

Divisions affected: *Wallingford*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT –
14 DECEMBER 2023**

**BRIGHTWELL-CUM-SOTWELL: PROPOSED 20MPH & 40MPH
SPEED LIMITS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the following proposals as advertised:
 - a. extend the existing 20mph speed limit within Brightwell-cum-Sotwell to include High Street,
 - b. introduce a new 20mph speed limit on Shillingford Road, adjacent to the 'Home Park',
 - c. introduce a new 40mph speed limit on Shillingford Road, running northwards from the proposed Wallingford 20mph scheme, and
 - d. extend the existing 40mph speed limit on the A4130 Hadden Hill/ Didcot to Wallingford road to a point 155 metres northwest of its junction with Slade End.

Executive summary

2. The report presents responses to a statutory consultation on the proposed extension of the existing 20mph speed limits in Brightwell-cum-Sotwell as shown in **Annex 1**, new 20mph & 40mph speed limits on Shillingford Road as shown in **Annex 2**, and a new 40mph speed limit on the A4130 Didcot to Wallingford road as shown in **Annex 3**.

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. It is believed that, should the proposals be implemented as proposed, the bus operator would cease to serve the western end of the village.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Brightwell-cum-Sotwell by making them safer and more attractive. However, it is believed that, should the proposals be implemented as proposed, the bus operator would cease to serve the western end of the village.

Formal consultation

6. Formal consultation was carried out between 01 November and 24 November 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, South Oxfordshire District Council, the local District Cllrs, Brightwell-cum-Sotwell, and North Moreton parish councils, and the local County Councillor representing the Wallingford division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection.
8. Oxford Bus Company do not object to the proposals on the proviso that additional stops can be placed on the A4130. They will continue to serve the central village roads providing average journey times along the route are maintained. If journeys become compromised, they would restrict the service to stopping on the A4130, this would be less convenient for the few existing passengers from the village but provide time improvements for the bulk of passengers along the route.

Other Responses:

9. 36 online responses were received with 30 local residents, a local or County Councillor, and a business supporting the proposals. Three local residents and a member of the public expressed objections; all four suggested the proposals were unnecessary, and three claimed that there was no accident justification.
10. The breakdown of the online responses is summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit in Brightwell	4 (11%)	-	32 (89%)	-	36
20mph & 40mph speed limits on Shillingford Road	4 (11%)	3 (8%)	22 (61%)	7 (19%)	36
40mph on the A4130 Didcot to Wallingford	4 (11%)	1 (3%)	30 (83%)	1 (3%)	36

11. 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	11 (31%)
Yes – cycle more	7 (19%)
No	17 (47%)
Other	1 (3%)

12. The consultation responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

13. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. The aim of reducing speed limits is to change driver’s mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County’s carbon footprint. This forms part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’.
14. There is clear support for the proposals amongst those who responded to the consultation. The local council and member are known to be strong advocates although no response has been received from them. There is currently no budget to fund additional bus stops and with no hardstanding or pavement on the south side of the A4130 such work would come at a significant cost.
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 any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annexes 1-3: Consultation plan
 Annex 4: Consultation responses

Contact Officers: Geoff Barrell (Team Leader – Traffic and Road Safety)

December 2023

Brightwell-cum-Sotwell 20mph

Legend	
Proposed 20	
Existing 20	
Proposed 40	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	27.07.23	Proposal 1	C.R		

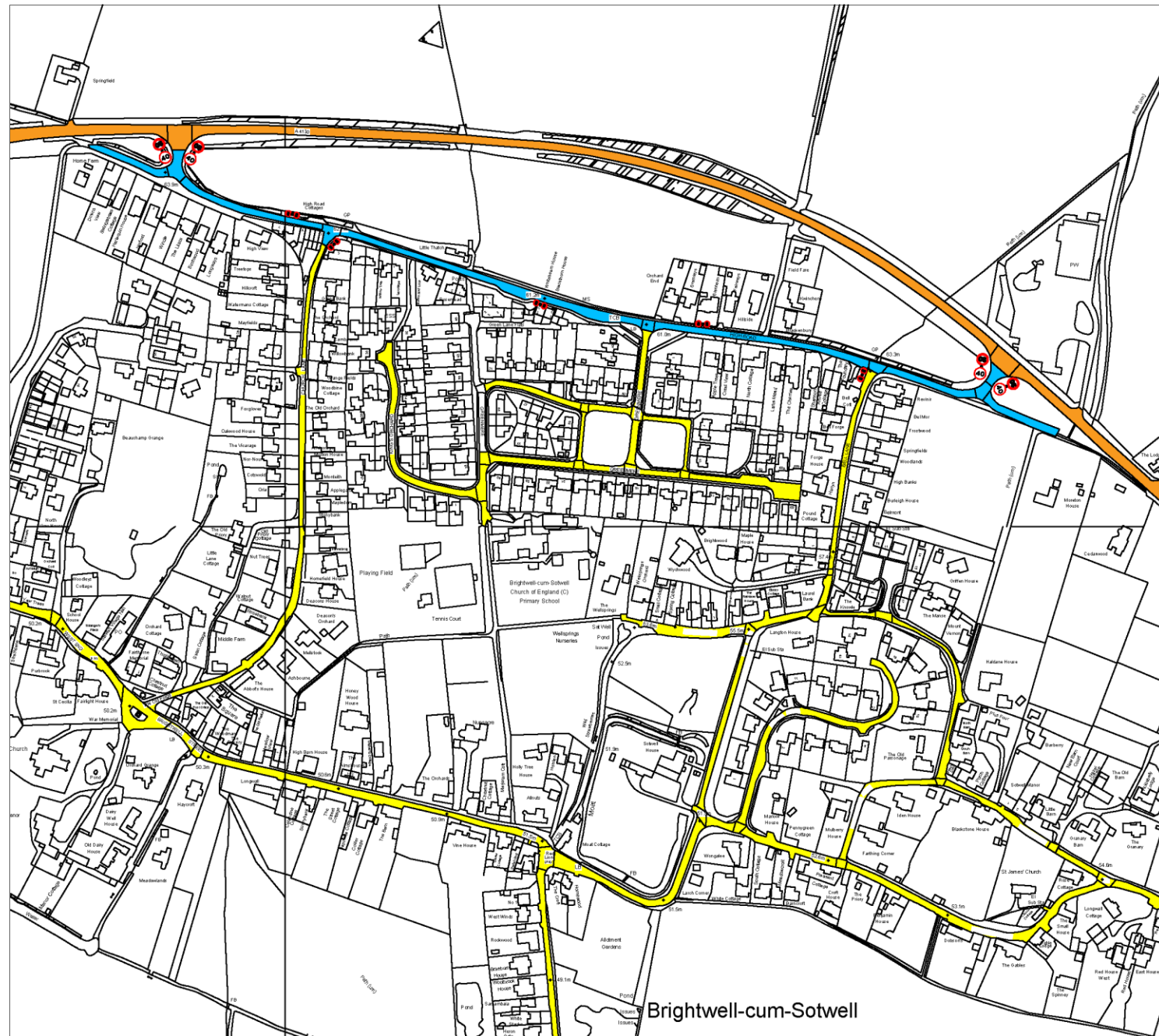
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Project title: Brightwell-cum-Sotwell 20mph Scheme

