

Divisions affected: *Grove & Wantage*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023

WANTAGE: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Wantage as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Wantage as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 28 June and 28 July 2023. A notice was published in the Oxfordshire Herald Series newspaper, 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, Wantage Town Council, Grove

Parish Council, and the local County Councillors representing the Grove & Wantage division.

Statutory Consultee Responses:

- Three statutory consultees replied: Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. The Town Council are supportive. The Business Development and Partnerships Manager from the Go-Ahead Group Bus subsidiaries (which includes Oxford Bus Company & Thames Travel) noted that sections of the main movement corridors would remain as 30mph limits, and therefore is supportive of the proposals.

Other Responses:

- 243 responses (including the Town Council) were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/objection	Total
20mph speed limit	126 (52%)	39 (16%)	74 (30%)	4 (2%)	243

- An additional email was also received from a member of the public.
- Responses stating concern or no opinion were analysed suggesting six were neutral and seven sought more restricted 20mph limits. Others were categorised as support or objection as appropriate. This gave support from 74 local residents, six groups or organisations, and two councillors - a total of 82. Objections were registered by one group, six members of the public and 140 local residents.
- The following table is a synopsis of the points made by objectors with most citing several.

View/Opinion	Number of responses
Not Needed / Won't Work / A Waste of Money	147 (all)
Driver Frustration / Overtaking Will Create More Accidents	38
Pollution Increase	34
Congestion / Increased Journey Time / Poor for Economy	32
Spend on Highway Maintenance Instead	29
Increase Enforcement Instead	19
Limit To Just Certain Roads (21 cited schools specifically)	23

No Accident Justification	19
Increased Danger from Drivers Concentrating on Speedometer	11
Political Decision / Not Democratic / Will Not Heed Responses	10
Better To Enforce Existing Limits	6
No Real Public Transport Alternative	6
All About Fines Revenue	5
Adverse Effect on Fire & Rescue Response Times	3
Additional Sign Clutter	2
Reduces Respect for Limit	1
Adverse Effect on Bus Services	1

12. 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	18 (7%)
Yes - cycle more	27 (11%)
Yes – scoot more	2 (1%)
No	185 (76%)
Other	11 (5%)

13. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to 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 help 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'.
15. 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 the comments made of this nature in this report.



Wantage Overview

Legend	
Proposed 20	█
Existing 20	█
Existing 30	█
Existing NSL	█
Prive Rd	█

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
3.0	19.04.23	Consultation Plan	C.R		

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Project title: Wantage 20mph Scheme

Drawing title: Wantage 20mph Scheme Overview

Drawing Status

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – 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 (www.gov.uk)) 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"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<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>
(2) Wantage Town Council	<p>Support – The streets in the town will feel much safer if there is a general reduction of speed and will help make the town feel a safer and friendly environment.</p>
(3) Business Development and Partnerships Manager, (Go-Ahead Group Bus subsidiaries)	<p>Support – Wantage is a market town in the Vale of White Horse District. It is a significant local centre and is well served by bus services, in terms of service frequency, timetable coverage and destination connectivity. Buses bring people into Wantage from a wide catchment area with the main focal point being the Market Place in the centre of the town.</p> <p>Buses are operated by Go-Ahead (Oxford Bus Company and Thames Travel) and Stagecoach. Neighbouring towns served by these buses include Didcot (for the nearest railway station), Abingdon and Faringdon as well as up to five buses an hour operating to and from the city of Oxford. Additionally the major employment sites at Harwell Campus and Milton Park are also directly served.</p> <p>Buses therefore operate along the main movement corridors of the A417 Reading Road/Charlton Road, A417 Challow Road, A417 Denchworth Road, A338 Grove Road and A417 Mabley Way. It is noted that sections of these roads will remain as 30mph limits. This is important for buses to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and serves to encourage negative modal shift from public transport to private motor vehicles. Not only is this contrary to the Council's policies, but increased motor traffic is detrimental to other active travel modes such as walking and cycling.</p>

	We therefore support the proposed changes to speed limits in Wantage.
(4) Local Cllr, (East Lockinge, East Lockinge)	<p>Support - Especially aronud the MArket Place</p> <p>Travel change: Yes – walk/wheel more</p>
(5) Local Cllr, (Wantage, Wallingford Street)	<p>Support - Safety of the public. Increase in vehicle use due to increase in population. five thousand houses being build in Wantage and Grove.</p> <p>Travel change: Yes – walk/wheel more</p>
(6) Local Resident, (Wantage, Westcot)	<p>Object – I think it is a huge waste of tax payers' money and council workers' time, as are the village speed limits that have been imposed. The ugly white marks on the road are ridiculous, making it look, when you are approaching the villages, as if you're coming off a motorway.</p> <p>Could you please tell me how many crashes, or other incidents, there have been in the Wantage area in the last, say, 5 years, which have resulted in death or injury? (I have tried to look at the information on the Crash Map website, but as far as I can see it does not tell you how to access the free information. Perhaps you can tell me.) I do not recall even one, which doesn't mean there haven't been any, but it does mean that there can't have been many, because, being a cyclist myself, it's the sort of thing I would remember. Actually I've just remembered one - it was at night and the young man in question had been drinking.</p> <p>I cycle regularly into Wantage to go shopping, and what annoys me, and sometimes, though not often, scares me, is UNSAFE OVERTAKING. The present 30 mph speed limit does not cause me any problems as long as people drive as they should. In my opinion, those that don't will still not do so even if the limit is reduced to 20.</p> <p>I would also like to suggest that the 30mph speed limit on the A417 be extended to just beyond the East Challow industrial estate and the Silver Lane turning, rather than finishing at Haynes of Challow. This would make sense. Drivers, including many lorries, regularly overtake me on that section too fast and where they cannot see far enough ahead. I did write to the two parish councils involved a few years ago about this but apart from an initial acknowledgement of my email I heard nothing more.</p>

	I would also like to suggest that this £8 million would be far better spent on repairing the potholes.
(7) Local Resident, (unknown)	Object - Traffic already slow would be unusual to reach 20mph money should be spent on repairing potholes putting road markings back and improving visa omitting of mini roundabouts where paint has faded . 20mph signage should only be needed outside schools Travel change: No
(8) Local Resident, (Charlton, Harcourt Green)	Object - This is completely unnecessary, it is also counterproductive for the environment i Travel change: No
(9) Local Resident, (Childrey, Stowhill)	Object - With so many 20 mph restrictions in place they will be more likely to be ignored than if they are in areas which specifically need them ie near schools playgrounds villages etc Travel change: No
(10) Member of public, (Denchworth, Cow Lane)	Object - 1. Because at 20 mph or less all non-electric vehicles will have to use 3rd gear, not 4th gear and that will increase fuel consumption and exhaust emissions. 2. At 20 mph as opposed to 30 mph a driver's attention is more likely to wonder and thus they will be more likely to be invoved in an accident, albeit a less serious one. Travel change: No
(11) Local Resident, (East Challow)	Object - The amount of traffic, buses, parking in the town centre never gives anyone the opportunity to go above 20mph anyway. Money could be better spent elsewhere Travel change: No

(12) Local Resident, (East Challow, Hedge Hill Road)	<p>Object - 20 mph is too slow and in my opinion cause more accidents when impatient drivers overtake slow moving traffic.</p> <p>Travel change: No</p>
(13) Local Resident, (East Challow, Vale View)	<p>Object - Just not needed it's crazy</p> <p>Travel change: No</p>
(14) Local Resident, (Grove, A338)	<p>Object - Emissions, practicality, reasonability.</p> <p>Majority of proposed 20 zones are small residential roads where speeds will already be at or below 20. The other proposed changes are on main roads which all have good visibility for drivers and pedestrians, which can busy and slow moving in rush hours, and not dangerous when they are clear at other times of day. I don't see any real benefits of changing the main roads to 20, and I don't see much reason to spend money and time changing already slow areas and side roads to 20 for the sake of designation (although I don't object to a 20 limit on these smaller roads, they aren't necessary when careless drivers will continue to drive over 20mph irrespective of the signs, and careful drivers are already at or below 20mph).</p> <p>I think the emissions increases are an issue. In busier times, the 20 zones won't make a difference to queueing traffic, and in quieter times, overly slow cars, or cars stuck in a lower gear travelling slowly (10-20mph), will be creating far more pollution than vehicles in 30 zones in quiet conditions (20-30mph).</p> <p>Travel change: No</p>
(151) Local Resident, (Grove, Churchward Close)	<p>Object - 1. Drivers will be looking at speedometer instead of concentrating on road and market place. 3. Cars struggle to stay at twenty too much gear changing distracting driver. 4. So many pot holes need fixing properly and the money spent on signs etc could be used for this. 5. Start charging cyclists to use the road which could then be put towards maintaining cycle lanes.</p>

	<p>6. Try travelling by bus from Steventon to Hanney it shakes you to death. Spend money fixing that! People might use buses instead of cars.</p> <p>7. Probably more accidents on pavements that are overrun with weeds to trip over. Clean pathways instead.</p> <p>8. You assume everyone can walk, bus or cycle more I am over 70 and rely on car to get about and Carry shopping . The roads and pathways are diabolical. Huge lorries coming through village need to reduce that first.</p> <p>Travel change: No</p>
(16) Local Resident, (Grove, Churchward Close)	<p>Object - Waste of money that could be used elsewhere. We dont have a problem that needs fixing.</p> <p>Travel change: No</p>
(17) Local Resident, (Grove, Collinsmith Drive)	<p>Object - Because I will be impacted by the proposed change and I've been presented with no evidence to suggest it will improve things and indeed evidence I've gained suggests it will make emissions and pollution worse.</p> <p>Travel change: No</p>
(18) Local Resident, (Grove, Denchworth Road)	<p>Object - Cars are safer now than ever , the reasons for changing the speed is to make it safer for children but now a days children are out less and less and this takes responsibility of the parents and schools to teach them good road safety</p> <p>Instead of reducing the speed to make things safer why not invest that money into filling all the potholes around Wantage and grove</p> <p>Travel change: No</p>
(19) Local Resident, (Grove, Edington Place)	<p>Object - A thorough and in-depth transport engineering study is definitely needed before a possible speed limit reduction measure can be introduced, followed by professional and social discussion and then consensus - has this engineering study been carried out ? The introduction of a speed limit reduction can be particularly beneficial on some roads and controversial on others. The modal shift and other externalises induced by it require further discussion and the involvement of additional data sources and more stakeholders. Accurate microscopic traffic simulation for example</p>

	<p>is a necessary tool to evaluate the effect of speed limit reduction, however on its own it is not sufficient - again has any form of simulation been carried out? Reduced traffic speeds are a known major contributor to structural damage & deformation of road surfaces in particular by heavier vehicles (in hotter conditions) eg: HGV's & buses has - this been considered ? - reduced speeds will cause frustration to drivers with unintended behavioural responses, increase congestion @ peak times as traffic will occupy the same space for longer periods assuming that the bottlenecks now constant & consistent in Wantage continue unabated as before. The social & economic impact of the introduction of blanket 20mph speed limits such as longer travel times, public transport delays, damage to existing infrastructure additional signing need all to be properly understood & debated before this is implemented. It is not beyond the wit of competent traffic engineers to identify precisely where the introduction of 20mph speed limits would have a benefit to the local community. I would however support a 25mph limit in an urban environment but not on through routes & all main traffic corridors in & around Wantage.</p> <p>Travel change: No</p>
(20) Local Resident, (Grove)	<p>Object - Roads are horrible, pot holes, speed bumps they damage car suspensions, elderly drivers who do 10mph in a 30. No wonder people speed its furstration that causes most drivers to drive fast they want to get home by the council slowing them down will cause more furstration more people speeding.</p> <p>Travel change: No</p>
(21) Local Resident, (Grove, Lancaster Crescent)	<p>Object - It is unnecessary apart from near schools and hospitals. The traffic flow is terrible, and I will avoid Wantage and shop on line, making it another town</p> <p>Travel change: No</p>
(22) Local Resident, (Grove, Main)	<p>Object - Add more double yellow lines to stop parking and add more zebra crossings but leave the speed limit at 30</p> <p>Travel change: No</p>
(23) Local Resident, (Grove, Mandarin Place)	

	<p>Object - Absolutely ridiculous. The condition of roads around Wantage and grove are dreadful and cause more of a danger than a 30 limit as people are having to swerve and dodge potholes. Spend the money elsewhere instead of on signs for a speedlimit Thames valley police have said they won't enforce</p> <p>Travel change: No</p>
(24) Local Resident, (Grove, Mandhill Close)	<p>Object - 30mph has always been an acceptable speed around houses & schools. To reduce to 20mph is unnecessary and will cause more accidents when drivers reduce from 50mph zone into 20mph. The volume of cars has increased considerably around Wantage and this will only cause more congestion and frustrated drivers trying to get to their destination.</p> <p>Travel change: No</p>
(25) Local Resident, (Grove, Mandhill Close)	<p>Object - With volume of traffic, roadworks and potholes it's difficult to get above 20mph anyway so why waste the money. Also this who ignore 30mph will just ignore 20mph and they are the people making roads unsafe.</p> <p>Travel change: No</p>
(26) Local Resident, (Grove, Massey Road)	<p>Object - The Impact on journey times, unreasonably restricting the flow of traffic in a non-congested small town, there is not a large number of vehicles and consequently not the same level of vehicle emitted pollutants that need to be reduced, and lastly only a small minority of residents (I believe) would want this proposal implemented.</p> <p>Travel change: No</p>
(27) Local Resident, (Grove, Meadow Close)	<p>Object - Issue with 20mph is without traffic calming measures in place statistically people are less likely to stick to it causing issues of road rage and people making bad decisions when stressed. Having looked at crashmap.co.uk I can see certain areas that may require lower speed limits however changing the entirety is perhaps a bad idea especially if speeding wasn't the cause of the incidents. Maybe try traffic calming measures before changing the speed or maybe advisory speed limit signs. Since that has not happened 20mph zone will probably not change the statistics.</p> <p>Travel change: Other</p>

