

Divisions affected: Goring

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
26 JANUARY 2023**

GORING-ON-THAMES: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

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

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph 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 Goring-on-Thames by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 02 November and 02 December 2022. 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, Goring parish council, and the local County Councillor representing the Goring division.

Statutory Consultee Responses:

- Two responses were received from statutory consultees. Thames Valley Police re-iterated their views on OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no comments to make as they do not serve Goring; they suggested we may receive views from the Go-Ahead Group who operate in Goring but no response was forthcoming.

Other Responses:

- Six residents emailed to express views: three seek an extension to the 20 limit proposals on Reading Road, and two seek extensions on Elevation and Gatehampton Roads respectively. A further email response objected to the proposals in principle considering 20 limits ineffective and a waste of money.
- In addition, 140 responses were received via the online consultation survey. One also sought an extension to the proposed 20 limit on Gatehampton Road. A member of the public living a distance away submitted their standard objection wording that suggested the proposals to be unnecessary and potentially hazardous including the danger from cyclists overtaking cars adhering to the proposed limits.
- All public responses are summarised in the table below:

Proposal	Object	Concerns	Support	Total
Goring 20mph	33 (23%)	14 (9%)	99 (68%)	146

- The table below provides a synopsis of the reasons for the objections and concerns expressed by Members of the Public, and the corresponding number of responses which mention them:

Reason	Responses Mentioning
Waste of money / Will not work / Will not be enforced	28
Unnecessary	24
Increased delays and will affect firefighter response times	6
A smaller zone would be more realistic	4
Will add more clutter	4
Increased emissions	4
Increases hazard from driver frustration / looking at speedometer	4
<u>Other 20 mph Limit Objections:</u>	2

Will provide a false sense of security (1), Will increase (undefined) problems (1)	
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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	30 (21%)
Yes - cycle more	16 (11%)
Yes - scoot more	1 (1%)
No	91 (64%)
Other	5 (3%)
Total	143

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. All objections are similar to those expressed and considered in earlier similar schemes and were then not deemed to warrant a change in the proposals. The 6 requests for an extension to the proposed 20 limit all seek to extend them out into predominantly rural areas where there is the occasional access but no direct frontagers. It is suggested that the current proposals provide the best chance of the lower limits being respected and that these requests place an unrealistic expectation on what 20 limits can achieve. Further extensions would only serve to reduce their effectiveness where they are most needed.
15. 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 accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

Bill Cotton
Corporate Director, Environment and Place

Annexes

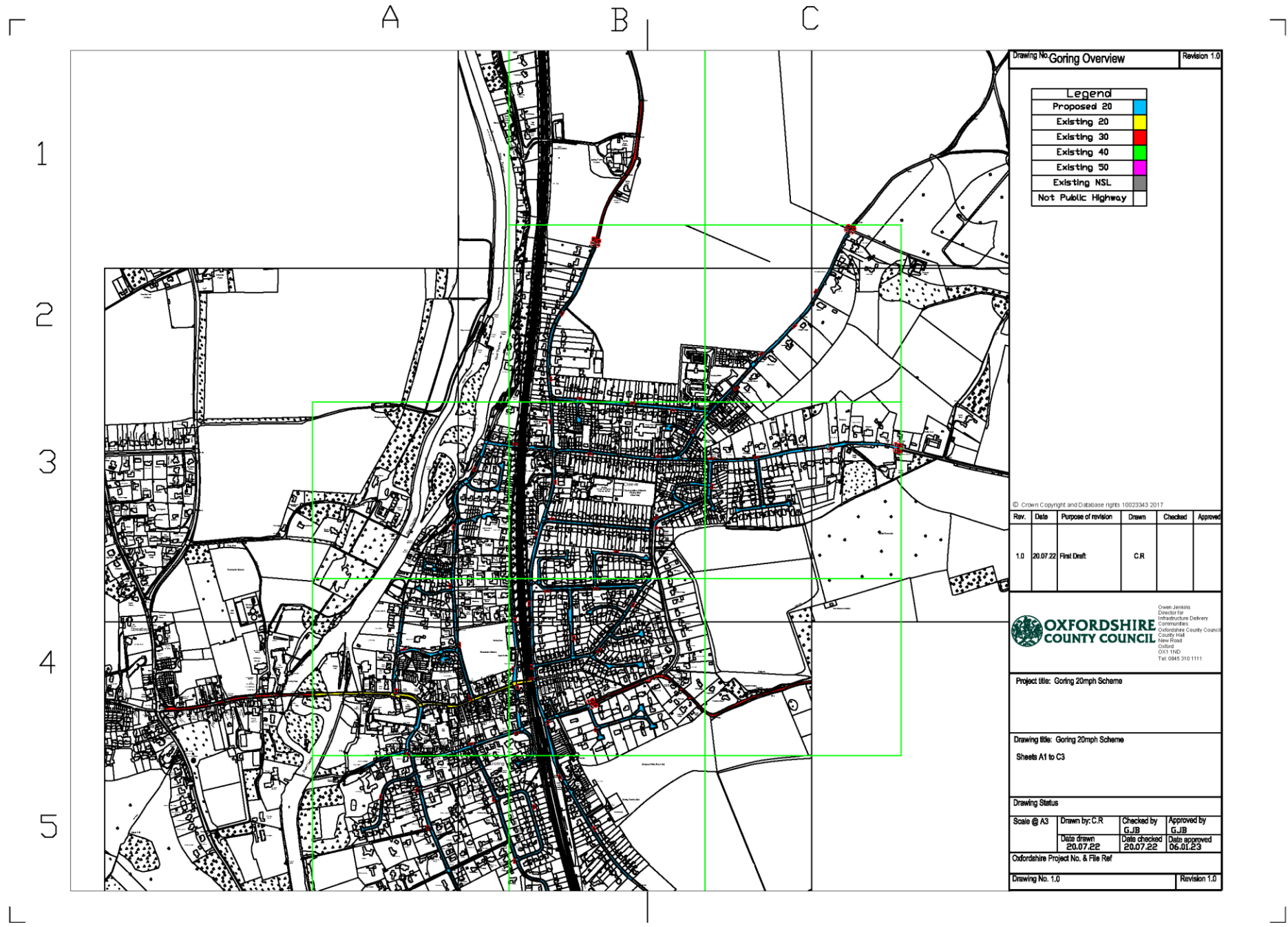
Annex 1: Consultation Plan
Annex 2: Consultation responses