Drawing title:
 Brightwell-cum-Sotwell 20mph High Road Extension

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 27.07.23	Date checked: 31.07.23	Date approved: 31.07.23

Oxfordshire Project No. & File Ref
 Drawing No. 1.0
 Revision 1.0



Brightwell-cum-Sotwell



Shillingford Road Overview

REVISION 1.0

Legend	
Proposed 20	█
Existing 30	█
Proposed 40	█
Not Public Highway	█

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	27.07.23	Proposal 1	C.R		

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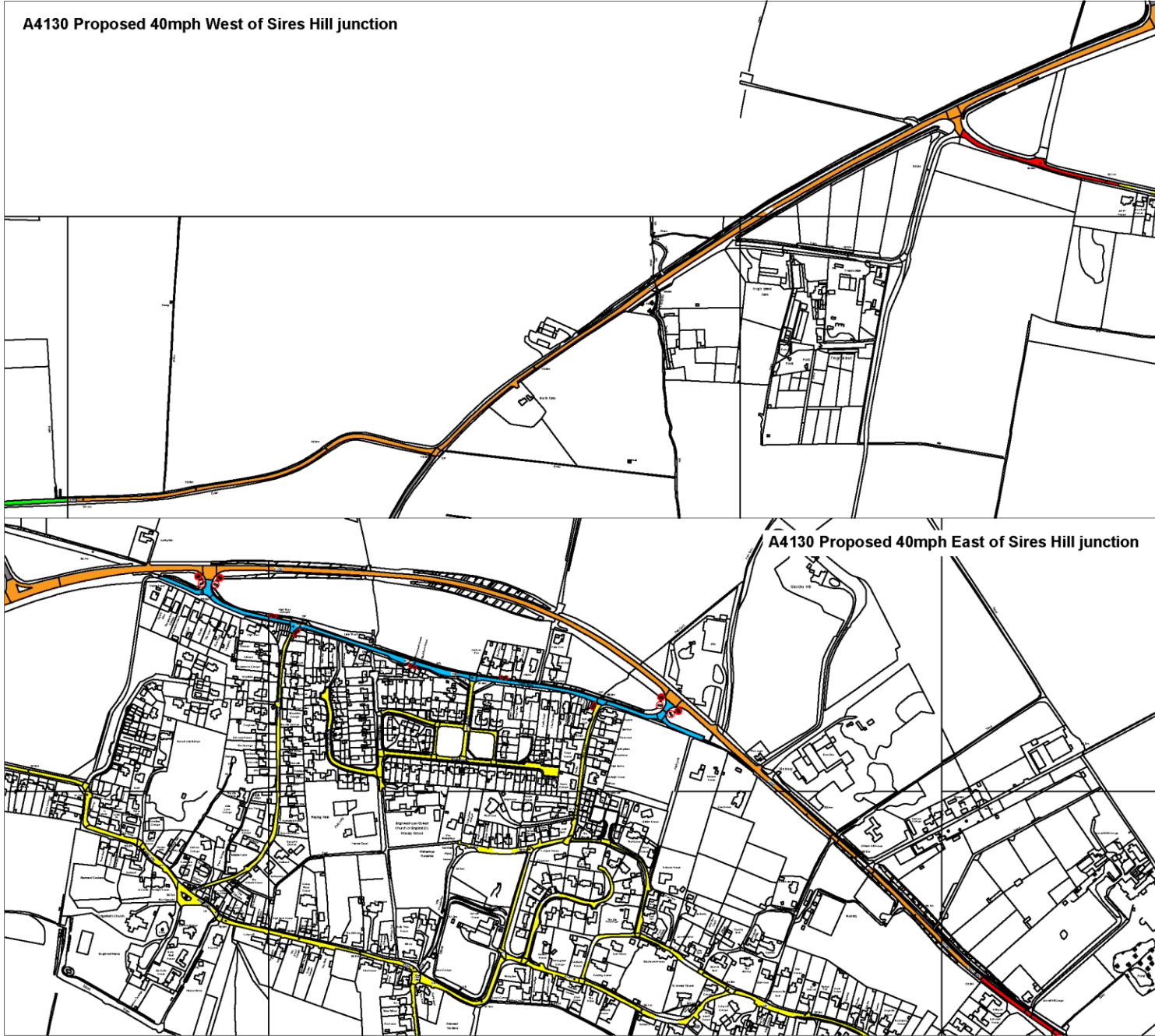
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Project title: Brightwell-cum-Sotwell 20mph Scheme