	Far more likely to go to Abingdon than to go into Wantage town centre.
(28) Local Resident, (Grove, Newlands Drive)	<p>Object - Only beneficial near schools, otherwise unnecessary. Money better spent fixing potholes and poor road quality.</p> <p>Travel change: No</p>
(29) Local Resident, (Grove, Oxford Lane)	<p>Object - It amazes me how not all that many years ago speed limits went down to 30mph as it was proven to be a safe speed, more chance of surviving if a pedestrian was hit by a car, yet all of a sudden it's not anymore ?? I spent a fortune on getting a licence to drive legally on the roads I pay a fortune on tax and repairs due to the state of the roads yet I'm forced to go slower than alot of pedal bikes. My work involves driving alot around the area delivering which already takes way longer than it needs to but I will now have to slow down even more which will inturn reduce the amount I can do and therefore reduce the profits in which the business I work for makes ultimately closing yet another local family business, Wantage and grove have been given a death sentence by our local authority. Stop building so many houses and increasing the amount of people having to use our roads and they will continue to be as safe as they have been up until now.</p> <p>Travel change: No</p>
(30) Local Resident, (Grove, Princess Gardens)	<p>Object - After seeing it in other areas I feel like it doesn't work and it's a waste of time and money.</p> <p>Travel change: No</p>
(31) Local Resident, (Grove, Tubes Close)	<p>Object - Over congested areas with increased volume does not require speed limit drops quite the opposite for example a new housing site built on a 50 road... do not drop it to 30 built a slight slip lane in order to merge in and not slow the flow!</p> <p>Travel change: No</p>

<p>(32) Local Resident, (Grove, Vale Avenue)</p>	<p>Object - There has been no scientific evidence provided by this council to support the ideology that 20mph is any safer than 30mph. What statistics and what source of statistics is used to arrive at the conclusion that 20 is somehow safer? How many accidents and injuries and deaths have been recorded due explicitly to cars travelling at more than 20mph? This sort of decision should be based on science and evidence, not on theoretical concepts. Of course if you get hit at 20mph you will sustain less injuries than 30mph, but this is only one side of a proper risk assessment - the other side must be the assessment of probability, which must be based on historic data to be considered applicable in the real world. Without evidence to support why a reduction is needed, this is an ideological concept which is a very incompetent basis for taking speed limit decisions. Note, 20mph will likely increase CO2 as well, but I don't have scientific proof to support that.</p> <p>Travel change: No</p>
<p>(33) Local Resident, (Grove, Wolage Drive)</p>	<p>Object - It is unnecessary</p> <p>Travel change: No</p>
<p>(34) Local Resident, (Grove, Woodhill Drive)</p>	<p>Object - This is designed as a way to "promote other forms of local transport" other than cars. If that is the goal, look at Hanney. It has the same volume of cars every morning and afternoon, except they're all travelling slower and spending more time in front of each residents house/driveway - but most modern motor vehicles travel the most efficiently at 40-60mph - surely we should be doing the opposite and making the peripheral roads faster to get cars through and on their journey as quickly and efficiently as possible?</p> <p>20mph makes it more difficult to overtake cyclists, putting them at risk as many car drivers will do it anyway. I won't be letting my son cycle to Wantage centre if the speed limits drop to 20! I'm sure people that currently use their cars would still rather sit in traffic in their own cars in a 20mph zone than cycle or rely on the bus (unless we get e-scooter hire, or they're legalised for private use, but that's another issue).</p> <p>If you're trying to stop the stupid drivers doing 40+ around the town centre, why not spend the money on better enforcement of the 30mph zones? I don't have a problem with the market Square itself being 20 (or even 10) due to the increased footfall, but that begs the question of how exactly will the speed limits be enforced? Current speed cameras are well known to be poor at detecting speeding at 20mph, will a new 20 zone mean more police on our roads? If not the money is really better spent elsewhere.</p>

	<p>Travel change: Other Cycle less, it would be more dangerous. - Why is scoot more an option if it's currently illegal to use them privately??</p>
<p>(353) Local Resident, (Grove, Woodhill Drive)</p>	<p>Object - I would rather the roads be fixed and maintained to a standard with appropriate safety measures in place than a blanket 20 mph everywhere. What is the statistical basis - on incidents in this area - for this?</p> <p>Travel change: No</p>
<p>(36) Local Resident, (Grove, Mandarin Place)</p>	<p>Object - Absolutely ridiculous to continue supporting 20 mph speed limits. Rather than wasting money on speed limits feel free to pay for my tracking and suspension to fixed from the pot holes you fail to deal with . Daily drives to work have turned into reaction speed test to see if my car will be totalled today.</p> <p>Travel change: No</p>
<p>(37) Local Resident, (Grove, Hangar lane)</p>	<p>Object - There no need to lower the speed on a road that is perfectly safe. This doesn't makes the road any safer. It's just increases the traffic and make the drivers frustrated causing them to drive unsafe. I have seen this in Bampton and Aston on my way to work each day.</p> <p>Travel change: No</p>
<p>(38) Local Resident, (Grove, Mandhill close)</p>	<p>Object - No need for this there is much traffic it's not needed all it's for is to penalise the motorist with fines</p> <p>Travel change: No</p>
<p>(39) Local Resident, (Grove, Station Road)</p>	<p>Object - Reduced speed limits in areas with schools etc fine. Blanket reductions are not helpful and just cause resentment and law breaking</p> <p>Travel change: No</p>

<p>(40) Local Resident, (Grove)</p>	<p>Object - A report for the Department for Transport has concluded that 20mph zones have made no impact on road safety and that drivers have reduced their speed by just 0.7mph within those zones. The study has been carried out over four years, in twelve different areas. One of the main findings is that up to 94% of drivers break the speed limit if they usually drove above 24mph before the 20mph zone was introduced. It's a joke!!!!</p> <p>Travel change: No</p>
<p>(41) Local Resident, (Wantage, Priory Orchard)</p>	<p>Object - I agree with 20mph around schools and possibly through the market square, but I do not feel making the more roads 20mph solves anything. The bigger issue that is endangering lives around wantage is the lack of parking enforcement, allowing people to park in dangerous conditions, opposite junctions, on crossings, around corners, outside takeaways. This causes drivers to concentrate on manoeuvring round these illegal parked cars and not looking for pedestrians, that may be walking between the cars to cross the road. Mill street, Newbury Street, Portway, Church Street, Ormond Road and Gaston lane come to mind. Put the effort and money into stopping the illegal parking first</p> <p>Travel change: No</p>
<p>(42) Member of public, (Oxford, Lye Valley)</p>	<p>Object - Unnecessary change</p> <p>Travel change: No</p>
<p>(43) Local Resident, (Stanford in the vale, Chapel Road)</p>	<p>Object - The 30mph limit is not enforced properly, it would be better to spend the money in enforcing the current limits, also most cars will need to be in a lower gear using more fuel, how is that good for the planet</p> <p>Travel change: No</p>
<p>(44) Local Resident, (Stanford in the Vale, Huntersfield)</p>	<p>Object - 20mph is not a LEGAL speed limit and therefore, CANNOT be enforced. The council would be better off spending the money on sorting out the pot holes on the roads</p>

	<p>Travel change: Other</p> <p>As I live in a village outside of Wantage, along with the majority of local people, we HAVE to use vehicles to shop, and support the businesses of Wantage</p>
<p>(45) Member of public, (Tubney, Abingdon Road)</p>	<p>Object - I support 20 mph past schools at peak arrival/leaving times, but a blanket 20 across the whole town is overkill. Most drivers already drive slowly through the housing estates without the need and expense of signage that would inevitable clutter our streets.</p> <p>Travel change: No</p>
<p>(46) Local Resident, (Wantage, Adkin Way)</p>	<p>Object - 20mph is too low on many roads, 25mph would be more acceptable. Having driven in many 20mph areas it is difficult to stick to 20mph and concentrating on that distracts you from the road and makes you less safe. It feels like an excuse for a cash cow for the council. Your time and our money would be better spent dealing with the antisocial noisy drivers that are plaguing our area.</p> <p>Travel change: No</p>
<p>(47) Local Resident, (Wantage, Adkin Way)</p>	<p>Object - An unnecessary speed restriction that I think is more dangerous, due to having to look down more at your speedometer than up at the road, as it's more difficult to stay at such a low speed.</p> <p>Travel change: No</p>
<p>(48) Local Resident, (Wantage, Adkin Way)</p>	<p>Object - Have you tried to drive at this speed? Has it been proved beyond reasonable doubt that it woks?</p> <p>Travel change: No</p>
<p>(49) Local Resident, (Wantage, Adkin Way)</p>	<p>Object - There appears to be no consideration of the disadvantages of the proposal.</p> <p>Travel change: No</p>

<p>(50) Local Resident, (Wantage, Adkin Way)</p>	<p>Object - Having lived in Wantage for over 30 years I see no reason for 20mph speed limits. The traffic in town (Mill Street, Market Place, Wallingford Street, Newbury Street) is naturally slowed by the road layout, traffic lights, buses etc. It is almost impossible to reach 30mph in these locations where pedestrians and cyclists are most vulnerable. I am also troubled by the apparent lack of consideration of the disadvantages of these schemes (Cost, journey times, potential economic impact on businesses, delivery drivers, distracting roadside furniture, people concentrating on their speedometer rather than what is going on around them etc etc). The Oxfordshire County Council website talks extensively about the benefits but no mention of the disadvantages. It gives me no faith that a 20mph scheme has been properly thought through and debated. The roads in the town are in a dreadful condition. I believe that the money would be better spent repairing potholes which are far more dangerous to all road users, especially cyclists.</p> <p>Travel change: No</p>
<p>(51) Local Resident, (Wantage, Appletons)</p>	<p>Object - Wantage fire station is already struggling to recruit staff members, this proposal will decrease the catchment area in which we can recruit from. This will ultimately mean that we would not be able to staff the appliance and therefore be unavailable to respond to incidents.</p> <p>Travel change: No</p>
<p>(52) Local Resident, (Wantage, Blackthorn Road)</p>	<p>Object - Happy for 20mph in certain small areas around schools and play areas, however a blanket 20mph is not needed</p> <p>Travel change: No</p>
<p>(53) Local Resident, (Wantage, Chapel Close)</p>	<p>Object - As a local resident and based on report that existing 20mph zones have no impact on safety https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf</p> <p>Travel change: No</p>

<p>(54) Local Resident, (Wantage, Chapel Close)</p>	<p>Object - The reduced speed limits will result in congestion in and out of town, while it will not increase the safety of more vulnerable road users, such as cyclists and pedestrians. Fixing potholes and improving road surface or building wider pavements (on both sides of a road) would have far greater impact on safe travel. Completing the bypass road to divert through-traffic out of town centre or offering better public transport options (including reopening the railway connection) could potentially reduce the number of cars on the road.</p> <p>Travel change: No</p>
<p>(55) Local Resident, (Wantage, Charlton Road)</p>	<p>Object - I strongly object. This will increase traffic problems on already congested roads, will encourage tailgating and do nothing to stop the people who speed anyway, people driving dangerously and using mobile phones, and do nothing to stop "boy racers" who use the town as a racetrack. How would you enforce it, as many drivers ignore the 30 limit as it is? Put in speed cameras or speed humps, measures that actually make a difference. Don't penalise ordinary residents and stop killing towns with traffic measures that don't work. If the speed limit decreases people will be sat in traffic for longer, thus increasing emissions.</p> <p>Btw, the ridiculous new 30mph speed limit in place along the A4130 between the Milton Interchange and Didcot is ludicrous. There are no houses along there and when you reach the new housing developments the limit increases to 40!</p> <p>Travel change: No</p>
<p>(56) Local Resident, (Wantage, Charlton Road)</p>	<p>Object - Objection 1: Cost vs Benefit: The Department of Transport report (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf) shows that 20mph speed limits do not have any significant impact on the speed of vehicles in the 20mph zones (0.8mph median speed on important road and 0.6mph on inner towns). Therefore the cost of implementation would not have a benefit to the local community. In times of already increasing council taxes further exacerbating the cost of living crisis, limited funds should be focussed on issues that would impact the local community.</p> <p>Wantage does not have accident blackspots where person vs vehicle collisions are resulting in numerous fatalities. The survivability statistics of person vs vehicle collisions at 20mph and 30mph cannot therefore be measured whilst taking into account statistical noise.</p> <p>Objection 2: Environmental:</p>