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January 2023



Drawing No. Goring Overview Revision 1.0

Legend	
Proposed 20	
Existing 20	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	20.07.22	Final Draft	C.R.		


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Project title: Goring 20mph Scheme

Drawing title: Goring 20mph Scheme
 Sheets A1 to C3

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: G.JB	Approved by: G.JB
	Date drawn: 20.07.22	Date checked: 20.07.22	Date approved: 06.01.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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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. 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) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – I can confirm that Stagecoach has no comments or observations to make in this instance. You may well find that Go-Ahead makes a response as the main operator in this area.</p>
(3) Member of public, (Crays Pond, B4526)	<p>Object – There is no need to delay people further. It will cost money to instal. It will cost money to enforce. I would rather see SODC money spent on providing better education and better road surfaces without potholes. Cars are much safer than they used to be.</p> <p>Travel change: Other I will use other roads where I can go 30mph AND I will no longer shop in Goring or go to restaurants in Goring.</p>
(4) As a business, (Goring, Croft Road)	<p>Object – More road furniture. Won't be enforced.</p> <p>Travel change: No</p>
(5) Member of public, (Goring, Elmcroft)	<p>Object – It is very much safer to keep your eyes on the road when driving a vehicle than CONTINUALLY looking at the speedometer to ensure you do not exceed the 20 mph speed limit. Driving at lower speeds uses more fuel which does not help in these days of climate change.</p>

	Travel change: No
(6) Member of public, (Goring, Elvendon)	Object – Unnecessary and will cause more issues Travel change: No
(7) Member of public, (Goring, Elvendon Road)	Object – There are only a few problem areas in Goring, these should be managed rather than lowering the limit everywhere, without traffic management lowering the limit wouldn't help. First focus should be on cutting back vegetation where blocking paths, managing rogue parking and control current speeds in Wallingford road, Elvendon road, take care of the parking blocking the road over the bridge etc Travel change: No
(8) Member of public, (Goring, Elvendon Road)	Object – The cost and likely effect of this proposal make it unviable, particularly when we all know that there will be no means of enforcement in place or funded in the future. Better to spend money improving the roads and pavements than with this. Travel change: No
(9) Member of public, (Goring, Gatehampton)	Object – Can barely go faster than 20 now, so no real difference. Also how would this limit be enforced? Travel change: No
(10) Member of public, (Goring, Icknield Road)	Object – While 20mph is appropriate for certain areas, like outside the school and in the high street, it is inappropriate for many stretches of main road, such as the Wallingford Road Travel change: No

(11) Member of public, (Goring, Limetree Road)	<p>Object – You can't police the parking restrictions (e.g. double yellow line parking) in Goring and I think the money would be better spent on doing that than lowering a speed limit which is rarely breached given the difficulty in even getting through Goring given the traffic.</p> <p>Travel change: No</p>
(12) Member of public, (Goring, Little Croft Road)	<p>Object – No evidence this change is needed.</p> <p>Travel change: No</p>
(13) Member of public, (Goring, Lockstile Way)	<p>Object – I see no justification for a blanket 20mph zone throughout the whole of Goring.</p> <p>Travel change: No</p>
(14) Member of public, (Goring, Lockstile Way)	<p>Object – Not needed for the majority but should do something with the small numbers that do, and will, exceed the limit</p> <p>Travel change: No</p>
(15) Member of public, (Goring, Milldown Avenue)	<p>Object – Covers too wide an area, center of village only should be considered. It is not needed over the whole area.</p> <p>Travel change: No</p>