Drawing title:
 Shillingford Road 20mph & 40mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 10.08.23	Date checked: 11.08.23	Date approved: 11.08.23

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Drawing No. 1.0	Revision 1.0



A4130 40mph Scheme REVISION 1.0

Legend	
Proposed 20	
Existing 20	
Existing 30	
Proposed 40	
Existing 40	
Existing NSL	

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	27.07.23	Proposal 1	C.R		

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Project title:
Brightwell-cum-Sotwell A4130 40mph Scheme

Drawing title:
A4130 40mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
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Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Concerns in particular those covered in the below paragraph.</p> <p>Additionally, a stretch of 20mph speed limit will be introduced on Shillingford Road adjacent to the ‘home park’, and new 40mph speed limits are also proposed within the area in order to help improve road safety, encourage active travel, and help support the 20mph proposals - firstly on Shillingford Road between the proposed 20mph speed limit and the existing 30mph speed limit at Wallingford, and secondly the existing 40mph speed limit on the A4130 Hadden Hill/ Didcot to Wallingford road will also be extended between its current terminal point at North Moreton & the existing 30mph speed limit at Brightwell-cum-Sotwell.</p> <p>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 new speed 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 (20s only) and I expect full compliance of that policy going forward in relation to both monitoring, future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>In relation to lowering the speed limit on the A4130 adjacent to Brightwell cum Sotwell. During informal consultation a 50mph speed limit was suggested and not 40. I acknowledge the collision history, however speed limit data does not fully support lowering the speed limit to 40. This speed limit data also shows there are high volumes of vehicles currently exceeding the prosecution threshold of 46. I would ask that you reconsider this proposal or what additional measures will be included to achieve greater compliance .</p>
<p>(2) Business Development and Partnerships Manager, (Go Ahead Group)</p>	<p>Concerns – Thames Travel services 23/33 combine to provide a bus up to every 30 minutes between Wallingford and Didcot via Brightwell-cum-Sotwell. The school day only BB2 service to and from St Birinus School and Didcot Girls’</p>

School also serves the village. Buses serve a bus stop at Slade End and then divert off the main A4130 to serve three further bus stops on the High Road through the village.

As you are aware we are very concerned about increases in end to end running times of bus journeys due to the cumulative impact of multiple 20mph speed limits and a general increase in traffic congestion. Along the line of the 23/33 routes reduced 20mph speed limits have either been recently introduced or are proposed in Nettlebed, Wallingford, Milton, Sutton Courtenay, and Abingdon. These reductions to bus journey speeds increase the cost of operation and impacts the attractiveness of bus services leading to reduced passenger numbers and revenue.

If end-to-end journey times continue to increase, there will come a point where it will no longer be possible to operate the 23/33 routes at the current frequency using the current number of buses and drivers. At that point a decision will be needed with three options being available:

1. Increase the number of buses and drivers to provide the current level of service. This will increase cost. The level of service will remain the same and so revenue will also remain the same (or be lower due to longer journey times). Therefore, additional revenue support would be needed to maintain the service.
2. Reduce the level of service so that a timetable can be created that uses the existing number of buses and drivers. This is likely to be difficult to achieve in any sort of passenger friendly manner. If this option were to be taken it would likely involve buses no longer operating at clockface intervals. Instead, for example, buses would need to operate at ten past one hour, twenty past the following hour and half past the next hour. This would provide a far worse service for passengers and so result in fewer people traveling and so reduced revenue. Therefore, additional revenue support would again likely be needed to maintain the service.
3. Look to "straighten out" the route or trim the ends of the route so buses can continue to make a return trip in the current cycle time.

In general Option 3 is likely to be the least bad option in terms of costs of operation and the impact on passengers. Passengers on the section of route no longer served would be impacted but it may be possible to walk to an alternative stop or another service. Where a section of route is "straighten out" this is likely to be a benefit for end-to-end passengers who will now have a slightly faster journey time. After many years of bus speeds becoming progressively slower a lot of routes have already been straightened out and ends trimmed as far as is reasonably possible.