	<p>Cars powered by internal combustion engines (diesel & petrol) are less efficient at 20mph than at 30mph. My car will maintain 43mpg at 30mph on a flat road. This drops to 27mpg at 20mph on the same road. Driving through a populated area at 20mph will pollute more CO2 into the air than driving through the same zone at 30mph. Furthermore, the argument of the fuel used to accelerate the vehicle to 20mph vs 30mph does not carry significant weight as you will commonly be dropping from a higher speed when entering the reduced speed zone (0 further fuel saving) and have a greater delta when accelerating from 20mph to 50mph than from 30mph to 50mph; this further increases fuel consumption and therefore pollution.</p> <p>Objection 3: Impact of blue light services: Wantage fire station is served by oncall staff that must live within 5 minutes. At 30mph, that's 2.5 miles away. Under a 20mph zone, this drops to 1.67 miles. The recruitment area would drop to 44.6% of its current size. This would, in all likelihood cause the Wantage fire station to close. Wantage, Grove and surrounding villages would then need to be served by crews from Abingdon and Didcot stations. The potential increase in deaths due to the increased response times would be a direct result of the implementation of the 20mph zones in Wantage and be forever on the conscience of all those who approve this scheme.</p> <p>Travel change: No</p>
<p>(57) Local Resident, (Wantage, Charlton Road)</p>	<p>Object - I object on the basis that the only people this will impact are the existing residents. We are pretty much the only people that obey the 30mph speed limit currently in force. We already drive carefully, and with respect for other road users that are on foot, on cycles or in other vehicles. That doesn't mean we are perfect, never even a little bit over the limit, but we obey the spirit of the law.</p> <p>Making the limit 20 will not make a bit of difference to those that flaunt the speed limits presently in force. They will carry on as usual. I can hear a motorcycle on Charlton Road soon after 4am most mornings. The speed is 60-70. I can still hear it pretty much all the way to Hendred. That won't change if the limit is lowered.</p> <p>I also object because nearly every vehicle will need to drive in a lower gear, with more emissions into the atmosphere to drive the same distance. That must be taken into account too. I'm not an eco-warrior, but surely a low-revving engine is greener than a higher-revving one?</p> <p>I was an acquaintance of the man that lost his life crossing the road near the garden centre, and I'm sad it happened. However, that was caused by stepping out from behind a bus while trying to cross the road. I very much doubt it could have been avoided. There should be lower traffic volumes along the road once the bypass opens soon, and that will be good for the residents.</p> <p>Travel change: No</p>

<p>(58) Local Resident, (Wantage, Charlton Village Road)</p>	<p>Object - I object because I do not understand why the 30mph areas go so far into the built up areas - on Charlton Road (it could be 20mph from the Kingsgrove Roundabout), - on Denchworth Road (it could be from the Aeroplane Roundabout), and on Challow Road (it could be from the other side of King Alfred's School). If you are going to introduce a 20mph speed limit throughout Wantage town then make it apply to everywhere in the town.</p> <p>Travel change: No</p>
<p>(59) Local Resident, (Wantage, Cherry Croft)</p>	<p>Object - 30mph is fine. It would be confusing when trying to figure out if you are in a 20 or 30 zone - at least if you're unsure then 30 is a countrywide default. You should drive to the road conditions/obstructions when deciding speed - which is naturally slower in built up areas due to more obstructions anyway. You shouldn't be penalised for doing over 20mph when it's clear and 30mph is perfectly feasible.</p> <p>Travel change: No</p>
<p>(60) Local Resident, (Wantage, Church Street)</p>	<p>Object - Our roads budget is stretched, roads are in a terrible condition and yet we are prioritising low impact projects such as this. The same has recently been done in Witney in the most awful way. Roads with no pavement/ houses reduced to 20mph. 40 limits reduced to 30 with no justification. It leads to road rage and criminalises large portions of the population. The areas in Wantage that should be reduced to 20mph are already effectively 20 because the built up nature and over used roads make it impossible to travel at any greater speed. Those who do will continue to do so anyway, so it is a waste of resources to change limits.</p> <p>Travel change: No</p>
<p>(61) Local Resident, (Wantage, Coates Close)</p>	<p>Object - Fully object. There is insufficient evidence that this makes any difference, it is merely part of this councils hatred towards all drivers. Forcing 20mph limits punishes drivers without having the benefits the council claim it brings, it increases frustration among road users and causes longer journeys and congestion. Also a poor use of council funds, which could be much better spent improving quality of roads or providing actually useful, separate cycle pathways to encourage cycling in a way that is safe to all. Council misusing council tax for something with little benefit</p>

	Travel change: No
(62) Local Resident, (Wantage, Coates Close)	<p>Object - The proposal is excessive and unnecessary. There is no rationale given for the proposal but the environmental impact will be minimal and does not justify the cost of new signage.</p> <p>Travel change: No</p>
(63) Local Resident, (Wantage, Crown Close)	<p>Object - 20mph limits are not useful at all. I already have a longer commute than it should be due to various obstructions such as slow buses, cyclists who refuse to use cycle lanes and HGVs (mainly Earthline) who quite frankly shouldn't be using Wantage as a cut through to the M4, this is going to cause much more congestion in Wantage and make commuting more stressful. Lots of roads have had reduced speed limits over the years and it just annoys the majority of drivers that I have spoken to. Also, for me in my car to do 20mph means that I have to use a lower gear and higher revs, therefore producing more emissions. I do not want to get an electric car for my own personal reasons and doing 20mph will cost me more in petrol and harm the environment more. Please also consider commuting drivers before making such a silly decision.</p> <p>Travel change: No</p>
(64) Local Resident, (Wantage, Crown Close)	<p>Object - Other than the market place there is no need for this at all. As a driver of a petrol car I will need to be in a lower gear at higher revs, which increases pollution and will make the maintenance on my car more frequent and costly. More emphasis should be placed on pointing out cycle paths so cyclists actually use them and also fixing potholes which are much more of a concern than the speed limit. As a resident and a regular commuter I feel that there is already enough delay in the mornings without changing the speed limit, it's not a case of "leave earlier" as schools only open at a certain times. I hope the council really considers the majority of road users over a minority in this instance.</p> <p>Travel change: No</p>

<p>(65) Local Resident, (Wantage, Denchworth Road)</p>	<p>Object - No necessary on larger roads with good pavement and crossing points. Would agree to it being only in the market place.</p> <p>Travel change: No</p>
<p>(66) Local Resident, (Wantage, Denchworth Road)</p>	<p>Object - It covers most of the town, including significant areas for which a 20mph is not appropriate (20mph would be too slow - no major safety risks if 30mph speed limit observed). 20mph in the wrong areas will inconvenience drivers and increase congestion and pollution in those areas unnecessarily.</p> <p>There are a limited number of areas where 20mph would be appropriate, e.g., outside schools, town centre, Church Street, Priory Road, etc.</p> <p>The plans as drawn up are far too broad - it looks like someone's simply coloured in the whole of the town as a 20 zone without any thought.</p> <p>The main problem the town has is that the existing speed limits are not enforced. Night after night we get boy racers doing 50, 60 and 70 mph around the town and never any police in sight. There have been multiple related crashes and this dangerous driving has been going on for years. Not to mention that they keep thousands of people awake each night with their over revving and loud custom exhausts.</p> <p>Travel change: No</p>
<p>(67) Local Resident, (Wantage, Denchworth Road)</p>	<p>Object - 20mph presents a danger to cyclists when cars need to overtake, nevermind impatient drivers who overtake other cars. Focus on enforcing the current speed limit more instead of making journies more miserable!</p> <p>Travel change: No</p>
<p>(68) Local Resident, (Wantage, Denchworth Road)</p>	<p>Object - There is no traffic related need for a reduction in the 30 mph limit to 20 mph. Wantage does not have an elevated accident rate amongst pedestrians, quite the reverse. Traffic speeds around town are not excessive and the one-size-fits all 20 mph everywhere dogma from the county council is ill-judged. There will also be increased air pollution at 20mph in the urban area due to vehicles running in lower gears. This is contrary to the air quality improvements expected as a response to climate change and conveniently not considered by the council members who voted for this 20mph blanket approach to the county. In addition, there is no logic to placing 20 mph limits on the arterial roads through and around the town such as Denchworth Road. This measure will only increase congestion</p>

	<p>and thereby increase the risk of accidents, not reduce them. Placing 20 mph limits on main A roads such as in East Hanney, the very roads the transport policy is encouraging drivers to use, is counterproductive and increasing the danger for all road users. Alas, I fear the entrenched policy position of the council on reducing the ability to travel round Wantage, and everywhere else, to a crawl means this consultation will be cherry-picked for views and opinions that justify their predetermined decision, without an impartial reflection on the absence of any realistic need for 20 mph limits to be introduced. This policy appears to be an example of political dogma over practical common sense and an £8m waste of precious council funds.</p> <p>Travel change: No</p>
(69) Local Resident, (Wantage, Douglas)	<p>Object - The roads are in such poor condition that 20mph is barely achievable without damaging your car. A blanket speed limit is not appropriate for anywhere. A proper risk assessment should be carried out and limits reduced where the risk is too high. Cyclists and pedestrians also have some responsibility to staying on pavements and crossing roads only at crossings where motorists expect there to be a hazard. Removing on street parking in some of the town would be a much better way of reducing risk.</p> <p>Travel change: No</p>
(70) Local Resident, (Wantage, Eagle Close)	<p>Object - There is already to much traffic it will create more</p> <p>Travel change: No</p>
(71) Local Resident, (Wantage, Elizabeth Drive)	<p>Object - As a vulnerable road user, being a motorcyclist, my experience of regularly riding in communities which have already implemented 20mph limits has negatively impacted my safety. Even in communities where the limit has been established for a long period of time, other road users become frustrated and aggressive and attempt unsafe overtakes, and being tailgated is extremely distracting to a vulnerable user on two wheels. Both of these put me and other road users at increased risk. In addition, maintaining a speed of 20mph or below for extended distances (in some cases over 1 or 2 miles) requires being in first gear and revving highly the full distance to maintain stability on a 250Kg motorcycle. Second gear only becomes practical at around 24/25mph on this type of road, and at that point lower revs mean less stability. Stability is compromised at 20mph, in addition to more wear on the vehicle, increased pollution and increased noise. It should also be mentioned that, contrary to expectation, avoiding potholes and unforeseen vehicles pulling out at these lower speeds on two wheels can be more difficult, as the bike has less</p>

	<p>stability and manoeuvrability may be compromised if the speed falls below the level where natural countersteering is practical and safe. Although the argument concerning the distraction caused by having to regularly check the speedo is constantly cited by motorists, this does actually become a real issue on a motorcycle. An experienced motorcyclist can usually gauge a steady speed of, say, 30mph, by dropping a gear and listening to the engine tone. However, revving highly in first gear this technique cannot be used, and a slight change in the level of the road, or a small twitch on the right hand can increase the speed by 4 or 5mph without any detectable change in noise. This means that a motorcyclist, at these speeds, will need to keep a close eye on the speedo to avoid tickets. This is contrary to safety. My personal view is that we all need to take responsibility for the safety of ourselves and others, regardless of whether we are cyclists, motorcyclists and motorists. Rather than implementing further costly restrictions, which many reputable studies have shown to have little, if any, impact on casualties, driver speed, or crashes, more emphasis should be placed on road safety education.</p> <p>Travel change: No</p>
(72) Local Resident, (Wantage, Elm Road)	<p>Object - There has been no evidence presented that there is either a safety problem caused by the existing speed limit, or that lowering the speed limit will reduce accident levels.</p> <p>Travel change: No</p>
(73) Local Resident, (Wantage, Foliat Drive)	<p>Object - 20mph will increase accidents as a driver has to spend more time looking at his dash to achieve this ridiculous speed limit, it causes an engine to burn more fuel as it runs less efficient.</p> <p>Travel change: No</p>
(74) Local Resident, (Wantage, Foliat Drive)	<p>Object - Silly speed dangerous trying to keep to this as you spend more time watching your speedo than the road</p> <p>Travel change: No</p>
(75) Local Resident, (Wantage, Garston Lane)	<p>Object - Can understand a 20 mph limit for the market square and residential roads. But for main routes in and out of Wantage, limits should stay at 30 mph. These roads are wide with wide pavements as well. This gives a reduced level of risk to pedestrians.</p>

	<p>Travel change: No</p>
<p>(76) Local Resident, (Wantage, Ham Road)</p>	<p>Object - I don't believe 20 mph is needed. With modern car's technology preventing accidents this seems pointless. I'm aware of one fatal accident with a cyclist and this wouldn't be in the 20mph area anyway. Waste of tax payer money when funds and public services are already stretched.</p> <p>Travel change: No</p>
<p>(77) Local Resident, (Wantage, Haywards Close)</p>	<p>Object - This is not a "consultation", only a means of complying with your statutory obligations to consult on these proposals. From the 83 previous "consultations" (including deferments) there have only been 2427 responses from the public, representing 0.35% of the population of Oxfordshire (mid 2019 figure of 687,524, quoted by OCC). Irrespective of any objections by the public and concerns raised by Thames Valley Police, who would enforce the new speed limits, all 20mph proposals have been adopted by the Cabinet.</p> <p>Surely there should be a benchmark for the minimum responses before such lifestyle changes can be enacted on? As is so common today, the vociferous minority seem to be driving the agenda. One suggestion might be the percentage of people who voted at the last local elections as a benchmark figure. Also you might consider including comments made on social media since you advertise your consultations there.</p> <p>It is pointless commenting here on costs etc. as you have a standard response made to all the previous consultations: "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".</p> <p>Whilst I would be in favour 20mph speed restrictions it is the way it is being imposed irrespective of comments and objections. Better that you went back to basics and fix the broken infrastructure and roads before embarking on these progressive programmes.</p> <p>Your previous consultations have asked "If the 20mph speed limit proposals are implemented, is this likely to influence you to change your mode of travel in the area" The majority of responses have answered "NO".</p> <p>Travel change: No</p>