<p>(16) Member of public, (Goring, Milldown Avenue)</p>	<p>Object – Unnecessary expenditure of money. No need for these measures.</p> <p>Travel change: No</p>
<p>(17) Member of public, (Goring, Pennypiece)</p>	<p>Object – There is very little point in imposing a general 20mph speed limit when the existing 20mph and 30mph zones re not enforced. Those individuals who currently ignore speed limits will just ignore the new limit s we'll, whilst those drivers who obey the limits are penalised. Stop dumbing down regulations and enforce the law as it is.</p> <p>Travel change: No</p>
<p>(18) Member of public, (Goring, Pennypiece)</p>	<p>Object – Present speed limits perfectly safe in most parts of the village</p> <p>Travel change: No</p>
<p>(19) Member of public, (Goring, Pennypiece)</p>	<p>Object – Present speed limits appear perfectly safe</p> <p>Travel change: No</p>
<p>(20) Member of public, (Goring, Pennypiece)</p>	<p>Object – I wish to object to the proposed introduction of a 20 mph speed limit on most roads in the village of Goring. As a resident of Goring for over 40 years, I do not consider that most of the roads in the village present a significant road safety hazard.</p> <p>Most of the roads have pavements on at least one side, the principle one without a pavement being Station Road. I support introduction of a 20 mph limit there, together with retention of the existing 20 mph limit in High Street. It would also make sense for Red Cross Road and Manor Road (between Station Road and High Street) to also have this limit to avoid confusion for everyone including drivers and to minimise the proliferation of signage.</p> <p>Any further extension of a 20 mph limit beyond the small but justified objective of introducing it where it is really needed in Station Road would be a grossly excessive response to a misperception of the level of road safety hazard in the village generally.</p> <p>I do not believe that the proposal will have any significant impact on achieving the objectives stated in the County Council's "Statement of Reasons". Those "Reasons" just do not stand up to examination in the context of the village</p>

	<p>of Goring and are in direct conflict with the “responsibility” in the final paragraph of that Statement, viz. “to consider the provision of convenient and safe movement.....whilst facilitating effective and safe passage of traffic”.</p> <p>The village of Goring is of a size and layout which already make walking and cycling (mainly the former) a widespread choice for journeys within the village. This policy of introducing widespread 20 mph limits might have some relevance for larger communities where travel within the community represents a large proportion of the traffic and where increased use of public transport might be an option but I do not believe that introducing this lower speed limit in Goring will make many people change the choices they currently make.</p> <p>I would hazard a guess that a large proportion of the vehicular traffic in Goring is passing through, due to the two B roads funnelling traffic from a wide area into the river and railway crossing points. I doubt that the reduced speed limit will cause any of this traffic to change its mode, nor will much of it find alternative routes to avoid the village.</p> <p>A major proportion of the other traffic is residents and incoming workers making journeys to or from points well outside the village, largely on country roads, unfriendly to cyclists and walkers. Very little or none of this traffic will adopt a different mode in response to a reduced village speed limit.</p> <p>Indeed many residents’ journeys never use the two most hazardous areas (High Street and Station Road). For example, in our twenty years of commuting separately by car from the village to locations over 10 miles away, my wife and I used no more than a few yards of the less hazardous parts of High Street and only drove in Station Road very rarely.</p> <p>Overall therefore, the proposed widespread lower speed limit will make little or no difference to “making the built environment safer and more attractive for walking and cycling”, “to promoting alternative modes of travel”, the “experience of being on Goring’s streets” or to “improving the local area and everyday lives”.</p> <p>Nor is it likely to significantly “encourage active travel”, “reduce car journeys”, “reduce road noise”, “improve air quality” or “make the village more relaxing”. Indeed whilst the majority of vehicles continue to have internal combustion engines, the change could make both noise and air pollution worse due to the need to drive in a lower gear. It will have minimal impact on “reducing casualties” (which are already very low) and I doubt any “improvements in road safety” will be measurable. I do not believe that the proposed lower limits will be policed and enforced any more effectively by the already-overburdened police force who rarely if ever have the resources to police the existing limits - unless there is resort to speed cameras causing further proliferation of street furniture and road markings.</p> <p>Travel change: No</p>
(21) Member of public, (Goring, Red Cross Road)	<p>Object – I do not consider it necessary and the Parish Council is being over-zealous in seeking to impose its will on all residents against their wishes; In my view, 30mph is reasonable and adequate. Safety is being used as a scare tactic and efforts would be better made in enforcing existing measures rather than creating yet even more.</p>

	Travel change: No
(22) Member of public, (Goring, Summerfield Rise)	<p>Object – 1. In the present financial climate I feel that the cost of change could be better utilised. 2. At present there is already an unofficial 20mph limit in Elvendon Road due to the amount of parked cars on both sides of the road, it is not possible to achieve 20mph on many days. 3. What is the point of restrictions when they cannot be controlled? I personally have never seen a mobile safety camera on Wallingford Road.</p> <p>Travel change: No</p>
(23) Member of public, (Goring, Elmhurst Walk)	<p>Object – If the 30mph limit was enforced (e.g. camera or mobile speed units) then there would not be a problem.</p> <p>Travel change: No</p>
(24) Member of public, (Goring, Inkfield Road)	<p>Object – Reducing the speed limit will mean oncall firefighters in Goring will not be able to travel to the fire station to respond to fire calls within the mandatory 5 minutes. Goring already struggles to recruit and this will impact those currently serving and in the future</p> <p>Travel change: No</p>
(25) Rather not say, (Goring, Manor Road)	<p>Object – I'm an on call firefighter and it would mean responding to emergencies would take almost twice as long.</p> <p>Travel change: No</p>
(26) Member of public, (Goring, Thames Road)	<p>Object – 1. The high street is already 20mph. The surrounding roads do not require them, parked cars on the side of the road are traffic calming. 2. A 20 mph limit would require unsightly repeater signs on all the proposed roads.</p>