In the case of the 23/33 routes the proposal to reduce the speed limit on the A4130 to 40mph will make it easier to install a pair of bus stops (one on each side of the road) between Didcot Gospel Hall and Root One Garden Centre. These new stops coupled with the existing stops at Slade End (and potentially a further pair of stops on the main road

	<p>towards the west of the village) could allow the 23/33 buses to remain on the main road and not divert through the village, should bus speeds continue slow to the point where it is no longer possible for buses to complete a round trip in their current cycle time.</p> <p>Our hope is that bus speeds can be maintained, or preferably be improved, so that they can continue to divert through Brightwell-cum-Sotwell. Remaining on the main road would lead to longer walking distances to and from the bus stop for the Brightwell-cum-Sotwell passengers that do not use the Slade End stops. On most journeys departing from (or arriving in) Wallingford on the 23/33 services the vast majority of passengers are traveling to (or have come from) Didcot and beyond. It is not at all unusual for bus journeys to neither pick up nor to set down any passengers as they divert through the village. Therefore, staying on the main road would actually benefit the majority of passengers using the bus.</p> <p>Given all the above, we do not object to these proposals on the proviso that a pair of bus stops (one on each side of the road) can be provided on the section of A4130 between Didcot Gospel Hall and Root One Garden Centre.</p> <p>As we have stated in many previous consultations, it is important that buses are able 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 active travel modes such as walking and cycling.</p>
<p>(3) Member of public, (Bicester)</p>	<p>Brightwell 20mph – Object Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge: https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/</p> <p>This 20mph scheme is all about more control and making life harder for drivers. The council is paid by us to serve us, not to run ideological wars on us.</p> <p>Shillingford Road 20mph & 40mph – Object Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge: https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/</p>

	<p>This 20mph scheme is all about more control and making life harder for drivers. The council is paid by us to serve us, not to run ideological wars on us.</p> <p>A4130 40mph – No opinion na</p> <p>Travel change: No</p>
<p>(4) Local resident, (Brightwell-cum-Sotwell, Church Lane)</p>	<p>Brightwell 20mph – Object Current speed limits are sufficient</p> <p>Shillingford Road 20mph & 40mph – Object Current speed limits are sufficient</p> <p>A4130 40mph – Object Current speed limits are sufficient</p> <p>Travel change: No</p>
<p>(5) Local resident, (Brightwell-cum-Sotwell, Kings Orchard)</p>	<p>Brightwell 20mph – Object There have been no accidents in recent memory. The roads are winding so naturally slow the traffic. Pinch point areas will get worse.</p> <p>Shillingford Road 20mph & 40mph – Object The road is busy, it is hard enough to get anywhere at the current 30mph without reducing it further.</p> <p>A4130 40mph – Object It is already very difficult to get out of the village when turning right. A 40mph zone will result in current traffic crowding together leaving far fewer gaps to pull out into. You will have to install a roundabout or lights to keep it moving, a more expensive project just to ease congestion caused by this proposal.</p> <p>Travel change: No</p>

<p>(6) Local resident, (Brightwell-cum-Sotwell, Kings Orchard)</p>	<p>Brightwell 20mph – Object There is absolutely no need to adjust the speed limit on the High Road to 20mph. I've lived in the village for over 20 years and there has never been a single accident on the High Road in that time. Changing the speed limit is unnecessary either for safety reasons or for any spurious environmental reasons. Where's the evidence that there is currently a problem? Reducing speed limits in case of accidents that there have never been is like proposing to get rid of household knives because nobody has been stabbed with one!</p> <p>Shillingford Road 20mph & 40mph – Object There is no evidence to suggest that the current speed limit is an issue, and any suggestion it is for environmental reasons is unproven. If some drivers are currently going faster than the 60mph limit they will continue to do so regardless of the limit. For everyone else it increases the chances of accidentally breaking the limit on a road that is currently safe enough for having cars driven at 60mph.</p> <p>A4130 40mph – Object The argument that it will be safer to exit Brightwell-cum-Sotwell village if the speed limit is reduced on the A4130 is false. When it was reduced from 60mph to 5mph it actually made it more dangerous to exit the village as the slower speeds meant cars were driving closer together resulting in longer waiting times to exit ... and frustration at delays. A further reduction will increase the time it takes to get out of the village leading to more frustration, making it more dangerous and leading to more accidents. A speed reduction is not required and should not be implemented.</p> <p>Travel change: No</p>
<p>(7) Local resident, (Brightwell-cum-Sotwell, High Road)</p>	<p>Brightwell 20mph – Support It makes sense to include the High Road in the 20mph speed limit zone. This will mean the whole of the village will be protected by the zone.</p> <p>Shillingford Road 20mph & 40mph – No opinion The main stretch of the Shillingford road does not have any significant hazards, the existing speed limit is quite adequate. However the approach to the Shillingford Bridge Hotel could warrant a look at the limit.</p>

	<p>A4130 40mph – Object The A4130 is the major road between Wallingford and Didcot. Slowing the traffic down even further just increases pollution and frustrates drivers. When you consider modern vehicles have so many safety devices built in. My opinion is leave the existing limit alone.</p> <p>Travel change: No</p>
<p>(8) Local resident, (Brightwell-cum-Sotwell, A4130)</p>	<p>Brightwell 20mph – Support I very much support the proposal because it removes any ambiguity and makes the whole thing more uniform. Some drivers do exceed the present 20mph limit in the lower part of the village although the lower speed limit helps. Generally and as an observation, 20 mph means 25+ and 30 mph means 35, so I think it does help.</p> <p>Shillingford Road 20mph & 40mph – Concerns See below. I drive a car (50+ years), cycle on the road and used to hold a professional drivers licence. Happy to help in any open debate. This has to be thought through with far more research as to driving habits.</p> <p>A4130 40mph – Concerns It is very simple, a lower speed limit encourages drivers to drive closer, this is an observation. It takes several minutes to get out of the village at certain times now with the 50 mph limit. At 40 mph cars would be closer together and would encourage a continual stream of traffic. This again is an observation, not subjective. Cars drive around in bunches due to the amount of traffic lights in the area and they drive far too close for safety now let alone at 40 mph.</p> <p>Travel change: No</p>
<p>(9) Local resident, (Brightwell-cum-Sotwell, Bakers Lane)</p>	<p>Brightwell 20mph – Support Lots of school children getting on and off the busses</p> <p>Shillingford Road 20mph & 40mph – Concerns Would this encourage people to overtake more and risk more accidents?</p> <p>A4130 40mph – Support Please make this happen. It is such a dangerous stretch of road which is almost impossible to cross.</p>