<p>(78) Local Resident, (Wantage, Larkdown)</p>	<p>Object - The stated benefits are false. DFT research calling on decades of data shows there is no measurable benefit in safety or air quality outcomes from areas that have been converted to 20 limit areas. The conclusions are that the only significant benefit is a perception of improved safety. That is not sufficient to justify such a change. I therefore object as it will degrade function of the town and waste public money.</p> <p>Travel change: No</p>
<p>(79) Local Resident, (Wantage, Lyneham Court)</p>	<p>Object - Many people travel much faster than the existing 30 anyway. The money would be much better spent on getting drivers to drive to 30 (speed cameras, speed humps and police speed guns) but I'm guessing this won't be considered as there seems to be a push to get all Oxfordshire drivers to drive at 20. Many evenings along Charlton Road there are cars and motorbikes speeding at 50+, some at even more dangerous speeds (probably closer to 70). I do not support this ludicrous 20mph speed limit but I would welcome efforts to get all traffic to stick to 30. That would make roads safer - much safety than the 20, which no one will stick to, so what is the point of wasting money (except to boast that you have made roads "safer")?</p> <p>Travel change: No</p>
<p>(80) Local Resident, (Wantage, Mably Grove)</p>	<p>Object - From experience of regularly commuting through other new 20mph zones across Oxfordshire, I have found that this slower speed limit actually seems to encourage more dangerous driving. I am regularly overtaken by drivers doing much higher speeds when I drive at 20mph through a 20 zone, something which rarely occurs where the limit is 30. Furthermore, blanket 20mph zones without a viable alternative route will increase journey times by 50%. I agree there is a time and place for a 20mph speed limit, such as outside schools or in tight town centres, but I believe the costs involved do not outweigh the benefits as a blanket rule across towns.</p> <p>Travel change: No</p>
<p>(81) Local Resident, (Wantage, Manor Road)</p>	<p>Object - i feel the scope of the 20 mile limit is too wide, if restricted to the market place and immediate roads entering it would work but to have a permanent reduction on the rest is unnecessary</p> <p>Travel change: No</p>

<p>(82) Local Resident, (Wantage, Manor Road)</p>	<p>Object - Completely unnecessary and totally unenforceable. I have lived on Manor Road since 1994 and there has never, ever been anything constructive done to slow down the 90% of drivers who regularly break the 30mph speed limit. Just to remind you, within the 30 mph speed limit area of Manor Road there are: a primary school, the Wantage Memorial Park, a children's playground, a tennis club, Wantage Town Football club, The Comrades Club, houses. The footpath is so narrow, due to council neglect, that one has to walk on the road at times. Do something to reduce the speeding on Manor Road and then I will adhere to 20mph speed limits.</p> <p>Travel change: No</p>
<p>(83) Local Resident, (Wantage, Mill Street)</p>	<p>Object - Totally unnecessary</p> <p>Travel change: No</p>
<p>(84) As part of a group/organisation, (Wantage, Ormond Road)</p>	<p>Object - Will have a major negative impact on Wantage Fire Station and our ability to staff it.</p> <p>Travel change: No</p>
<p>(85) Local Resident, (Wantage, Ormond Road)</p>	<p>Object - I feel that the introduction of 20mph speed limits to all 30mph roads in Wantage would have a negative effect. Being a Firefighter at Wantage Fire station which is an On Call station, the introduction of 20mph limits would significantly reduce our 5 minute catchment area around the station for recruitment. It will also reduce the time it takes existing crews to respond to fire calls, they have to drive to the speed limit to attend the fire station before leaving in the fire engine within 5 minutes.</p> <p>I feel it would be far more appropriate in the residential areas. That's is where 20mph would be more effective. People will be more likely to ignore 20mph on the main arterial routes through the town. With little police to enforce the existing speed limits people who speed already will continue to do so.</p> <p>I hope some common sense with regard to the proposal of the 20mph is taken in to consideration.</p> <p>Travel change: No</p>

<p>(86) Local Resident, (Wantage, Pike Reach)</p>	<p>Object - It's a waste of money and time, it is rare that anyone goes above that because of the traffic. How many deaths have there been?</p> <p>Travel change: No</p>
<p>(87) Local Resident, (Wantage, Post Office Lane)</p>	<p>Object - Reductions in limits should be reactive to accident hot spots / near miss hotspots. Blanket speed limit reductions are a worsening of our infrastructure. Vehicles have better braking systems than ever before as well as advanced collision detection systems and driver aids. We should be improving the quality of our roads, improving infrastructure for cyclists and pedestrians and trying to increase the speeds on our roads for faster more advanced road networks - not the opposite.</p> <p>Travel change: No</p>
<p>(88) Local Resident, (Wantage, Post Office Lane)</p>	<p>Object - Unnecessary. Causes traffic build up and more pollution as well as increases road rage</p> <p>Travel change: No</p>
<p>(89) Local Resident, (Wantage, Post Office Lane)</p>	<p>Object - I could understand this being implemented in the market place and around schools but the drastic expanse of the location is non-practical. You're assuming people have the option for other travel, that everyone travelling through is heading to a Wantage location. It's an attack on motorists. Ultimately vehicles are required for the majority of people's travels, even with something as simple as shopping when they can't carry it themselves. 20mph limit will just build the congestion in the roads further, make greater noise for residents directly on those roads, and disturb the steady flow of traffic that is regularly seen. It isn't practical. Limiting vehicles speed isn't going to have your hoped result of less vehicles on the road, they'll just be kept on the road longer. It'll make everyday activities, particularly for those without option for other transportation, tedious. You can't justifiably restrict vehicles without admitting you're stretching the freedom of motorists. Even if vehicles were then purely used for work travel, you're expecting then for them to pay additional for local transport - for new bikes, buses, anything they might not have available; this may be a small charge but with a current price set for bus tickets £2 everywhere, even a short distance like to Grove, it'll build up when many are already struggling.</p> <p>Travel change: No</p>

<p>(90) Local Resident, (Wantage, Post Office Lane)</p>	<p>Object - Reductions in speed limits need to be reactive to data from the local area, and the area in which they are to be reduced, that shows the need to do so. There is no obvious need to reduce limits, and any suggestions to should be supported by local accident data. Vehicles have better tyres, suspension and brakes than ever before. The first 30 mph limit was introduced almost 100 years ago. Vehicle now stop from 60 mph in the distance that they once stopped from 30 mph. On top of this vehicles now have self-intervening ADAS systems to reduce the likelihood of accidents while drivers are distracted. Cars even have systems now to minimise the impact on pedestrian impacts. Cars have never been safer. If anything we should be going faster, not slower. This is a step back in infrastructure. Will result in more traffic and more pollution.</p> <p>Travel change: No</p>
<p>(91) Local Resident, (Wantage, Primrose Avenue)</p>	<p>Object - I recently moved from a main road through a village where the speed limit was reduced to 20mph. The speed reduction impeded traffic flow considerably. Opportunity to pass parked cars was reduced causing drivers to take unnecessary risks. I supported the introduction of 20mph in my previous village. Having then lived with the impact I regretted my support.</p> <p>Travel change: No</p>
<p>(92) Local Resident, (Wantage, Roman Way)</p>	<p>Object - I'm totally against this, when you learn to drive you do hazard perception this means you become aware of your surroundings and possible hazards so this should be enough Otherwise we'd have endless accidents all day! It seems ludicrous that you're lowering the speed limit. You will only end up with more accidents as people won't stick to them, they'll overtake someone that is doing the limit out of anger and annoyance, then crash or worse hit someone. Your only impacting the people who stick to the current limits, people who already aren't driving at 30mph certainly won't do 20mph! You'll also be causing even more congestion on the roads and make it impossible to drive anywhere in a reasonable time scale. Madness, what does lowering the speed limit solve...?!</p>

	<p>Travel change: Other No I already walk as much as I can. I only use my car to go to work out of the area</p>
<p>(93) Local Resident, (Wantage, Roman Way)</p>	<p>Object - There is no evidence that this will improve safety however will have a negative impact on local motorists going about their daily business</p> <p>Travel change: No</p>
<p>(94) Local Resident, (Wantage, Segsbury Road)</p>	<p>Object - This is just another "inconvenient by design" measure introduced by the council to punish motorists and discourage private car ownership. Just like the 'bulges' on Denchworth Road at the crossing points to cause unnecessary swerving, bus stops in the road when there's plenty of room for a lay bay, and the restricted access 'bus gate' at Elder Way.</p> <p>You've decided your solution is to get rid of cars, and you're busy manufacturing a problem to support your desired solution. Quit pretending it's about safety, or caring for the environment, because these measures make the roads more dangerous, cause people a lot of stress, and cause delays, resulting in cars spending more time sat in traffic idling and creating more pollution.</p> <p>Nobody's doing 30 in the town centre anyway, it's too winding, narrow and crowded. All you'll be doing is adding another worry to distract drivers.</p> <p>Travel change: No</p>
<p>(95) Local Resident, (Wantage, St Mary's)</p>	<p>Object - No need for it as it's busy enough so your never doing 30 and it means that people will be in a lower gear so the engine speed will be higher and it will be polluting more.</p> <p>Travel change: No</p>
<p>(96) Local Resident, (Wantage, St Marys)</p>	<p>Object - 20mph is fair in places like the town centre and near housing estates, but not on the main roads going through wantage.</p>

	Travel change: No
(97) Local Resident, (Wantage, Stockham Way)	<p>Object - 30 is okay</p> <p>Travel change: No</p>
(98) Local Resident, (Wantage, Stockham Way)	<p>Object - The motion to consider appropriate speed limits where the ordinary behaviour of vehicles and pedestrians may come into conflict is a sensible one. However, the proposed span of reduction to 20MPH encompasses too many arterial routes where safe crossings and wide pavements exist and where no such conflict should frequently occur. I object the plan in its current form for these reasons.</p> <p>Objection 1: Reductions on arterial route connecting Grove and mini roundabouts in the vicinity of BP garage (A338, Grove Street, Wallingford Street) - pavements and multiple crossings fully adequate with limited residences facing directly to carriageway.</p> <p>Objection 2: Reductions at crossroads: B4507 Ormond Road/Newbury Street - crossings are provided; pedestrians currently will cross "blindly" during green light phases; a speed reduction could encourage this with negative consequence. Suggest using funding to reprogram traffic lights with pedestrian priority at school start/finish hours and weekends.</p> <p>Objection 3: B4494 Chain Hill - existing traffic flow problems are caused by residential parking on southbound side of carriageway. Suggest provision of a zebra crossing point instead which will help pedestrians trying to negotiate stopped vehicles exacerbated by this; the approach to the crossing should naturally also reduce speeds. Blind approaches and narrowness are a greater hazard than speeds at this junction.</p> <p>Objection 4: Mill Street and Denchworth Road; these routes continue to be arterial for residents crossing East-West and the reverse. This is due to residential parking creating bottlenecks on the Ham Road in the Northbound direction (i.e. Ham Road would be preferable to connect to Denchworth Road when approaching from the M4, except for the parking problems here which make Mill Street easier today). Adequate pavements and crossings are provided both on Mill Street and on Denchworth Road; additionally the road narrowness discourages speeding. Recommendation: a zebra crossing point between Belmont and Marns Hey will support Stockham Park/Pike Reach residents reaching town centre on foot; this is especially true as weight of traffic grows with Grove Airfield to the north. Such a crossing would match the format provided on Ham Road (footpath opposite Naldertown).</p> <p>SUPPORT: Market Square - there is no benefit to speeds exceeding 20mph. Pedestrians will come into conflict with vehicles despite useful crossing points; reduce the risk of accident.</p>

	<p>SUPPORT: All residential areas, housing estates especially those regularly used as a "cut-through" (i.e. Stockham Park, Charlton Village Road) - this will discourage "rat running" and promote new routes (i.e. upcoming A338 redirection north of Charlton). This model will reduce accident/incident rate especially where children may be playing, cycling (on pavement and on road) or in the vicinity of schools. 20MPH in heavily residential roads has been successfully used in Bristol; especially where double-parking may be commonplace.</p> <p>Travel change: Other Family and myself currently walk in Wantage on a regular basis. The only current detriment is the difficulty in crossing arterial routes at areas I describe; at this point I am of the belief that physical permanent crossing points are a materially safer o</p>
<p>(99) Local Resident, (Wantage, Truelocks Way)</p>	<p>Object - It's unnecessary, particularly on the main roads through the town. All of the A roads should remain at 30mph apart from where the road passes schools. Information from the council says that 20mph schemes don't work. They don't reduce speeds by 10mph, but typically only 4mph. Most of the roads have had no or very few accidents, so I can't see any likely benefit in reducing injuries. Close to schools and in accident prone areas, I can see a justification, but a blanket speed limit across the town does not have my support. The statement of reasons does not adequately make the case for such an extreme measure. It seems that this is purely a political action not backed by any proper evidence.</p> <p>Travel change: No</p>
<p>(100) Local Resident, (Wantage, Truelocks Way)</p>	<p>Object - 30mph is fine if it is enforced. The people who currently drive around at 50 is a 30 still will. Every evening they race around town at excessive speed and they still will. 20 just penalises those who follow the limits and makes it take even longer to get anywhere</p> <p>Travel change: No</p>
<p>(101) Local Resident, (Wantage, Truelocks Way)</p>	<p>Object - Whilst some roads may warrant this speed, such as the town center and roads surrounding schools I think this is massively excessive.</p> <p>Travel change: No</p>