	<p>3. My partner is a fire fighter for Goring fire station. He has to get to the fire station within 5 minutes from when he receives an emergency call. He would not be able to get to the fire station within 5 minutes if the proposed roads were changed to 20 mph. This may mean we have to move house (which we cannot afford) or he may quit his job (which he loves).</p> <p>4. It is a waist of council money. The number of road related incidents in Goring are significantly low.</p> <p>Travel change: No</p>
(27) Member of public, (Goring on Thames, Elvendon Road)	<p>Object – The current 30mph and 20mph restrictions are not enforced. Ther is no point virtue signalling with more futile restrictions until they have teeth.</p> <p>Travel change: No</p>
(28) Member of public, (Goring on Thames, Lockstile Mead)	<p>Object – The proposal would cause a increase in pollution rather than safety. Waste of time, waste of money. blanket 20 mile an hour speed limit would merely increase frustration and road rage. as with other “traffic calming” measures it would merely provoke erratic driving amongst those who already offend</p> <p>Travel change: No</p>
(29) Member of public, (Goring on Thames, Spencer Close)	<p>Object – No need</p> <p>Travel change: No</p>
(30) Member of public, (Goring on Thames, Wallingford Road)	<p>Object – I believe 30 mph is a reasonable speed in our built up areas- changing to 20mph would be extremely costly- changing signs/ policing etc</p> <p>Travel change: No</p>

<p>(31) Member of public, (Goring on Thames, Wallingford Road)</p>	<p>Object – The money proposed to be spent on these measures, perhaps along with the significant funding wasted on the Jubilee garden project, could be better utilised in these hard times. Perhaps by repairing some of the potholes, or widening some of the very narrow pavements, particularly those on the school route along Wallingford Road. Maybe providing additional support to those most in need during these financially demanding times. The cost of replacing all of the speed limit signs, without additional expenditure on accompanying traffic calming / speed reduction measures, speed humps etc is worthless. In seventeen years of living in Goring and many more visiting, I've never seen any speed enforcement in Goring, nor are we likely to. Surely the need for additional expenditure on road safety should be evidence based?</p> <p>Travel change: No</p>
<p>(32) Member of public, (Goring on Thames, Yew Tree Court)</p>	<p>Object – Before I give support to this proposal I would like to see DEFINITIVE, statistical evidence that it is necessary, rather than the "It's slower than the current limit therefore it must be safer and therefore a good thing" approach. The roads round here would be much safer if the big issue of unlawful parking was tackled.</p> <p>Travel change: No</p>
<p>(33) Member of public, (Goring, Elvendon Road)</p>	<p>Object – Unnecessary and unenforceable.</p> <p>Travel change: No</p>
<p>(34) Member of public, (Moulsford, Ferry Lane)</p>	<p>Object – This proposal for 20mph limit is in nobody's interest. As a motorist I always strive to strictly observe 20mph limits just as I observe other limits, but it usually leads to a very unpleasant driving experience owing to tailgaters, and often leads to dangerous overtakes by less patient drivers. As a pedestrian, when stepping into or crossing a road I certainly won't simply assume that oncoming traffic is crawling along at 20mph, just because there's a 20mph sign. Most will be going much faster and therefore there is absolutely no benefit to the pedestrians - we still have to treat all traffic as travelling at similar speeds to a 30mph</p>

	<p>limit. One difference is that, just occasionally, a vehicle will turn out to be actually driving at 20mph thereby causing me to wait longer for it to pass, before I can safely cross behind it.</p> <p>Speed limits have no legal significance for cyclists, yet many reasonably fit cyclists often exceed 20mph. This will give rise to the bizarre situation whereby those few motorists who actually observe the limit could find ourselves tailgated by impatient cyclists and when assisted by a slight gradient, perhaps even overtaken by cyclists - which is highly unlikely to be a safe manoeuvre. It may also give rise to a further temptation for cyclists to illegally ride on the footway, if it allows them to get past 20mph traffic more easily.</p> <p>Travel change: No</p>
(35) Member of public, (South Stoke, The Street)	<p>Object – Harm to the environment, proposal is beyond level required. Problem is drivers being inconsiderate not the speed. The proposed change will not address the problem.</p> <p>Travel change: No</p>
(36) Member of public, (Streatley, A329)	<p>Object – The existing 20mph in the centre of Goring is perfectly adequate.</p> <p>Travel change: No</p>
(37) Member of public, (Woodcote, Whitehouse Road)	<p>Object – Unless it is outside of school or near pedestrian crossing I do not believe that 20 miles an hour will be any safer or better solution than 30 miles an hour, but also a car engine does not run any slower at 20 than 30, when it comes to omitting exhaust. So therefore at 20 miles an hour cause I'm going to go slower and emits more concentrated fumes of exhaust. It will also cause more traffic buildup because 20 miles an hour is a ridiculously slow speed for any vehicle.</p> <p>Travel change: No</p>