	<p>Travel change: No</p>
<p>(10) Local resident, (Brightwell-cum-Sotwell, Monks Mead)</p>	<p>Brightwell 20mph – Support Would make sense to extend the 20mph zone through the whole village, people getting off the bus have to cross this road. Safer for cyclists</p> <p>Shillingford Road 20mph & 40mph – Concerns Concerned that people will ignore the 40mph speed limit because significant stretch of the road is straight with no turnings off it</p> <p>A4130 40mph – Support As a resident of the village I often try and cross with my children to use the footpaths on the Sinoden hills and cars are frequently exceeding 50mph making the crossing dangerous. It is also very difficult to turn out of the village because very few drivers slow to 30mph where it is currently signed and just slow down for the roundabout. The Slade End junction really needs a speed camera near it. I am less concerned that the speed limit needs to be 40mph all the way to Haddon Hill. The bends in the road after the Donkey Sanctuary turn off prevent cars from driving at 60mph anyway</p> <p>Travel change: No</p>
<p>(11) Local resident, (Brightwell-cum-Sotwell, Mackney Lane)</p>	<p>Brightwell 20mph – Support Thin road with cars parked, houses close to road and children playing. School close. 20 is the max most people can achieve anyway.</p> <p>Shillingford Road 20mph & 40mph – Support To support cyclists and pedestrians. To make exiting junctions safer. Pollution improvements.</p> <p>A4130 40mph – Support As 5</p> <p>Travel change: Yes - cycle more</p>

<p>(12) Local resident, (Brightwell-cum-Sotwell, Bell Lane)</p>	<p>Brightwell 20mph – Support Safety</p> <p>Shillingford Road 20mph & 40mph – Support Narrow road. Dangerous over 40</p> <p>A4130 40mph – Support lots of turn outs on this road with poor visibility resulting in multiple near misses and many accidents. 40 is fast enough</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(13) Local resident, (Brightwell-cum-Sotwell, Greenmere)</p>	<p>Brightwell 20mph – Support This area is an area with many young children and elderly people. It's only a matter of time before an accident takes place. Cars and vans continue into the 20mph zones at higher speeds due to the 30mph on high rd.</p> <p>Shillingford Road 20mph & 40mph – Support This is so important. The speeds of vehicles on this road are very high. Already a few deaths. Terrible for future. Vehicles generally need to slow down</p> <p>A4130 40mph – Support The road has a number of drives and access onto it. Already some accidents and death since o have lived here. 20 years. Please change this speed limit</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(14) Local resident, (Brightwell-cum-Sotwell, Greenmere)</p>	<p>Brightwell 20mph – Support The village lanes/roads are too narrow and windy to go faster than 20mph. Having this speed limit extended to the high road will help ensure motorists keep to 20mph throughout the whole village.</p> <p>Shillingford Road 20mph & 40mph – Support I often drive through Shillingford and feel the new limits would help slow down motorists. I find motorists drive too close and too fast behind me and aren't going at a sensible speed before they reach the top of the hill down to the</p>

	<p>Thames/Shillingford hotel lights. It will also help people access/exist the holiday site, vineyard, care home more safely.</p> <p>A4130 40mph – Support Turning out of the High Road onto the A4130 always feels treacherous due to the speed of many vehicles. 50mph has always felt too fast for this stretch of the road.</p> <p>I feel changing the Wallingford to Didcot part of the A4130 to 40mph will encourage motorists to drive consistently, which will help residents in and around Brightwell feel they can safely exit and access the village/houses/business on the A4130.</p> <p>I often walk across the A4130 and find crossing the road by the Bretheran church and Root One is very dangerous and I can spend a number of minutes standing back before I feel I can cross safely. Some vehicles drive very fast and don't realise the impact their speed has on pedestrians standing on the kerbside.</p> <p>Travel change: Yes - cycle more</p>
<p>(15) Local resident, (Brightwell-cum-Sotwell, High Road)</p>	<p>Brightwell 20mph – Support Cars and busses regularly speed along these routes putting local school children at risk</p> <p>Shillingford Road 20mph & 40mph – Support The junction at the top of shillingford hill with the mobile home park is an accident black spot, reducing the speed will give drivers more time to take action</p> <p>A4130 40mph – Support People regularly travel in excess of 70mph on this road and pedestrians and animals are at risk of serious injury or death, In addition there have been several accidents involving cars pulling out from the village</p> <p>Travel change: No</p>
<p>(16) Local resident, (Brightwell-cum-Sotwell, Mackney Lane)</p>	<p>Brightwell 20mph – Support The roads are narrow and traffic needs to be slower</p>