(102) Local Resident, (Wantage, Upthorpe Drive)	<p>Object - The money should be used to fill in the pot hole and create more cycle lanes (the one on Grove road should be extended all the way to Williams F1 rather than stop at Main Street a that 50mph stretch is so dangerous for cyclist, especially the Earth line lorries who thunder past too close!</p> <p>Travel change: No</p>
(103) Local Resident, (Wantage, Vale View)	<p>Object - Not needed at all just fix the signage</p> <p>Travel change: No</p>
(104) Local Resident, (Wantage)	<p>Object - Traffic through the centre of town already flows well with no known serious accidents; road layout itself slows traffic. Further slowing it down would cause more back up on Mill St and on the entrance to town from Didcot.</p> <p>Travel change: No</p>
(105) Local Resident, (Wantage)	<p>Object - 20mph is unnecessary: it does not actually "save children's lives" (there is a DfT report which shows what little impact 20mph zones have) it's politically motivated ("ooh look at us working for the community") and the money would be better spent on improviing the roads - specifically, potholes (to avoid swerving) clean eyelines (mowing verges/greened roundabouts) and putting more than lip service into creating not so much cycle lanes on the roads (which has always been dangerous for cyclists, and annoying for motorists) but to create alternative routes to get cycles off the roads, by upgrading footpaths to create cycle lanes beside them, and by extending the fractured footpath network so that footpaths actually join up, and go somewhere useful, and are adequately surfaced to encourage cyclists to use them, and have greenery cut back so that cycles and pedestrians can pass each other without collision.</p> <p>20mph zones also create huge problems for joining traffic: at 20mph, there is a constant flow of traffic crawling along, so people can't pull out, as there are few gaps. And as motorists are invariably frustrated at going so slowly, they are reluctant to make a gap and let someone in. Also, even an apparent approaching gap can't be trusted, because although the approaching motorist "ought" to be going at 30/20, there is every chance that they will be going faster.</p>

	<p>Dropping the speed limit won't have any effect on driver behaviour: those who ignore the 30 will ignore the 20. The DfT report actually states that the overall reduction in speed by drivers was 0.7mph.</p> <p>Dropping the speed limit means that drivers will spend more time checking their speedometers than in looking out for pedestrians.</p> <p>Dropping the speed limit won't influence people to not use their cars! What idiot thought of that justification? No, it won't make the roads any more pleasant for cyclists: it won't make it any easier for pedestrians to cross: and it increases pollution because drivers are chugging along, stop-start, stop-start, belching out fumes. Lovely.</p> <p>Plus, if traffic is perceived by pedestrians as going "slowly" they are more inclined to step out between parked cars without looking properly.</p> <p>In fact, the money it would cost to implement this scheme would be better spent on forcing the local councils to enforce the yellow lines, to stop the illegal parking which clogs up the roads, forcing motorists to pull out round parked vehicles, slaloming in and out in order to make any progress.</p> <p>And while we're at it, repeal the most ludicrous, dangerous and stupid new Highway Code rule ever invented - encouraging pedestrians to step out into the road without looking because they now have right of way....</p> <p>Travel change: No</p>
<p>(106) Local Resident, (Wantage, Warmans Close)</p>	<p>Object - No justification other than 'council concerns for road safety' have been provided. What are the accident statistics that back up these proposals. There is flagrant disregard for the current speed limits - using a 20 mph speed limit to reduce the overall speed limit by 4 mph is not the way to go. Enforcing the current limit should be key. I agree with a reduced limit for estate roads, and the market square area, but not for key routes round the town</p> <p>Travel change: No</p>
<p>(107) Local Resident, (Wantage, Wasbrough Avenue)</p>	<p>Object - I object because petrol driven cars are less efficient [create more pollution per mile travelled] at 20 mph, than they do at 30 mph.</p> <p>Travel change: No</p>
<p>(108) Local Resident, (Wantage, Wasbrough Avenue)</p>	<p>Object - Cars going slower will cause more traffic jams which in turn will cause more pollution. As far as I know we don't get a lot of accidents in Wantage caused by speeding,</p>

	<p>The only place I have seen dangerous speeding is in residential roads. Some drivers don't stick to the speed limit now so making it even slower won't make any difference. All it will do is make journeys take longer than they need to without improving air quality.</p> <p>Travel change: No</p>
(109) Local Resident, (Wantage, Westfield way)	<p>Object - Unnecessary for the majority of roads within town. Will only cause driver's frustration causing more erratic driving. Past schools is sensible.</p> <p>Travel change: No</p>
(110) Local Resident, (Wantage, Whittington Crescent)	<p>Object - Pointless exercise, 30 mph for all of town should suffice Happy for 20mph around schools as this makes sense</p> <p>Travel change: No</p>
(111) Local Resident, (Wantage, Whittington Crescent)	<p>Object - Unnecessary, focus on fixing the roads so drivers don't have to swerve avoiding potholes</p> <p>Travel change: No</p>
(112) Local Resident, (Wantage, Whittington Crescent)	<p>Object - I see no reason for it to be 20.</p> <p>Travel change: No</p>
(113) Local Resident, (Wantage, Witan Way)	<p>Object - I believe that having 20mph speed limits cause more aggression on the roads due to impatience from other drivers. There is very little policing of the current 30mph limit so I don't believe that decreasing the limit will result in many people driving at 20mph. 20mph limits are a good idea in school areas as people are willing to slow down for them.</p> <p>Travel change: No</p>

(114) Local Resident, (Wantage, Woodlands Brook)	Object - Complete waste of tax payers money, would be better spent on helping people with the cost of living crisis. Travel change: No
(115) Local Resident, (Wantage, Broadwater)	Object - Not needed Travel change: No
(116) Local Resident, (Wantage, Chandler's Close)	Object - Lucky to do 20mph anyway! Fix potholes first before waisting money on speed limits Travel change: No
(117) Local Resident, (Wantage, Charlton Village)	Object - Working and driving around Oxford where it is already 20mph I am aware you end up spending most of the time looking at your speedometer rather than the condition of the road/ hazards. This is inherently dangerous and rather than using the skill and observations you should do whilst driving. The dangerous drivers who the 20mph would benefit will not abide by it and then creating a false sense of security for pedestrians Travel change: No
(118) Local Resident, (Wantage, Church Street)	Object - Spend every penny you have on fixing the diabolical roads, not wasting it on things that aren't a problem. Travel change: No
(119) Local Resident, (Wantage, Donnington Place)	Object - Not necessary everywhere Travel change: No

(120) Local Resident, (Wantage, Garston Lane)	<p>Object - 20 mph is far too slow, will cause frustration and accidents, increase journey times and pollution and the money can be spent much better on the road conditions!</p> <p>Travel change: No</p>
(121) Local Resident, (Wantage, Larkdown)	<p>Object - It will cause additional traffic as it will take longer for vehicles to pass through town. I have noticed in other areas it makes pedestrians lazy because they pay even less attention because they think cars are going slower and causes more near misses. It really is not necessary unless in front of a school zone. Please consider fixing the roads and updating the road markings before wasting money on slowing everyone down for no reason</p> <p>Travel change: No</p>
(122) Local Resident, (Wantage, Little Lane)	<p>Object - There is no need to make every road 20mph. I have no objection with the Market place, or minor roads outside primary schools being 20mph, but roads like the A338 and A417 don't need to be reduced.</p> <p>Travel change: No</p>
(123) Local Resident, (Wantage, Old Canal View)	<p>Object - No need for it.</p> <p>Travel change: No</p>
(124) Local Resident, (Wantage, Old Canal View)	<p>Object - No need for it.</p> <p>Travel change: No</p>

<p>(125) Local Resident, (Wantage, Post Office Lane)</p>	<p>Object - Pointless waste of money. The current 30mph would be fine if it was policed. It' will clog things up more, make it harder to turn in / out of side roads. Will mean more cars idling for longer and more frequently. Such a backward step that is not backed by any science.</p> <p>Travel change: No</p>
<p>(126) Local Resident, (Wantage, Priory Road)</p>	<p>Object - Don't believe it will improve safety. Maintain good roads would be far beneficial</p> <p>Travel change: No</p>
<p>(127) Local Resident, (Wantage, Segsbury Road)</p>	<p>Object - I agree outside schools and housing estates but main roads would be a complete joke, spend money wisely not wasting it!</p> <p>Travel change: No</p>
<p>(128) Local Resident, (Wantage, Springfield)</p>	<p>Object - Rediculesds waste of money the roads need fixing</p> <p>Travel change: No</p>
<p>(129) Local Resident, (Wantage, Stirlings Close)</p>	<p>Object - Unnecessary and costly bureaucracy Which would have very little impact on speeds. Just another way of penalising motorists.</p> <p>Travel change: No</p>
<p>(130) Local Resident, (Wantage / Grove, Little Court)</p>	<p>Object - Where is the evidence that the reduction in speed limit delivers on any of the provided reasons for doing this? This is a waste of tax payers money and will lead to increased frustration on already very busy sections of road.</p> <p>Travel change: No</p>

<p>(131) Local Resident, (West Hendred, Reading Road)</p>	<p>Object - I don't see Wantage has a speeding or safety issue. The roads & traffic don't allow it. Reducing it to 20mph just seems a waste of time and money with little or no gain, except opportunity to impose fines.</p> <p>Travel change: No</p>
<p>(132) Member of public, (Witney)</p>	<p>Object - Taxi companies, Stagecoach and residents have objected to this proposal as seen within the news and whilst unopposed to villages, retirement communities and schools they view this as not needed everywhere and is disproportionate. A pleasure to visit Wantage and sadly the communities will be divided by this and regardless of veto, objection, concerns etc. The Council will ignore and will continue their crusade where they are not prepared to install 20 zones reasonably. I call on the Council to look at this again and reconsider the proposals written.</p> <p>Travel change: No</p>
<p>(133) Local Resident, (Charlton, Wantage, Parsonage Close)</p>	<p>Concerns - I support the principle of reducing the normal speed limit within the town to 20mph, in the interests of safety and reducing pollution. I should like better explanation of why the reduction will only begin part-way along transit roads such as Charlton Road. I do not think this plan makes sense without inclusion of Crab Hill / Kingsgrove and the Eastern Link Road..</p> <p>Travel change: No</p>
<p>(134) Local Resident, (Grove, Albermarle Drive)</p>	<p>Concerns - As someone who regularly walks the streets of Wantage at different times of the day it is clear that a lack of enforcement has led to a mentality in drivers that speed limits do not apply to them. Without robust enforcement it does not matter what the speed limits are drivers will continue to ignore them.</p> <p>As experienced when driving in other areas which have 20mph limits when I drive at that speed I end up with a line of disgruntled drivers behind me, I am not sure that would encourage safer driving and many of these drivers will speed outside of the 20mph area to make up lost time.</p> <p>Similar efforts should be put into ensuring safer driving - I regularly witness cars driving over the top of roundabouts, not slowing down for roundabouts or driving the wrong way round a roundabout again a lack of enforcement means that there is nothing to stop such unsafe practices.</p> <p>I have seen nothing about the impact on pollution given that cars will be on the road for longer and the possible impact on peoples health, especially the most vulnerable in our society</p>

	Travel change: No
(135) Local Resident, (Grove, Glebe Gardens)	<p>Concerns - There are still a lot of petrol cars in use at the moment and there seems to be a reduction in sales of electric cars. Checking my fuel consumption going through the new 20 mph area in Hanney, the consumption is higher which means that it is putting more exhaust fumes into the atmosphere and a larger use of fossil fuels. Also Wales have apparently scrapped their plans of wide scale 20 mph areas, the other main thing is there is no control on people speeding through 30 mph areas now so how do you expect people to obey the 20 mph speed limit?</p> <p>Travel change: No</p>
(136) Local Resident, (Grove, Main Street)	<p>Concerns - Traffic build up and how do you propose to enforce it.</p> <p>Travel change: No</p>
(137) Local Resident, (Grove, Main Street)	<p>Concerns - I do not believe there are a high number of accident relating to speed. Having lived here for over 20 years.</p> <p>Travel change: No</p>
(138) Local Resident, (Grove, Mandarin Place)	<p>Concerns - No need, 30 is fine. Why don't you spend the money on more worthwhile things. Your newest revamped roundabout floods worse than before and the lanes are so badly done it encourages poor lane discipline.</p> <p>Travel change: No</p>
(136) Local Resident, (Grove, St John's Court)	<p>Concerns - Putting the limit to 20 is not going to help the amount of traffic that is on the roads. Near schools and market place is understandable. but not roads leading out of town. Roads need fixing, schools need money. Think this is a waste of resources.</p> <p>Travel change: No</p>

(140) Local Resident, (Grove, Wantage, Station Road)	<p>Concerns - I have concerns with regards to the buses mainly, bus companies have already stated that if too many places reduce to 20 mph it will cause issues with their timetables and make it less cost effective for them so services may be cut. Many people refuse to drive at 20 mph and tailgate those that do which is dangerous.</p> <p>Travel change: No</p>
(141) Local Resident, (Wantage, Primrose Avenue)	<p>Concerns - 20mph speed limit in the vicinity of the market place I agree, the rest of wastage despite side roads should remain 30mph</p> <p>Travel change: No</p>
(142) Local Resident, (Letcombe Bassett, Gramp's Hill)	<p>Concerns - Traffic flow.</p> <p>Travel change: No</p>
(143) Member of public, (Letcombe Bassett, Holborn Hill)	<p>Concerns - I am concerned that the limit is not 20 by King Alfred's school west, an area where vehicles are turning by a school entrance.</p> <p>Travel change: Other I already walk and cycle but will feel safer if traffic isn't wizzing past me.</p>
(144) Local Resident, (Letcombe Regis, Anvil Lane)	<p>Concerns - Drivers breaking the new speed limit may try and overtake other drivers. As a careful and law abiding driver, I get regularly overtaken.</p> <p>Travel change: No</p>