<p>(38) Member of public, (Goring-on-Thames)</p>	<p>Object – My main motivation for this opposition is quite simple - 20 mph SPEED LIMITS do not work! This fact has been widely reported in the National Press recently but accords totally with my personal experience of these fat headed, bureaucratic, virtue-signaling gestures masquerading as "Road Safety Measures".</p> <p>My individual comment are:-</p> <ol style="list-style-type: none">1. Drivers habitually ignore 20 mph limits because they are too slow. I include myself in this. I have some 50 years driving experience and a lifetime career in the Automotive Engineering Industry and I much prefer to have my head up concentrating on looking ahead and outside of the car for dangers while negotiating village roads rather than be "head-down" constantly checking on a 20 mph speedometer reading. Modern day auto transmission cars can usually maintain or exceed such a ridiculously low speed on closed throttle/ idling revs .2. The roads in question already have pedestrian pavements. Pedestrians have no need to walk on the road creating hazards for road traffic.3. No statistics are given for accidents, particularly serious ones, for the roads in question. Where then is the justification beyond unsubstantiated "road safety" dogma? I do not recall ever seeing any accident in the areas concerned in some 34 years of residence in Goring.4. Creating rules enforced by law that are routinely ignored by users who regard them as "bad law" simply serves to corrode and undermine respect for the law.5. The area around Goring on Thames is already disfigured by a plethora of ugly road signs for various issues, not all really needed. In addition, we have an artificial chicane plus several car tyre-damaging road hump obstacles. Adding another bunch of 20mph signs around an otherwise attractive village setting for no good purpose is just adding more signage litter.6. State spending in this country is already out of hand to the detriment of the taxpayer and ratepayer which reflects an unhealthy profligate attitude towards unjustifiable public sector spending. The recent budgetary measures are adequate testament to this. Squandering scarce ratepayer funds on unnecessary 20mph speed limits is simply irresponsible profligacy by an organization that does not actually have to please customers or shareholders in order to raise revenue.7. If you have unutilized ratepayer cash on hand for Goring, it would be better spent fixing potholes.
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	<p>8. Finally, to use a famous American expression "If it ain't broke, don't fix it!" There is no need for these reduced limits. The existing 30mph limits are entirely appropriate.</p>
<p>(39) Member of public, (Goring, Reading Road)</p>	<p>Concerns – I am very supportive of the 20mph speed limit.</p> <p>However, I strongly, strongly object to the 20mph speed limit not continuing up the Reading Road towards Crays Pond.</p> <p>I live near to the Burial Ground - the traffic is relentless and barely any driver adheres to the 30mph speed limit. Cars and lorries fly by in either direction at 40-70mph regularly. I have two young children and walking across the road to access the village is extremely dangerous. To limit petrol fumes, I try to walk to the station everyday but the road is just too fast. It is far too dangerous for little children.</p> <p>So I write to you to please reconsider extending the 20mph limit to the edge of Goring (i.e. past the burial ground) before someone gets seriously injured. Can you also consider putting in a speed camera and or a Speed Indicator Device (SID) at the top of the village, from Crays Pond to Goring?</p>
<p>(40) Member of public, (Goring, Reading Road)</p>	<p>Concerns – I believe that there are 3 main arterial routes into the village: 1. Via Wallingford Road 2. Via the bridge and High Street and 3 Via Reading Rd. The first two of these entry points both have traffic calming measures as well as reduced speed limits, and yet the third has nothing. As a resident of Goring for 20 years, I can confirm that the traffic travelling from Crays Pond into Goring via the Reading Rd has increased on account of a greater number of residents in the village and the opening of the popular Tesco store at the bottom of the Reading Rd. It looks like the SODC have a traffic monitoring box at the top of Reading Rd and so it would be good to see the data which can support or deny this observation.</p> <p>Many Goring residents use the Reading Rd to walk or cycle to Tescos, visit the properties on the outskirts of the village and make the short trek to the cemetery. Could I propose that, as part of the consultation on speed limits, you evaluate the walking and cycle routes from Tesco to the cemetery and the speed of traffic travelling down this road? A reduced speed limit, traffic calming measures, a speed camera plus safer cycle and walking paths are all worthy of consideration to improve the lives and safety of many Goring residents.</p>

<p>(41) Member of public, (Goring, Elvendon Road)</p>	<p>Concerns – I wonder if we could look to move the zone limit some 250m East for the following reasons.</p> <ol style="list-style-type: none"> 1. The shared drive of Battle house and Bluebell house is very blind and as you pull out onto the road you are often met with vehicles accelerating towards the national speed limit zone 2. This is also true for Cedarwood house which is across the road. 3. There is a frequently used farm gate slightly further down the road from the zone change. Battle farm. Also met with accelerating vehicles. 4. The popular Chiltern way extension crosses the road just as people are accelerating out of the 30 zone. 5. There are no pavement in the vicinity of the zone change meaning vehicles slowing for the zone can still be traveling in excess of 50mph when they meet people in the road with nowhere to go but the bushes. 6. Due to vehicles accelerating by the zone sign the air quality in our garden is noticeably affected. <p>Moving the zone to where I have indicated on the attached map would solve all of these issues</p>
<p>(42) Member of public, (Goring, Gatehampton Road)</p>	<p>Concerns – Because there is a public consultation and so I assume you want to hear the views of residents. I think having a 20mph throughout the village is unnecessary. Most of the roads are so narrow or winding that it's hard to get above 20mph anyway and it will just mean more road signs cluttering the streets.</p> <p>Travel change: No</p>
<p>(43) As a business, (Going Forward Buses CIC, Elvendon Road)</p>	<p>Concerns – I am concerned about the cost of implementing this scheme, and whether it can actually or will be enforced</p> <p>Travel change: No</p>