	<p>Shillingford Road 20mph & 40mph – Support Traffic needs to slow down to minimise damage from accidents</p> <p>A4130 40mph – Support Vital. Trapped in village by speeding vehicles and it is almost impossible to cross the road</p> <p>Travel change: Yes – walk/wheel more</p>
(17) Local resident, (Brightwell-cum-Sotwell, Slade End)	<p>Brightwell 20mph – Support This is a "virtue signalling" change. Given the width and layout of this section of road and the fact that the rest of the village is 20 mph it would be surprising if anyone other than the reckless are travelling at much more than 20 mph anyway. This is a distraction from the major road safety concern which is the entrance to Brightwell cum Sotwell at Slade End which is completely unacceptable and a death trap without sensible attention.</p> <p>Shillingford Road 20mph & 40mph – Support Whilst the reduction to 40 mph is sensible given the width and lay out of this road, the reduction to 20 mph may be excessive in view of the low density of housing in the area. Enforcement of the 30 would be more sensible.</p> <p>A4130 40mph – Support Given the considerable increase in traffic due to the massive expansion of Didcot and similar expansion of Wallingford, it is appropriate that something is done about traffic congestion and speed. 40 mph is a sensible change. However as I have indicated earlier the entrance to Brightwell at Slade End remains a death trap, is virtually impossible to exit without extreme risk and needs urgent attention in terms of road traffic measures. The 40 mph is a start but further needs to be done to allow safe exit.</p> <p>Travel change: No</p>
(18) Local resident, (Brightwell-cum-Sotwell, West End)	<p>Brightwell 20mph – Support Having lived on the High Road I support 20mph speed to reduce the chance of an accident.</p> <p>Shillingford Road 20mph & 40mph – Support Support</p>

	<p>A4130 40mph – Support Support</p> <p>Travel change: No</p>
<p>(19) Local resident, (Brightwell-cum-Sotwell, Bell lane)</p>	<p>Brightwell 20mph – Support I have young children and I cycle. It's just safer</p> <p>Shillingford Road 20mph & 40mph – Support It's so hard to cross. I feel I have to run, also, it's I cycle on bits of it, and it is scary</p> <p>A4130 40mph – Support Yes please!!!! There are houses and shops on this road. It's crazy that' it's 40 outside the village but 50 when you arrive. I hate crossing, with or without my kids.</p> <p>Travel change: Other Walk and cycle more</p>
<p>(20) Local resident, (Brightwell-cum-Sotwell, High Road)</p>	<p>Brightwell 20mph – Support I live on the High Road, traffic drives along the road at speed. It's narrow and has lots of potholes. A lower speed limit would make it safer, but only if supported with light up speed signs.</p> <p>Shillingford Road 20mph & 40mph – Support Safety</p> <p>A4130 40mph – Support Safety. Speed limits need to be enforced with cameras or at least light up signs.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(21) Local Cllr, (Brightwell-cum-Sotwell, Mackney Lane)</p>	<p>Brightwell 20mph – Support Driving at slower speed makes the chance of death or serious injury in an accident lower. Less pollution. 20 mph on the High Road would bring it in line with the rest of the village. 40 mph on the 4130 would mean we could leave the village more safely.</p> <p>Shillingford Road 20mph & 40mph – Support It's a road with many entrances and a very confusing variable speed limit at the moment. Much better to have one speed all the way.</p> <p>A4130 40mph – Support There are many entrances on both sides onto this section of road making it quite dangerous. There have been many accidents recently one fatal. The number of cars using it is increasing all the time as new houses are occupied. A slower speed limit will make it easier and safer to leave the village.</p> <p>Travel change: Yes - cycle more</p>
<p>(22) Local resident, (Brightwell-cum-Sotwell, Mackney Lane)</p>	<p>Brightwell 20mph – Support Increases safety</p> <p>Shillingford Road 20mph & 40mph – Support Increases safety</p> <p>A4130 40mph – Support Increases safety</p> <p>Travel change: Yes - cycle more</p>
<p>(23) Local resident, (Brightwell-cum-Sotwell, West End)</p>	<p>Brightwell 20mph – Support Brightwell has pedestrians, young children, cyclists and horses. As it's a rural village there are few pavements so it is really important to keep the speed limit low.</p> <p>Shillingford Road 20mph & 40mph – Support</p>

	<p>The traffic along these bendy roads travels far too fast and there are many communities living in the Shillingford area that need to work and cycle. I have witnessed far too many accidents here.</p> <p>A4130 40mph – Support Crossing this road from Brightwell is scary. Trying to get out of one of the four exits is scary as the traffic is far too fast.</p> <p>Travel change: Yes - cycle more</p>
(24) Local resident, (Brightwell-cum-Sotwell, High Road)	<p>Brightwell 20mph – Support I support this for safety reasons. It is already a busy road with new housing being built so traffic levels will increase. There is a constant flow of people crossing the road to go walking and in places there is no footpath or very narrow footpaths.</p> <p>Shillingford Road 20mph & 40mph – Support This is another busy road and with several turnings off causing traffic to slow/speed up and I feel this would be better managed at lower speeds.</p> <p>A4130 40mph – Support exceptionally busy and fast road with several turn off's so traffic leaving or joining the road cause traffic to speed up/slow down. In addition there is a crossing on the national cycle route so cyclists are leaving and joining the road often as cars try to overtake etc. There are many lovely walks which take you across the road and that is hazardous because of the speed of some of the traffic - the current speed limit is definitely not observed!</p> <p>Travel change: Yes – walk/wheel more</p>
(25) Local resident, (Brightwell-cum-Sotwell, High Road)	<p>Brightwell 20mph – Support As a resident of the high road I would want the speed of cars passing to be reduced for safety reasons</p> <p>Shillingford Road 20mph & 40mph – Support Cars travel much too fast at the approach to the traffic lights - a blind bend if the traffic is backed up. I don't enjoy walking down the road with such a narrow pavement at National speed limit.</p>