(145) Local Resident, (Wantage, Adkin Way)	<p>Concerns - Whilst I support the limit on housing estates the A roads should be kept at 30 to encourage traffic away from rat run estate roads. Also looking at the start points of 20mph zones are half way along many of the A roads meaning drivers will enter them at 30 and probably continue at that speed. If they have to be implemented then at least start them from a point of a major roundabout or traffic lights.</p> <p>Travel change: No</p>
(146) Local Resident, (Wantage, Blackthorn Road)	<p>Concerns - People can't stick to 30mph let alone 20mph. The police can't even do it. If the people who are supposed to enforce the speed limits don't stick to them OR stop people that break the speed limit what hope do we have?! A lot of road users are incredibly ignorant and put everyone else at risk. The new 20mph in Hanney has been ignored by 95% of drivers. I've been overtaken by so many going through. Increase the amount of police actually policing the roads and issuing fines etc then maybe it will work. But at the moment it's a waste of time</p> <p>Travel change: No</p>
(147) Local Resident, (Wantage, Charlton Road)	<p>Concerns - 20 mph is really very slow, & there are a lot of impatient drivers out there. I suspect that we would see an increase in tailgating and dangerous overtaking. Any competent driver, & you shouldn't be on the road if you are not competent, is able to stop or take evasive action very quickly at 30 mph.</p> <p>Travel change: Yes – walk/wheel more</p>
(148) Local Resident, (Wantage, Charlton Road)	<p>Concerns - I support the proposal in general, however, I am particularly concerned that the start of the 20 mph zone on the A417 Reading Road is poorly placed. The proposal has the 30 mph zone running from the east through to the junction with Springfield Road. This fails to take account of the zebra crossing by The Lord Nelson pub, which is a main crossing for primary school children on their way to Charlton Primary School on Charlton Village Road. Thus I request that the 20 mph zone commences on the A417 Reading Road to the EAST of the junction with Charlton Village Road / Larkhill.</p>

	Travel change: Yes – walk/wheel more
(149) Local Resident, (Wantage, Coopers Lane)	<p>Concerns - The 20 mph on the Reading road should be extended beyond the roundabout with Springfield road. There are frequent accidents where traffic travelling into Wantage fail to stop r to give way to traffic. There has also been a local resident fatally injured outside his house by the garden centre last year! Children have to cross this road to go to the local primary school. The road is heavily used at peak times with cars and also heavy construction lorries. It is difficult to get out of sides roads . The vehicles are exceeding 30 miles per hour! To end the 20 mph limit at Springfield road will worsen the problem because they will then increase the speed along this already dangerous road! Please extend the 20 mph to the roundabout with Charlton road!</p> <p>Travel change: Yes – walk/wheel more</p>
(150) Local Resident, (Wantage, Fawley Close)	<p>Concerns - In a very built-up area, I have no objections 20 miles an hour. In the town, fine, not an issue . also look at younger kids on bikes. That, on many occasions have almost caused an accident because of their inability to use the Rd correctly. Cars at 20mph cause more problems.</p> <p>Travel change: No</p>
(151) Local Resident, (Wantage, Hampden Road)	<p>Concerns - Won't be enforced</p> <p>Travel change: No</p>
(152) Local Resident, (Wantage, Hawkey Road)	<p>Concerns - Speaking as a transport planner, pedestrian and cyclist, I support the proposals for a 20mph speed limit within Wantage, both from a road safety and air quality perspective. I do however have concerns as to how such speeds will be enforced when the existing 30mph is neither self enforced by way of geometry/traffic calming or by manual enforcement (speed cameras) on many of the roads subject to the proposed 20mph zone. Evidence shows that reducing speed limits can actually result in faster speeds as there is a greater level of non-compliance. I fear that this could result especially on streets such as Charlton Road (A417) and Seesen Way where</p>

	<p>vehicles can regularly be observed as travelling in excess of 30mph. I expect 85th percentile speeds outside of peak hours to be closer to 40mph at times.</p> <p>To make this successful, an area wide area average speed zone would be required though perhaps this could be considered on the roads where speeding is already an issue due to the costs and complexities of establishing such a system. The existing provision for cyclists between the new development (Kingsgrove) and Wantage town centre is poor and so any efforts to make travelling by cycle to Wantage a safer activity are welcomed.</p> <p>Travel change: Yes - cycle more</p>
(153) Local Resident, (Wantage, Hiskins)	<p>Concerns - I'll be intrigued as to how it will be enforced and would love to meet anyone who get's to 30 in Wantage</p> <p>Travel change: No</p>
(154) Local Resident, (Wantage, Kingsgrove Estate)	<p>Concerns - Happy for some roads to be reduced to 20 but after seeing the main route through Hanney reduced (dangerous to go from 50 to 20 on way to Wantage) have some concerns.</p> <p>Travel change: No</p>
(155) Local Resident, (Wantage, Mill Street)	<p>Concerns - 20mph limits have been rolled out across Oxfordshire and I don't think that they are effective. They are difficult to stick to and when cars do drive at 20mph this causes the cars behind to overtake which causes extra hazards. When speed limits are difficult to stick to because they are so slow this doesn't encourage people to drive slower but rather it causes them to not take speed limits seriously.</p> <p>Travel change: No</p>
(156) Local Resident, (Wantage, Moley Gardens)	<p>Concerns - Main A roads being dropped to 30 as has happened in Hanney. I agree roads leaving these main roads should be dropped to 30 but they traffic on these A roads need to flow clearly.</p> <p>Travel change: No</p>

<p>(157) Local Resident, (Wantage, Newbury Street)</p>	<p>Concerns - agree with the speed limit in the main town square but would rather this money is spent on improving road quality which will improve pedestrian safety as we are not having to look at the road surface to avoid holes.</p> <p>Travel change: No</p>
<p>(158) Local Resident, (Wantage, Ormond Road)</p>	<p>Concerns - 20 mile an hour will be acceptable around the market place and surrounding streets only, otherwise a 30 mile limit is preferable. I use the road through Steventon and Drayton, the 20 mile limit there is irritating, not good for the environment or my car, and not easy to keep steady, having to watch the speedo constantly</p> <p>Travel change: No</p>
<p>(159) Local Resident, (Wantage, Stockham Park)</p>	<p>Concerns - Not all roads need to be 20 mph.</p> <p>Travel change: No</p>
<p>(160) Local Resident, (Wantage, Trinder)</p>	<p>Concerns - Total lack of policing of existing laws (esp speeding and parking) Total ignorance of council in not planning in by passes and bus routes when they had the chance. Extremely concerned that we have reached a point where 'government' means putting up signs - no enforcement of laws but lets spend more money on signs. Are there any grants being given for 20 zones by any chance?</p> <p>Travel change: No</p>
<p>(161) Local Resident, (Wantage, Upthorpe Drive)</p>	<p>Concerns - I think for this to work, there needs to be some level of enforcement, which I can see won't be forthcoming.</p> <p>Travel change: No</p>

<p>(162) Local Resident, (Wantage, Westfield Way)</p>	<p>Concerns - There is no need to reduce the speed limit to 20 in any areas of wantage apart from outside schools play areas etc. and possibly the town centre. The new 20 along the A338 at Hanney is ridiculous. Please use the £8,000,000 to fix the potholes that are making the roads dangerous and clean out the storm water drains that are causing localised flooding.</p> <p>Travel change: No</p>
<p>(163) Local Resident, (Wantage, Whittington Crescent)</p>	<p>Concerns - I think this is a waste of money, most roads because of the way people park, the volume of traffic etc people don't reach 30mph on them, the ones you're leaving at 30 don't even move that fast most of the time. Save the sign money and improve crossing areas for pedestrians instead otherwise you're wasting public money</p> <p>Travel change: No</p>
<p>(164) Member of public, (Wantage, Willow Walk)</p>	<p>Concerns - There is no point in new infrastructure if you do not maintain what is already there. Most street marking have completely worn away. The Zebra crossing on Limborough Rd is almost invisible, meaning cars do not stop. The marking at the Market Sq end of Grove street which presumably are meant to show pedestrian priority are also almost gone</p> <p>Travel change: No</p>
<p>(165) Local Resident, (Wantage, Witan Way)</p>	<p>Concerns - I support the proposal, but am concerned that it fails to protect parts of Denchworth Road and Challow Road used by children to access local schools. Denchworth Road is residential and should never have been made part of the A417. Traffic levels and emergency services noise is unacceptable along this route and a Western relief road is essential. Both roads should be 20mph from the Downsview roundabout to beyond KA west site.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(166) Local Resident, (Wantage, Charlton Village Road)</p>	<p>Concerns - I currently live on a 30mph road and people often speed by; what's the point of costly effort to change speed limit when the current one is not enforced.</p> <p>Travel change: Yes - cycle more</p>
<p>(167) Local Resident, (Wantage, Courtenay Road)</p>	<p>Concerns - I agree with 20mph in residential and school areas, but believe the volume of traffic on more primary routes will not benefit from reduced speed. Indeed more effort should be applied to promoting path routes and cycle ways through and around Wantage</p> <p>Travel change: No</p>
<p>(168) Local Resident, (Wantage)</p>	<p>Concerns - Local resident</p> <p>Travel change: No</p>
<p>(169) Local Resident, (Wantage, Newbury Street)</p>	<p>Concerns - I would like 20mph imposed. 30 mph is never obliged by the motorists . Having 20 mph probably will get us to 30 mph anyway</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(170) Local Resident, (Wantage, St Mary's Way)</p>	<p>Concerns - Too many roads are being proposed with a lower limit. Some of these are fine with a 30mins limit. Lowering the speed limit to 20 will just increase congestion and noise pollution from the cars taking longer to pass through.</p> <p>Travel change: No</p>
<p>(171) Member of public, (Wantage, Wantage Road)</p>	<p>Concerns - In general, I support 20 mph limits in residential areas. However, on wide roads ie A-roads with pavements used as main traffic thoroughfares I did not see the requirement for 20 mph limits here. It holds up traffic</p>

	<p>trying to get through towns and villages. As a cyclist, my view/experience is that it increases the interactions between cyclists and motorised vehicles.</p> <p>Travel change: No</p>
(172) Local Resident, (unknown)	<p>Support - a</p> <p>Travel change: Yes – scoot more</p>
(173) Local Resident, (Charlton, Aldworth Avenue)	<p>Support - Many children use the roads to get to school. 20 mph is far safer than 30 mph in the event of collision.</p> <p>Travel change: No</p>
(174) Local Resident, (Charlton, Wantage, Aldworth Avenue)	<p>Support - As a resident of Wantage for over forty years, having witnessed the increase in drivers in the area over the past few years, I do feel that many people drive too fast in the built up areas, often creeping up above the 30 or 40 signs. If the limit was reduced to 20mph it would hopefully make drivers more aware/considerate of their surroundings.</p> <p>Travel change: No</p>
(175) Local Resident, (Childrey, West Street)	<p>Support - Vehicles are driving much too fast in and through the town</p> <p>Travel change: No</p>
(176) Local Resident, (East Hendred, Orchard Close)	<p>Support - Safety as streets become more congested</p> <p>Travel change: No</p>
(177) Local Resident, (Grove, Blenheim Gardens)	<p>Support - Reduce pollution, make roads more friendly to cycling. Increase road safety for pedestrians</p>

	Travel change: Yes - cycle more
(178) Local Resident, (Grove, Churchward Close)	Support - Safer roads. Calmer driving experience Travel change: Yes - cycle more
(179) Local Resident, (Grove, Glebe Gardens)	Support - Reducing the speed limit to 20mph through the town will reduce the risk of accidents both to pedestrians (and especially children) as well as cyclists and users of mobility scooters. It may well encourage more people to walk or cycle too. A consistent 20mph limit is easier to follow rather than mixing up speed limits across the town. I have some concerns about areas left as having 30mph limits. Specifically: 1) The 20mph limit on the A417 heading west from Wantage should be extended to include the entrances to King Alfred's School West Site. This stretch of road has a very narrow pavement and yet has schoolchildren walking along it (and in part the narrow pavement is also marked as a cycle route). This is currently a dangerous spot and I see extending the 20mph here as very important. 2) The eastern end of Charlton Road as far as the double mini-roundabout at the bottom of Lark Hill. This is a residential road, with minor roads joining. I would like to see this included in the 20mph scheme. This would both encourage more cycling in from the development on the eastern edge of Wantage as well as discouraging through traffic once the eastern link road is completed. 3) The northern part of Denchworth Road towards the roundabout with Mably May. Again, this has residential roads joining, and although there is a cycle path alongside it is of very poor quality. 4) Ickleton Road from its junction with Priory Road as far as the junction with the minor road to Letcombe Regis: This section of road is narrow with high banks and is dangerous for cyclists. Again, reducing the speed of cars along here would improve safety and encourage cycling. Travel change: Yes – walk/wheel more
(180) Local Resident, (Grove, Howard Avenue)	Support - Better for the environment, safer for pedestrians and reduces car noise Travel change: Yes – walk/wheel more

<p>(181) Local Resident, (Grove, Main Street)</p>	<p>Support - Speeding cars is a huge problem in both Wantate & Grove, something needs to be done before there is a fatality.</p> <p>Travel change: No</p>
<p>(182) Local Resident, (Grove, Main Street)</p>	<p>Support - Wantage has many narrow streets, with even narrower pavements or no pavements. Road traffic volumes have significantly increased post-pandemic, as thousands of new homes are built in the area. The town is currently unsafe for active travel - cycling, walking, mobility scooters and other scooters. The evidence from elsewhere is clear that average speeds decrease with 20mph limits vs 30mph. This directly correlates to lower rates of death and serious injury from traffic collisions. This will also help to encourage the use of active travel modes of transport for short journeys as they are perceived as somewhat safer. This is particularly important for school children getting to and from the local schools.</p> <p>I have some concerns about areas left as having 30mph limits. Specifically:</p> <ol style="list-style-type: none"> 1) The 20mph limit on the A417 heading west from Wantage should be extended to include the entrances to King Alfred's School West Site. This stretch of road has a very narrow pavement and yet has schoolchildren walking along it (and in part the narrow pavement is also marked as a cycle route). This is currently a dangerous spot and I see extending the 20mph here as very important. 2) The eastern end of Charlton Road as far as the double mini-roundabout at the bottom of Lark Hill. This is a residential road, with minor roads joining. I would like to see this included in the 20mph scheme. This would both encourage more cycling in from the Kingsgrove development on the eastern edge of Wantage as well as discouraging through traffic once the eastern link road is completed. 3) The northern part of Denchworth Road towards the roundabout with Mably Way. Again, this has residential roads joining, and although there is a cycle path alongside it is of very poor quality. 4) Ickleton Road from its junction with Priory Road as far as the junction with the minor road to Letcombe Regis: This section of road is narrow with high banks and is dangerous for cyclists. Again, reducing the speed of cars along here would improve safety and encourage cycling. <p>Travel change: Yes - cycle more</p>
<p>(183) As part of a group/organisation, (Cycling UK Wantage)</p>	<p>Support - Cycling UK Wantage (the leading local leisure cycling group) strongly SUPPORTS the proposals to reduce speed limits in Wantage to 20mph. Speed limits are hugely important for Active Travel - cycling, walking, and mobility.</p>

Outcomes of RTCs are significantly less serious at 20mph than at 30mph – often the difference between living or dying. Unsurprisingly, safety is the main reason people cite for choosing NOT to cycle. So a reduction in speed limit correlates strongly with government and council policy to promote and prioritise Active Travel.