<p>(44) Member of public, (Goring, Fairfield Road)</p>	<p>Concerns – I feel that an extension of 20mph is slight overkill and will not be observed</p> <p>Travel change: No</p>
<p>(45) Member of public, (Goring, High Street)</p>	<p>Concerns – Safety for pedestrians</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(46) Member of public, (Goring, Manor Road)</p>	<p>Concerns – Given the fact that the current 20mph limit along the High Street is often not complied with, I suspect widening the limit would be treated similarly, if no further regulations are in place.</p> <p>Travel change: No</p>
<p>(47) Member of public, (Goring, Milldown Road)</p>	<p>Concerns – Will result in a clutter of speed limit signs all around the village. Will be completely ignored on some roads such as Wallingford Road where cars already drive at speeds in excess of 40mph. More effective traffic calming measures are needed.</p> <p>Travel change: No</p>
<p>(48) Member of public, (Goring, Mum's Acre)</p>	<p>Concerns – Without enforcement, speed cameras, it will be a waste of money. The present 20 limit in Goring High Street has been ignored since it was introduced. It needs a speed camera!!</p> <p>Travel change: No</p>
<p>(49) Member of public, (Goring on Thames, Lockstile Way)</p>	<p>Concerns – I am all for speed controls but my concern is that a 'blanket' 20mph introduction for all roads in Goring would not work as, sadly but realistically, many drivers will just not respect it. So the measure could be counter-productive. If such a speed limit is to be introduced it should be introduced selectively - for example - between Springhill and Milldown road junctions on the Wallingford road and from the railway bridge through the village.</p>

	<p>A much better solution to speed control in the village would be to introduce proper 'sleeping policemen' across the entirety of the Wallingford road at selected locations and outside the Social Club (or thereabouts) in the high street. Such a measure has slowed down traffic speed in the centre of the village and has certainly worked in Pangbourne.</p> <p>Travel change: No</p>
<p>(50) Member of public, (Goring on Thames, Milldown Avenue)</p>	<p>Concerns – Proposed extent of 20mph speed zone is too large and goes beyond the areas that would benefit.</p> <p>Travel change: No</p>
<p>(51) Member of public, (Goring-on-Thames, Gatehampton Road)</p>	<p>Concerns – I believe that the proposed 20mph along Gatehampton Road does not continue along the road far enough. It stops at the 'D' restriction signs and this is where it is really needed. This single track road doesn't have a pavement and is extremely popular with walkers, dogs, child cyclists, adult cyclists (Sustrain route) and most importantly HORSES, (horses are never catered for). Over the past 30 years Gatehampton area has many more people residing, many more people driving along it to the various businesses that have sprung up over the years. The road is extremely busy at all times and the vehicles speed along (especially the delivery vans) 20mph would make perfect sense from 44 / 55 Gatehampton Road along to the fork in the road and to the left of the fork along to the BBONT Nature reserve. I regularly ride my horse along this once very quiet route, I believe the Highway department would be surprised at the speed and the volume of traffic today. So many near misses on this road that are not reported to the Highway Department.</p> <p>Travel change: No</p>
<p>(52) Member of public, (Gatehampton, Gatehampton Road)</p>	<p>Support – Local traffic currently travels dangerously too fast. The average size of 'cars' has increased but the roads have not become any wider, there's less margin of safety for vehicles to safely pass each other or to pass cyclists, pedestrians and horses. Furthermore the size of the vehicles now makes narrow junctions even more hazardous, a prime example being the entry to the Goring railway bridge, where most vehicle travelling north along Gatehampton Road now swing half way across the opposite carriageway to create enough space to turn over the bridge. Plus a large proportion of the local traffic is made up of couriers racing about desperately trying to hit unrealistic delivery schedules; narrow rural roads are not the best place to speed to claw back 'valuable time'. However, the current proposal does nothing to address the most dangerous local road! There is currently a 30 mph limit along Gatehampton Road where it is two cars wide but at the point where it becomes single track without any pavement or</p>

	<p>passing places, the speed limit inexplicably (presumably by dint of some outdated statute) becomes the national maximum 60 mph! The road is very popular with walkers, runners, cyclists and horse rides but there's barely anywhere to step out of the path of an oncoming car. And whilst 60 is obviously a discretionary speed limit, please be aware that many young drivers and the couriers seem to regard it as an aspirational target! As far as I'm aware, none of the head on collisions or cars written off speeding along the single track carriageway have ever been reported and hence every time I've pleaded with the council for some form of traffic calming they argue that there's no issue. However I fear sooner rather than later someone will be killed by a speeding vehicle. Reducing the speed limit for the entire village from 30 to 20 would be a very good idea but it would be utter madness to do that in the 'safe part' of Gatehampton Road and not extend the 20 limit for the entire length of the road, to protect those travelling along the far more dangerous part.</p> <p>Travel change: Other I already walk, cycle & run locally as much as I'm able, so reducing the speed limit will just make me feel safer doing what I already do now.</p>
(53) Member of public, (Goring, Bridle Way)	<p>Support – The benefits are multiple: 1) safer roads, 2) less fuel consumption, 3) enhances sense of 'residential', 4) less noise</p> <p>Travel change: Yes - cycle more</p>
(54) Member of public, (Goring, Cleeve down)	<p>Support – Broadly sensible, however the most dangerous road in the village for drivers and any pedestrians (although pedestrians few in number) is Reading road, west of Fairfield road. The speed limit should be reduced to 20 on Reading road also from the village limit.</p> <p>Travel change: No</p>
(55) Member of public, (Goring, Cleeve Road)	<p>Support – I find that people drive too fast through residential areas.</p> <p>Travel change: No</p>