	<p>A4130 40mph – Support I have children travelling to Wallingford school who would walk if the road was safer. It is so hard to pull out of high road at most times of the day as traffic is travelling so fast. More houses locally will only make this problem worse</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(26) Local resident, (Brightwell-cum-Sotwell, Little Martins)</p>	<p>Brightwell 20mph – Support I believe the roads in question are currently dangerous and wish to share my support for reducing the speed limits as proposed.</p> <p>Shillingford Road 20mph & 40mph – Support I believe the roads in question are currently dangerous and wish to share my support for reducing the speed limits as proposed.</p> <p>A4130 40mph – Support I believe this road is particularly dangerous and strongly support this proposal. It is dangerous both for joining traffic as we leave the village, and for crossing the road as a pedestrian. With young children who walk regularly in and around the village this change is hugely important to me.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(27) Local resident, (Brightwell-cum-Sotwell, Mackney Lane)</p>	<p>Brightwell 20mph – Support For safety reasons</p> <p>Shillingford Road 20mph & 40mph – Support For safety</p> <p>A4130 40mph – Support For safety. The current 50mph speed limit is very dangerous and I've seen many near crashes by tye turnings into Brightwell and the garden centre.</p> <p>Travel change: No</p>

<p>(28) Local resident, (Brightwell-cum-Sotwell, Monks Mead)</p>	<p>Brightwell 20mph – Support The rest of the village has been 20mph for some time and has worked well. The high road is very narrow in places and also leads to a busy Primary school. I welcome the change in speed limit and fully support it as a resident of Brightwell.</p> <p>Shillingford Road 20mph & 40mph – Support I believe the shillingford road should also be 40mph which better suits it.</p> <p>A4130 40mph – Support I fully support the introduction of a new 40mph limit on the A4130 there have been numerous accidents and there are many junctions on this road . The increase in housing in all surrounding arease has meant increased traffic and can be dangerous in exiting from Brightwell junctions due to the speed and constant volume of traffic on the A4130. Hadden hill is also 40 mph and it currently goes up to 50mph through Brightwell which makes no sense. It should have be lowered a long time ago.</p> <p>Travel change: Yes - cycle more</p>
<p>(29) Local resident, (Brightwell-cum-Sotwell, Sotwell Street)</p>	<p>Brightwell 20mph – Support There is no need for a 30mph along High Road when rest of village is20mph</p> <p>Shillingford Road 20mph & 40mph – Support I think 30 mph is a realistic speed outside Shillingford homes as it is a main road, but if a 20mph would actually make people realise they need to slow down due to residents it would be worth it.</p> <p>A4130 40mph – Support The turnings in and out of Brightwell are becoming more and more dangerous with the increased traffic from new housing etc.. Also the 'slip road' off Sires Hill onto B4130 is highly dangerous- I always avoid slip road and go to the junction, whether turning left or right. If 40mph will make these 4 junctions safer I'm all for it. It has always seemed crazy when coming from Didcot on B 4130 and the limit changes from 40mph to 50mph before the double bend- this just encourages drivers to speed up, especially after the bends when passing the aforesaid junctions. Keep it at 40mph - please!</p> <p>Travel change: No</p>

<p>(30) Local resident, (Brightwell-cum-Sotwell, The Street)</p>	<p>Brightwell 20mph – Support Brightwell-cum-Sotwell is a busy village with large numbers of families with young children, people of all ages walking dogs, elderly residents. Reducing the speed limit extending the 20mph speed limit would ensure that people using the roads around the village can do so with a greater sense of security; this is especially true at the A4130 ends of the High Street where the pavements are limited/restricted/absent.</p> <p>Shillingford Road 20mph & 40mph – Support Reducing the speed limit on this road would not significantly impact on most car/vehicle drivers and would reduce the risk of drivers ignoring the 30mins limit as they enter Shillingford. This road is also susceptible to significant flooding and a 40mph limit would decrease the potential risks associated with heavy rain/flooding.</p> <p>A4130 40mph – Support The A4130 is an extremely busy road that divides the parish of Brightwell-cum-Sotwell into two. Accessing the countryside around Shillingford, Wittenham Clumps and the Earth Trust from the village always causes a sense of anxiety and real jeopardy; there have been a number of significant collisions between vehicles and walkers/cyclists on this section of road in recent years. I cross this road several times a week to enjoy the surrounding countryside and have been intimidated on a number of occasions by motorists deliberately accelerating in an intimidatory way; reducing the speed limit to 40mph would reduce the risks associated with crossing this road and indicate to motorists that this is a shared space. Also it seems perverse that sections of the A4130 closer to Didcot have a 40mph limit but have far fewer turnings and no footpaths that cross the road. Finally reducing the speed limit on the A4130 would be consistent with recent reductions of the speed limit in Long Wittenham and Nuneham Courtenay; both of which have significantly benefited the local communities without causing undue disruption to motorists (I travel through both villages most days).</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(31) Local resident, (Brightwell-cum-Sotwell, Datchet Green)</p>	<p>Brightwell 20mph – Support To make the village safer for everyone</p> <p>Shillingford Road 20mph & 40mph – Support</p>

