit - <b>Support</b> As an Abingdon resident, I am strongly in favour of these proposals. It is abundantly clear that many drivers pay little heed to the current 30mph limit and I have lost count of the number of near misses I have witnessed in the town involving pedestrians. The proposed changes would at least begin to redress the current imbalance between traffic and pedestrians.</p> <p>20mph Speed Limit - <b>No opinion</b> I have no pressing worries regarding the current 40mph limit on the ring road. However, I believe it is right that the views of residents of the area concerned be prioritised.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(282) Email response, (unknown)	<p><b>Concerns</b> – Why is Oxford Rd excluded? This is a busy, fast main road which, with all the new build north of Abingdon and the proposed opening of the new A34 slip roads, will probably become busier.</p> <p>It is very intimidating and dangerous for anyone choosing to cycle and will become worse. Surely the few minutes lost by slightly slower traffic is worth it. The only reasons why there aren't more accidents are that some choose to cycle in the pavement and others just won't use bikes on that road.</p> <p>Unless you plan to create a proper cycle route ( not paint in the gutter) 20mph limit is essential.</p>
(283) Email response, (unknown)	<p><b>Concerns</b> – I consider that the ring road 12 acre drive/ Dunmore road etc were originally built to draw traffic away from the centre of town. It would be a waste of time and money to reduce this to 30 There is only one crossing</p>

	<p>Immediately after the Dunmore road roundabout. Which is the only area that I would consider needing attention at this time. As for the town the traffic goes so slowly anyway there is no need to drop the speed limit until the bridge is fixed and the additional one built .Any apparent danger is caused by these works. It would be wiser to use the money to open the Abbey Meadows Swimming pool when it is hot in the late spring.</p>
<p>(284) Email response, (Abingdon)</p>	<p><b>Support</b> – I am a resident of Abingdon and strongly support the proposals set out in the consultation. Lower speed limits in Abingdon will help address the climate change emergency by reducing carbon emissions and encouraging people to use other modes of transport i.e. walking and cycling. Walking and cycling will be safer if there are lower speed limits. The evidence suggests that with vehicles travelling at 40mph there is a 90% fatality rate for pedestrians; this reduces to 50% at 30mph and 10% at 20mph. The lower speed limits will reduce accidents by increasing reactions times for road users whilst reducing the impact of accidents. These factors outweigh the inconvenience which I might, as a motorist, feel from slightly longer journey times within the town. The proposed lower speed limits will also greatly improve the environment. I understand that government policy is somewhat lagging in terms of the ability of councils to enforce 20mph limits but would hope that government catches up although i know that this is not in the control of the county council.</p>