<p>(56) Member of public, (Goring, Clevedon)</p>	<p>Support – Having experienced 20 mph speed limits in other places as well as Goring, it seems to me that they bring much improved safety and the traffic flows easier when the roads are busy.</p> <p>Travel change: No</p>
<p>(57) Member of public, (Goring, Elvendon Road)</p>	<p>Support – better for people walking and cycling and for the climate</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(58) Member of public, (Goring, Elmcroft)</p>	<p>Support – Where there are no pavements the roads are particularly risky if traffic is moving at speed.</p> <p>Travel change: No</p>
<p>(59) Member of public, (Goring, Elvendon Road)</p>	<p>Support – I live in Elvendon Road where cars regularly do 40mph. This is very scary when you have children and very narrow pavements with cats passing close by. The road is also used as parking for people dropping off and picking up children for the school, and as such should be a 20mph zone anyway in my opinion.</p> <p>Travel change: Yes - cycle more</p>
<p>(60) Member of public, (Goring, Elvendon Road)</p>	<p>Support – I live on Elvendon road and unhappy with speeding motorists on a road that is parallel to a primary school and needs measures to protect the community from speeding motorists particularly on Elvendon road.</p> <p>Travel change: Yes - cycle more</p>
<p>(61) Member of public, (Goring, Elvendon Road)</p>	<p>Support – There is very little respect to limiting speed in the village. Especially around Wallingford and Elvendon Road. Hopefully, 20 restrictions will be adhered to</p> <p>Travel change: No</p>

<p>(62) Member of public, (Goring, Fairfield Road)</p>	<p>Support – Most traffic through the village does so at reasonable speed however reducing the speed limit throughout will help enforce a sensible speed for all. Safer for pedestrians and bicycles</p> <p>I live at Fairfield Road, which is an unadopted through-route from Cleeve Down to Reading Road. It is often used by delivery vans driving at inappropriate speed and lorries.</p> <p>We note that the 20mph limit is proposed for the Cleeve Road end of our lane. However, it is not proposed for the speed limit along Reading Road to the eastern boundary of the village to be changed.</p> <p>This is a serious oversight.</p> <p>Reading Road between the junction with Whitehills Green (the proposed extent of the 20mph speed limit) and the village boundary is very narrow in places, including a chicane which frequently causes problems with traffic trying to pass each other.</p> <p>The junction with Fairfield Road is extremely dangerous. There is very restricted visibility due to the bend, for manoeuvring into Fairfield Road from Reading Road when travelling downhill towards the village centre.</p> <p>Furthermore, concern has been expressed in the recent past via surveys by Goring Parish Council and / on behalf of Network Rail about the possibility of traffic travelling downhill losing control when approaching the T junction and the fear that a vehicle may overshoot the railway cutting.</p> <p>It is logical to extend the proposed 20mph speed limit for the full length of the downhill section of Reading Road, which takes it to the village boundary.</p> <p>Travel change: No</p>
<p>(63) Member of public, (Goring, Fairfield Road)</p>	<p>Support – Safer for walkers with 29mph limit</p> <p>Travel change: No</p>
<p>(64) Member of public, (Goring, Fairfield Road)</p>	<p>Support – I am a regular cyclist and slower driving would be safer for me</p> <p>Travel change: Yes - cycle more</p>

<p>(65) Member of public, (Goring, Fairfield Road)</p>	<p>Support – I support the proposal in general, however as a resident of Fairfield Road I am frustrated that our road has been excluded from the new zone. I am aware it's an unadopted road but it would require zero additional effort to move the proposed 20 sign from the junction of Fairfield road and cleve down to the junction of Fairfield road and Reading road. If the zone does move forward consider cleve down only then please confirm that the associated sign would be installed on cleve down and not outside Magpie House on Fairfield road as could be inferred by the plans.</p> <p>Travel change: No</p>
<p>(66) Member of public, (Goring, Fairfield Road)</p>	<p>Support – People drive far to fast and aggressively through the village</p> <p>Travel change: No</p>
<p>(67) Member of public, (Goring, Farm Road)</p>	<p>Support – Traffic is very busy in the village so slowing down would benefit all users of the road. Must be endorsed regularly.</p> <p>Travel change: No</p>
<p>(68) Member of public, (Goring, Gatehampton)</p>	<p>Support – General village safety</p> <p>Travel change: Yes - cycle more</p>
<p>(69) Member of public, (Goring)</p>	<p>Support – I support the proposals and would like the speed limit to be extended further along elvendon road as far as the last house, also extended along Gatehampton to the last house. Station road and Manor road should be included too.</p> <p>Travel change: No</p>