	<p>To make it safer for all road users.</p> <p>A4130 40mph – Support To make entering and leaving the village safer and to reduce the amount of drivers excessively speeding past the village.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(32) Local resident, (Brightwell-cum-Sotwell, Greenmere)</p>	<p>Brightwell 20mph – Support 40mile limit is definitely needed due the the ever increasing traffic. It can take up to 1/2 hr to drive out of the village at peak times. I would even propose a set of traffic lights one to slow down the traffic and for us villagers to access the main road in either directions. The increase in future dwellings in Wallingford means this will get worse. Speed cameras would be great also. Thank you</p> <p>Shillingford Road 20mph & 40mph – Support Due to heavy and speeding traffic</p> <p>A4130 40mph – Support Same as above</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(33) As a business, (Brightwell-cum-Sotwell, High Road)</p>	<p>Brightwell 20mph – Support People drive too fast and this is scary if you are walking with children or dogs and trying to cross the road or turn into an entrance</p> <p>Shillingford Road 20mph & 40mph – No opinion</p> <p>A4130 40mph – Support I run a business with an entrance off the high road and people drive much too fast. A couple of years ago a car ran into the back of me going very fast as I waited to turn into my business. Now more houses have been allowed entrances off the road it is worse. It's also a nightmare for anyone walking to cross the road. Very dangerous and off putting</p>

	<p>Travel change: No</p>
<p>(34) Local resident, (Brightwell-cum-Sotwell, Sotwell Street)</p>	<p>Brightwell 20mph – Support There are several bus stops along the High Road, two of them used every school day for the school bus to pick up or drop off the children. There are also usually quite a few cars parked along the road which any passing driver has to take into account. A speed limit of 20 mph would benefit both bus users and pedestrians.</p> <p>Shillingford Road 20mph & 40mph – No opinion</p> <p>A4130 40mph – Support There are several houses with driveways that lead directly onto this road plus turnings for two garden centres and a fruit farm. A slower speed limit would help with safer access to these. As a pedestrian the road is unpleasant and difficult to cross. Again, a slower speed limit would help with this. As a driver it can be very difficult to get out of the village. There have been several accidents this year at village access points. Visibility is not great at certain points and a 40 mph limit would allow drivers some extra time for turning onto the A4130 from the village.</p> <p>Travel change: No</p>
<p>(35) Local resident, (Brightwell-cum-Sotwell, High Road)</p>	<p>Brightwell 20mph – Support 20mph is safer for pedestrians. High Road is effectively a single track road due to cars parked on the road. Many of them actually parking on the footpath. This means that pedestrians with prams, buggies or wheelchairs have to go on the road. The cars responsible Park this way because they are more concerned for the safety of their cars when the buses come along the road than for pedestrians. Visibility at the top of Church Lane is poor due to vehicles parked too close to the junction. A 20mph speed limit would make an accident less likely and less severe if it should occur.</p> <p>Shillingford Road 20mph & 40mph – No opinion</p> <p>A4130 40mph – Support There is more and more traffic using the A4130 which makes it increasingly difficult to pull out from Brightwell cum Sotwell and there have been several serious accidents including a fatality in the last couple of years. There are 4 roads joining the A4130 from Brightwell cum Sotwell AND at least 3 driveways, Root One Garden centre, the Lays fruit</p>

	<p>farm, Winterbrook Nursery, and Sotwell Hill House. The speed limit on the bypass by the Highcroft estate is 40mph for safety reasons and there are only 2 entrances onto the road there.</p> <p>Travel change: No</p>
<p>(36) Local resident, (Brightwell-cum-Sotwell, Church Lane)</p>	<p>Brightwell 20mph – Support As a village resident I want to be safe to walk in the village.</p> <p>Shillingford Road 20mph & 40mph – No opinion</p> <p>A4130 40mph – Support This is long overdue</p> <p>Travel change: No</p>
<p>(37) Local resident, (Brightwell-cum-Sotwell, High Road)</p>	<p>Brightwell 20mph – Support As a resident of High Road, vehicles continuously speed along the road above the 30mph limit. The road is narrow in places with parked cars and limited visibility making turning out of properties difficult and dangerous. There are multiple Youngs families and children who live on the road, schools/local buses pick up from high Road and it's is within 400m from Brightwell school. This makes it a dangerous road for young children who are accessing the road for school as cars and buses are constantly speeding.</p> <p>Noise pollution particularly from speeding buses (Bright bud stops are on High Road) is also a problem for residents. Reducing the speed limit will support to address all of these problems and protects residents.</p> <p>Shillingford Road 20mph & 40mph – No opinion</p> <p>A4130 40mph – Support Vehicles are often travelling in excess of 50mph and the curvature of the road, multiple access points to raids and businesses like Root one garden centre make this a dangerous piece of road. Leaving Brightwell cum Sotwell is dangerous and difficult (especially at busy times like rush hour) as visibility is difficult and vehicles are speeding</p> <p>Travel change: Yes – walk/wheel more</p>

(38) Local resident, (Brightwell-cum-Sotwell, Sotwell Street)	<p>Brightwell 20mph – Support There are many children and elderly in the village and anything that will help slow down the traffic would be welcome. Many roads are narrow and winding and a 20mph limit throughout the village seems appropriate.</p> <p>Shillingford Road 20mph & 40mph – No opinion</p> <p>A4130 40mph – Support There have been several fatalities on this stretch of road. Additionally it can be difficult to turn out of the village at rush hour often made worse by the current 50mph limit. This can sometimes lead to folk pulling out of the village taking undue risk. Any reduction to the speed limit here feels appropriate and welcomed.</p> <p>Travel change: Yes - cycle more</p>