We consider that ALL roads within the town should be limited to 20mph, not just the ‘non arterial’ routes. The safety benefits significantly outweigh the negligible increase in car journey times. A car journey between the centres of Grove and Wantage, for example, would take only about one minute longer at 20mph. 20mph speed limits on the main roads within the town will discourage through-traffic from choosing to drive through the Town Centre, particularly when the new Link Road opens. The Town Centre has many narrow streets, with even narrower pavements or no pavements. Road traffic volumes have significantly increased post-pandemic, as thousands of new homes are built in the area. The town is currently unsafe for active travel and our members are regularly put at risk and abused on the roads as a result.

As the proposals stand, we are concerned about where some of the transitions to 30mph have been located. We would like to see the following specific changes:

(i) The stretch of Challow Road (A417) passing King Alfred’s School (West) should be limited to 20mph, not 30mph as shown. The footway in the vicinity of the school is narrow, and signed for shared-use, making this a dangerous area.

(ii) The 20mph limit on Charlton Rd (currently A417) should extend further east, say beyond the ‘Nelson’ mini-roundabouts, rather than as shown at Springfield Rd, where there is no obvious change in the character of the road. This would tie in with the cycleway which the Kingsgrove development was supposed to provide along A417 Reading Road, starting from the ‘Nelson’.

(iii) The 20mph limit on Manor Road (A338) should extend further south, beyond the Park & Recreation Area, which is popular with families and children.

(iv) The 20mph limit on Ickleton Road (B4507) should extend further west, to the Letcombe road junction. Ickleton Road has no footway at all and has very poor visibility under dense tree-cover, making it difficult for drivers to see pedestrians and cyclists in the road.

(v) If the 20mph limits on Denchworth Rd (A417) and Grove Rd (A338) are not to be extended further north towards Mably Way (A417), we would ask that the adjacent shared-use paths are improved (and properly maintained) – in particular to give priority over side roads for people cycling up the hill alongside Denchworth Rd.

At the very least, we would expect that when the Wantage Eastern Link Road opens in 2024, that a 20mph limit will be immediately applied to the entire ex-A417 road through Wantage.

Travel change: **Yes - cycle more**

<p>(184) Local Resident, (Grove, Oxford lane)</p>	<p>Support - The roads around Grove have become a rat race, particularly Oxford Lane where out of Wantage</p> <p>Travel change: No</p>
<p>(185) Local Resident, (Grove, Queens Row)</p>	<p>Support - 20mph does help reduce road noise and impact, which improves enjoyment of public spaces. As a highly sensitive person, particularly impacted by noise, I would benefit from the town centre being less noisy with traffic. I'm not sure how this will impact the new eastern bypass; it would be very helpful to be still able to get across Wantage quickly.</p> <p>Travel change: No</p>
<p>(186) Local Resident, (Grove, Sharland Close)</p>	<p>Support - A 20mph speed limit in residential areas and near schools makes sense</p> <p>Travel change: No</p>
<p>(187) Local Resident, (Grove, St John's Road)</p>	<p>Support - Because safety is of paramount importance to all users of the highway, including pedestrians</p> <p>Travel change: No</p>
<p>(188) Local Resident, (Grove, Vale Avenue)</p>	<p>Support - As a driver and as pedestrian, I strongly support the idea of reducing the speed limit on most urban roads to 20 mph. The safety implications are well-established. It will also encourage lower speeds even amongst those who tend to drive at or just above the limit. My somewhat cynical view is that, even if we can only get folks to drive at 30 in a 20 mph limit, rather than 40 in a 30 mph limit, that's a worthwhile step.</p> <p>Travel change: Yes - cycle more</p>
<p>(189) Local Resident, (Grove, Kennet Close)</p>	<p>Support - Some cars are travelling at high speeds around Grove and Wantage. This needs to be stopped as a matter of urgency</p>

	Travel change: No
(190) Local Resident, (Grove, Wantage, Dakota Drive)	<p>Support - People drive so dangerously here. Some roads I dread driving down because it's just an accident waiting to happen.</p> <p>Travel change: Yes – walk/wheel more</p>
(191) Local Resident, (Grove, White Horse Crescent)	<p>Support - There is clear evidence that a reduction in speed is a significant factor in reducing the risk of serious injury caused by motor vehicles.</p> <p>Travel change: No</p>
(192) Local Resident, (Letcombe Bassett, Holborn Hill)	<p>Support - I live in Letcombe Bassett and cycle to, or through, Wantage a few times a week. At present Wantage is generally cycle-unfriendly, with narrow busy streets and few marked cycle paths. I therefore support the proposed 20 mph speed limit, which Letcombe Bassett already enjoys, to make cycling in Wantage safer and more attractive to cyclists. I do have concerns that it does not go far enough.</p> <p>Travel change: Yes - cycle more</p>
(193) As part of a group/organisation, (Sustainable Wantage)	<p>Support - 'Wantage is a small, historic and picturesque town with many narrow, often banked, inclined and cornered streets. It is also growing fast, and with multiple new housing developments to the north and east, the number of people using the streets and pavements is only going to increase.</p> <p>One of the attractions of the town is that essential services such as schools, shops and supermarkets are largely located within the town's perimeter and not on dedicated out-of-town locations. This allows many residents to walk or cycle around the town to go about their daily business, a practice that is becoming increasingly attractive and desired as society comprehends the implications of climate change. The combination of easy access and a growing population offers the prospect of growth and renewal in a town that has suffered a period of stagnation. This is to be welcomed. Equally, for this growth and renewal to happen businesses need efficient transport access in order to provide the necessary services and support.</p>

	<p>For this growth to happen in a safe, sustainable and desirable manner a balance must be struck between the needs of the residents and the needs of those businesses servicing the town and I believe a comprehensive 20 mph restriction is a realistic compromise. Alternatives do exist such as large scale pedestrianisation or blocking off certain streets or whole neighbourhoods at busy times but these can exacerbate community tensions and would be more expensive to implement than simply slowing traffic down. Such proposals would be inappropriate for a small town like Wantage. In summary Sustainable Wantage supports the proposed change in speed limits in Wantage for the following reason;</p> <ul style="list-style-type: none"> - the risk of injury to people is materially lowered, - there is minimal practical inconvenience to drivers as the extension to the length of anyone's journey in and around Wantage on account of driving at 20 rather than 30 mph is very small, - emission levels may be reduced but are certainly not increased, and - a fair balance is attained between lifestyle and commercial activity thereby improving the long-term sustainability and growth prospects of the town of Wantage. <p>Travel change: Yes – walk/wheel more</p>
<p>(194) Local Resident, (Wantage, Bec Close)</p>	<p>Support - Traffic is accelerating too much in and around the town. This is a problem for all pedestrians not just school children.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(195) Local Resident, (Wantage, A338 Grove Road)</p>	<p>Support - 1. Road safety 2. Environmental 3. Community 4. Quality of life</p> <p>Travel change: Yes - cycle more</p>
<p>(196) Local Resident, (Wantage, A338 Grove Road)</p>	<p>Support - 1. Road safety 2. Environmental 3. Community quality of life</p>

	Travel change: Yes - cycle more
(197) Local Resident, (Wantage, Adkin Way)	<p>Support - There are a huge number of children in the area, and many that cycle to and from school. It can only be of benefit to lower the limit. Traffic is dense in wantage so in reality having a mandatory limit of 20mph around here is unlikely to impact motorists much, but it could make a big difference to child safety.</p> <p>Travel change: Yes - cycle more</p>
(198) Local Resident, (Wantage, Bec Close)	<p>Support - I want the 20mph to extend further on the A417 challis road between town and King Alfred's west site school</p> <p>Travel change: Yes – walk/wheel more</p>
(199) Local Resident, (Wantage, Bec Close)	<p>Support - I like the idea of reducing the dominance of the car in the town. Beyond the town centre the main roads into Wantage suffer from many people driving well above 30mph, despite schools, pedestrians etc. The noise and threat of cars is a negative aspect around town - for pedestrians and cyclists. I think reducing the limit would be positive.</p> <p>Travel change: Yes - cycle more</p>
(200) Local Resident, (Wantage, Black Croft)	<p>Support - To make walking and cycling safer when travelling through town and encourage residents to favour these modes of transport, reducing avoidable carbon emissions and improving local air quality whilst providing a more enjoyable place to live.</p> <p>Travel change: Other</p> <p>I already favour walking and cycling to/from town but it would make it easier to influence others to do the same</p>
(201) Local Resident, (Wantage, Challow Road)	<p>Support - I support the idea of 20mph zones, but have serious concern about not having a 20mph zone on the A417 Challow Road as far as King Alfred West Site during school arrival/departure times</p>

	Travel change: No
(202) Local Resident, (Wantage, Charlton Court)	<p>Support - With the additional traffic due to increased housing, reducing speed in built up areas such as Charlton Village will protect bike riders, pedestrians and especially children walking to the primary school.</p> <p>Travel change: No</p>
(203) Local Resident, (Wantage, Charlton Road)	<p>Support - I live on Charlton Road, and over the past 10 years the road has got busier and busier, with cars regularly going over the 30 mile an hour speed limit. Due to the danger perceived by cyclists, the pavement has now effectively become a cycle route! The new roundabout on the junction with Springfield Road has had little impact on the speed at which motorists drive down Charlton Road. A 20 mile an hour speed limit along the whole length of Charlton Road would hopefully slow down motorists, making it safer for cyclists and pedestrians, who currently take their lives into their hands when trying to cross this busy road.</p> <p>Travel change: Yes – walk/wheel more</p>
(204) Local Resident, (Wantage, Cherry Croft)	<p>Support - I regularly cycle and am put off by dangerous speeds. 20mph makes people think more carefully, even if they don't stick to it.</p> <p>Travel change: Yes - cycle more</p>
(205) Local Resident, (Wantage, Ham Road)	<p>Support - I wholeheartedly support the 20 mph speed limit this should be applied to all roads around Wantage so as not to confuse the poor drivers. Vehicles already travel at more than 30 mph so at least putting in 20 mph might bring them below 30 Noting they do well over 30 on the peripheral roads of Wantage such as the Mably Way and Ickleton Road where it is not uncommon to see vehicles overtaking cyclists on blind bends. Not sure how you will enforce this 20mph. Therefore may I suggest you include Mably Way and the whole of Ickleton Road on the 20 mph route.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(206) Local Resident, (Wantage, Hiskins)</p>	<p>Support - Most of the streets with the proposed 20 are those where given their residential nature, density of parked vehicles and junctions it's not really safe or feasible to drive at 30mph regardless, so this would just be enforcing what is a safe, reasonable speed to use along those routes.</p> <p>Travel change: No</p>
<p>(207) Local Resident, (Wantage, Hiskins)</p>	<p>Support - On many of these roads, other than the Denchworth and Charlton Road I would normally drive at not much over 20mph anyway. I am a motorist, cyclist and pedestrian. However the area in Wantage where I have had the most problems as a cyclist has been the 'Camel Crossroads' (the double mini-roundabout by the convent) and I don't know if that would be improved much by a 20mph speed limit as most traffic is below that anyway.</p> <p>Travel change: No</p>
<p>(208) Local Resident, (Wantage, Ickleton Road)</p>	<p>Support - Slow down the traffic which goes well over 30 mph on the periphery roads of Wantage.</p> <p>Travel change: No</p>
<p>(209) Local Resident, (Wantage, Lark Hill)</p>	<p>Support - Would prefer if the market square could be entirely and permanently pedestrianised. But if that won't happen then at least this. It's a highly mixed-use environment at all times.</p> <p>Travel change: Yes - cycle more</p>
<p>(210) Local Resident, (Wantage, Larkdown)</p>	<p>Support - The streets in the town will feel much safer if there is a general reduction of speed and will help make the town feel a safer and friendly environment.</p> <p>Travel change: Yes - cycle more</p>
<p>(211) As part of a group/organisation, (Wantage, Market Place)</p>	<p>Support - Safer around the vicinity leading into the market square. Not supporting for the broader roads on outskirts</p>

	Travel change: No
(212) Local Resident, (Wantage, Mary Shunn Way)	<p>Support - Further control speeding traffic and make the WELR (when it opens) more attractive in terms of journey times</p> <p>Travel change: Yes – walk/wheel more</p>
(213) As part of a group/organisation, (Wantage, Maryfield)	<p>Support - I am supporting the 20 mph speed within Wantage on behalf of Wantage Mobility Group.</p> <p>Travel change: Other I mainly use a mobility scooter and will continue to do so.</p>
(214) As part of a group/organisation, (Wantage, Maryfield)	<p>Support - I am supporting the 20 mph speed in built up areas in Wantage to increase safety for pedestrians and particularly those who use Mobility Aids, including Rollators, mobility scooters and adults pushing baby buggies and escorting small children.</p> <p>However, I would prefer to see all built up areas being included, eg KA West remains on a 30 mph stretch, Fitzwarren School for children with special needs is only just within the 20 mph zone, Ickleton Road at 30mph remains dangerous for pedestrians and cyclists as there is no cycleway. Ham Road may be included in the 20 mph zone, but there are two main crossings for the older generation to shop in the town centre and for children who live in the estates at the West end of Wantage (also East Challow and Childrey); one of which has a pedestrian crossing and the shorter route at the South end of Ham Road, from Naldertown to King Alfred's Centre site and the CoE primary school, which is on a sharp bend and difficult to cross at busy times.</p> <p>Everyone is being encouraged to be more active within the Town Centre, therefore the routes need to be built and maintained by the County Council to enable this to be facilitated. Safety is paramount to encouraging more people to be more active and I very much hope that our County Council will support the local community in this.</p> <p>Travel change: Other I already use my Mobility Scooter to reach other parts of Wantage and Grove and this will not change.</p>

(215) As part of a group/organisation, (Wantage & Grove Active Travel Group)

Support - The Wantage & Grove Active Travel Group strongly SUPPORT the proposals to reduce speed limits in Wantage to 20mph. Speed limits are hugely important for Active Travel - cycling, walking, and mobility. Outcomes of RTCs are significantly less serious at 20mph than at 30mph – often the difference between living or dying. Unsurprisingly, safety is the main reason people cite for choosing NOT to cycle. So a reduction in speed limit correlates strongly with government and council policy to promote and prioritise Active Travel.

We consider that ALL roads within the town should be limited to 20mph, not just the ‘non’ arterial routes. The safety benefits significantly outweigh the slight increase in car journey times. A car journey between the centres of Grove and Wantage, for example, would take only about one minute longer at 20mph. 20mph speed limits on the main roads within the town will discourage through-traffic from choosing to drive through the Town Centre, particularly when the new Link Road opens. The Town Centre has many narrow streets, with even narrower pavements or no pavements. Road traffic volumes have significantly increased post-pandemic, as thousands of new homes are built in the area. The town is currently unsafe for active travel.

As the proposals stand, we are concerned about where some of the transitions to 30mph have been located. We would like to see the following specific changes:

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(ii) The 20mph limit on Charlton Rd (currently A417) should extend further east, say beyond the ‘Nelson’ mini-roundabouts, rather than as shown at Springfield Rd, where there is no obvious change in the character of the road. This would tie in with the cycleway which the Kingsgrove development was supposed to provide along A417 Reading Road, starting from the ‘Nelson’.

(iii) The 20mph limit on Manor Road (A338) should extend further south, beyond the Park & Recreation Area, which is popular with families and children.

(iv) The 20mph limit on Ickleton Road (B4507) should extend further west, to the Letcombe road junction. Ickleton Road has no footway at all and has very poor visibility under dense tree-cover, making it difficult for drivers to see pedestrians in the road.

(v) If the 20mph limits on Denchworth Rd (A417) and Grove Rd (A338) are not to be extended further north towards Mably Way (A417), we would ask that the adjacent shared-use paths are improved (and properly maintained) – in particular to give priority over side roads for people cycling up the hill alongside Denchworth Rd.

At the very least, we would expect that when the Wantage Eastern Link Road opens in 2024, that a 20mph limit will be immediately applied to the entire ex-A417 road through Wantage.

	Travel change: Yes - cycle more
(216) Local Resident, (Wantage, Newbury Street)	<p>Support - It will improve Wantage for pedestrians and cyclists and, especially, vulnerable and elderly residents. Much of the traffic passing through Wantage exceeds the current limits and reducing speeds will surely improve safety and make the town a more pleasant environment. Even in the market square, and on the roads leading into it, much of the traffic travels far too quickly.</p> <p>Travel change: Yes - cycle more</p>
(217) Local Resident, (Wantage, Newbury Street)	<p>Support - I live on Newbury Street and cars often speed along these roads, near the town centre.</p> <p>Travel change: No</p>
(218) Local Resident, (Wantage, Ogbourne Close)	<p>Support - To many speeding cars. Children schools, people in wheelchairs and mobility scooters. 20 is plenty</p> <p>Travel change: No</p>
(219) Local Resident, (Wantage, Orchard Way)	<p>Support - It is dangerous for children. Ormond road in particular. It is only a matter of time before someone is hurt there walking to school. Cars go so fast I have seen them mount the pavement on several occasions. There needs to be speed bumps and zebra crossings on that road.</p> <p>Travel change: Yes – scoot more</p>
(220) Local Resident, (Wantage, Orchard Way)	<p>Support - Increasing volume of traffic over the years has not been matched by an increase in considerate/safe motorists. This change is needed for the safety of all road users and pedestrians, especially the elderly, the disabled and cyclists.</p> <p>Travel change: Yes - cycle more</p>

<p>(221) Local Resident, (Wantage, Primrose Avenue)</p>	<p>Support - I support the proposal. There are many young families with children in our area and the speed at which many residents drive is very dangerous</p> <p>Travel change: No</p>
<p>(222) Local Resident, (Wantage, Roman Way)</p>	<p>Support - Support as the speeds around Wantage seem to be increasing. BUT the whole of Denchworth Road and Mably Way needs to be 20mph. These are residential areas. A lot of roads feed onto Denchworth and the medical centre is based on Mably. Why wouldn't these roads be included to have the speed limit reduced. At the moment they are a race track at times.</p> <p>Travel change: Yes - cycle more</p>
<p>(223) Local Resident, (Wantage, Saxon Place)</p>	<p>Support - Because it will make the roads safer</p> <p>Travel change: Yes - cycle more</p>
<p>(224) Local Resident, (Wantage, Truelocks Way)</p>	<p>Support - Wantage is a small town with lots of young families. It won't take long to travel through even at 20mph. I would extend the plans to all roads on the basis that people passing through the town having come in from the south as part of an onward journey often drive dangerously and at speed through the town. These drivers treat the town as you would a dual carriageway, I have witnessed this on multiple occasions. Furthermore, before having knowledge of this project I would have requested Charlton village road be reduced to 20mph, it's used as a bypass but has an extended blind corner, a primary school, then extends down to Harcourt Road where parked cars often obstruct long sections of road creating a need for reduced speed to ensure safety of vehicles utilising the same stretch which effectively becomes singletrack.</p> <p>Travel change: No</p>
<p>(225) Local Resident, (Wantage, Whittington Crescent)</p>	<p>Support - In general probably sensible, but would like implementation to be sympathetic to residents</p> <p>Travel change: Yes - cycle more</p>

(226) Local Resident, (Wantage, Willow Lane)	<p>Support - People drive too fast on certain roads (i.e. in front of KA's centre site), Newbury St. , Charlton road, Ormond road etc</p> <p>Travel change: Yes - cycle more</p>
(227) Local Resident, (Wantage, Willow Lane)	<p>Support - They are too important to ignore.</p> <p>Travel change: Yes - cycle more</p>
(228) Local Resident, (Wantage, Witan Way)	<p>Support - I am supporting these proposals because the 30 mph speed limit makes accidents more likely and also much more likely to have serious consequences. I find cycling around Wantage incredibly nerve-wracking, for myself and for my children. I have seen a great many near-misses between cars and bicycles in the 20 years I have lived here. Roads are not wide enough for cars to pass bikes safely, there are hardly any cycle paths (and those that there are start and stop randomly throughout a journey), and the ever increasing size of cars makes traffic much more dangerous to cyclists and pedestrians. Reducing the speed limit to 20 mph would give more time for drivers to see and respond to other road users.</p> <p>I believe that having a 20 mph speed limit in Wantage would also help to change the 'car is king' atmosphere we currently live in. Cars should not have an automatic right to get to their destination 2 minutes faster at a much increased risk to others. Many of us choose to make local journeys on foot or by bike, for environmental reasons, health reasons, or through not owning a car. Having a 20 mph speed limit would help redress the balance between everyone making local journeys.</p> <p>I am particularly concerned for young families and students travelling to and from schools and would urge this consultation to extend the 20mph limit on the A417 westbound to beyond King Alfred's West site. My eldest daughter had her foot run over here when she was 13years old and using the crossing appropriately; a car came through the red light at speed and she didn't have time to get out of the way. As a traffic event this probably only counted as a 'minor' incident, although it had a significant impact on her and her friends confidence and feeling of safety. A 13 year old should not feel that getting to school is dangerous! I would also like to see the 20 mph limit on the A338 extended south beyond the entrance to Manor Road Recreation Ground, anyone who has used this pavement with small children knows the traffic feels too fast and way too close. I would also like to see the northern part of the Denchworth</p>

	<p>Road included in the 20 mph limit as far as the Mably Way roundabout. This stretch is much used at school travel times, particularly by KAs students coming from Grove. I believe it would be easier for drivers to follow a speed limit change after a clear marker such as a roundabout, than a mid-road change where drivers have just accelerated up to 30 following the roundabout. With the latter, realistically cars will not have significantly reduced speed until they are much further along the road, at or beyond Fitzwaryn school crossing.</p> <p>Travel change: Yes - cycle more</p>
(229) Local Resident, (Wantage, Woodfield)	<p>Support - I have young children who walk to nursery and school. Also noise emissions reasons close to my home. Support the drop in speed limit</p> <p>Travel change: Yes – walk/wheel more</p>
(230) Local Resident, (Wantage, Aldworth Avenue)	<p>Support - Better road safety, esp. for children.</p> <p>Travel change: No</p>
(231) Local Resident, (Wantage, Blackcroft)	<p>Support - Safer for all road users and less pollution</p> <p>Travel change: Other No as walk a lot already</p>
(232) Local Resident, (Wantage, Charlton Village Road)	<p>Support - I support the proposed changes in speed limits as there is already a problem in Wantage with people driving far too fast already. My only concern is how this will be enforced.</p> <p>Travel change: No</p>
(233) Local Resident, (Wantage, Charlton Village Road)	<p>Support - Reduced traffic speeds will reduce risks to other road users and cut traffic noise.</p> <p>Travel change: No</p>

(234) Local Resident, (Wantage, Foliat Drive)	<p>Support - I feel 30mph is too fast given the number of new houses that have been built in Wantage and Grove and the increase in the volume of traffic. Also, I feel not enough people stick to the current speed limit therefore making the roads extra dangerous for cyclists and pedestrians (especially for children)</p> <p>Travel change: No</p>
(235) Local Resident, (Wantage, Larkdown)	<p>Support - This will reduce the quantity accidents and the severity of any accidents, whilst having a negligible effect on journey times. It will also encourage passive transport modes.</p> <p>Travel change: Yes – walk/wheel more</p>
(236) Local Resident, (Wantage, Newbury Street)	<p>Support - Too many speeding drivers</p> <p>Travel change: No</p>
(237) Local Resident, (Wantage, Stockham Park)	<p>Support - Reduction in pollution, improvement in road safety, easier road crossing</p> <p>Travel change: Yes - cycle more</p>
(238) Local Resident, (Wantage, Truelocks Way)	<p>Support - If it keeps accidents down and saves people's lives I'm all for it</p> <p>Travel change: No</p>
(239) Local Resident, (Wantage, Primrose Avenue)	<p>Support - Lots of speeding in roads around our house. speeds of +40MPH. Lots of families living locally with small children so a lower speed limit would make it safer as long as the limit is enforceable. Can we have speed bumps/traffic calming measures/smiley speed faces etc to help deter speeders please</p>

	Travel change: Yes - cycle more
(240) Local Resident, (Wantage, Foliat Drive)	Support - Some roads (for instance seesen way) are narrow and have lots of traffic. Either better enforcement of the 30 limit or a 20 limit would make it safer Travel change: No
(241) Local Resident, (West Challow, Coppice Lane)	Support - Conceptually a good idea but not sure re roads to be covered make complete sense. Travel change: No
(242) Local Resident, (unknown)	Support - On balance would improve road safety Travel change: No
(243) Member of public, (East Garston, A338)	No opinion - I think it's a good idea but how will it be enforced? Travel change: Yes - cycle more
(244) Rather not say, (Tubney, Abingdon Road)	No opinion - I agree that the approaches to the town on the main A roads should remain 30mph. Roads on housing estates and around the town centre will be safer at 20mph, though it will only be effective if there is some enforcement to back up the change. I am interested/concerned whether the likely need to drive in a lower gear (to achieve lower speed) will result in higher levels of vehicle particulate emissions. After reducing danger of serious injury from accidents, the environmental impact is the other major part of changing speed limits and this must be carefully examined. Travel change: No

<p>(245) Local Resident, (Wantage, Humphries Green)</p>	<p>No opinion - Many of the roads around the town are so narrow that it is already impossible to drive at 30mph; so to officially change the speed limits to 20mph with the costs involved, e.g. new signage, would be a waste of taxpayers money.</p> <p>Travel change: No</p>
<p>(246) Local Resident, (West Hendred, The Greenway)</p>	<p>No opinion - I'm not convinced imposing a 20mph limit is necessary and I believe will cause more frustration with drivers</p> <p>Travel change: No</p>