<p>(70) Member of public, (Goring, Grange Close)</p>	<p>Support – 20 mph speed limit throughout the village is vital to protect pedestrians and cyclists. Lack of pavements/narrow pavements mean pedestrians are exposed to danger on a daily basis. Speed restrictions must be enforced, either by traffic calming measures or speed cameras or similar. Current restrictions are not respected. Particular areas of concern are the streets around the village centre (especially Station Rd) and the Wallingford Road.</p> <p>Travel change: No</p>
<p>(71) Member of public, (Goring, Grange Close)</p>	<p>Support – Speeding traffic is a regular hazard to pedestrians in Goring</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(72) Member of public, (Goring, Grange Close)</p>	<p>Support – Wallingford Road has various risk points, around the primary school, the railway bridge, junction around the Tesco Metro store with no other speed control measures so 20mph across whole of proposed area will ensure appropriate diligence of drivers everywhere.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(73) Member of public, (Goring, High Street)</p>	<p>Support – I live in Goring High St and I see speeding on a daily basis. Something needs to be done before there is a serious incident. The signage needs to be improved.</p> <p>Travel change: No</p>
<p>(74) Member of public, (Goring, High Street)</p>	<p>Support – Frequent speeding in the village. I live on the High Street in Goring</p> <p>Travel change: No</p>

<p>(75) Member of public, (Goring, High Street)</p>	<p>Support – a) travelling around the village with my children. Crossing the roads b) children riding bikes (congestion at Sheepcot on Saturday & Sundays), parents taking children in cars - for safety. c) children walking to school, crossing the roads d) environmental impact, less pollution at slower speeds.</p> <p>Travel change: Yes - cycle more</p>
<p>(76) Member of public, (Goring, High Street)</p>	<p>Support – To make it more pleasant for pedestrians, cyclists and wheelchair users. To encourage and give confidence to more people to walk or cycle rather than get in their car. To reduce the reliance on cars and fuel which will help the environment and health of people. To increase footfall in Goring village and reduce the congestion caused by cars</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(77) Member of public, (Goring, High Street)</p>	<p>Support – The high street traffic calming system introduced a couple of years ago has failed to change driver behaviour. Drivers continue to speed and a blanket 20mph zone in the village with flashing speed reminder signs is essential to changing poor behaviour of drivers in the village</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(78) Member of public, (Goring, Holmlea)</p>	<p>Support – The roads in the village are mainly quite narrow and/or have parked cars. As a driver and pedestrian I often feel unsafe because a few cars drive too fast, given the hazards. Along Station Road, some cars drive as though it were a one-way street so, turning into it from a side road, is particularly dangerous.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(79) Member of public, (Goring, Holmlea Road)</p>	<p>Support – Evidence shows that a lower speed limit will considerably reduce the amount of injury sustained by a person or persons involved in a traffic accident. Driving at 20 MPH will also allow drivers more time to react to the local conditions and thus reduce the number of possible road traffic accidents. It is hoped that the local area will thus be safer for pedestrians of all ages especially the very young and the very old.</p> <p>Travel change: No</p>
<p>(80) Member of public, (Goring, Holmlea Road)</p>	<p>Support – I live in the centre of Goring and regular cycle and walk in the village , often accompanied by young children . I believe those activities would be safer if cars were to drive more slowly</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(81) Member of public, (Goring, Holmlea Road)</p>	<p>Support – increase safety for all road users</p> <p>Travel change: No</p>
<p>(82) Member of public, (Goring, Icknield Road)</p>	<p>Support – My hope is that a 20mph speed limit will create a more human centric, rather than car centric, feel to the village. Adults and children should be encouraged to walk and cycle for most journey's within the village. Having safer road environment will help achieve this.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(83) Member of public, (Goring, Limetree Road)</p>	<p>Support – To improve pedestrian safety and give mobility impaired pedestrians greater confidence about their safety when walking round the village.</p> <p>Travel change: No</p>

<p>(84) Member of public, (Goring, Limetree Road)</p>	<p>Support – To increase the confidence among elderly pedestrians that they can use the roads in safely. Travel change: Yes – walk/wheel more</p>
<p>(85) Member of public, (Goring, Little Croft Road)</p>	<p>Support – As a resident of Goring I am concerned about safety on our village roads, particularly since the double yellow lines are not observed by visitors and a lower speed limit may make our roads safer. Travel change: No</p>
<p>(86) Member of public, (Goring, Little Croft Road)</p>	<p>Support – Reduction of traffic speeds in the built-up area of Goring is very necessary on both safety and environmental grounds Travel change: Yes – walk/wheel more</p>
<p>(87) Member of public, (Goring, Lockstile Way)</p>	<p>Support – cars go too fast along the Wallingford Road Travel change: No</p>
<p>(88) Member of public, (Goring, Long Meadow)</p>	<p>Support – Traffic is getting heavier and heavier in Goring and most people drive too fast. Given the narrow roads/pavements in much of the village, this is very dangerous for pedestrians in particular. Travel change: Yes – walk/wheel more</p>
<p>(89) Member of public, (Goring, Lycroft Close)</p>	<p>Support – I think that a 20 limit within village confines is sensible. Travel change: No</p>

<p>(90) Member of public, (Goring, Manor Road)</p>	<p>Support – Pedestrian and cyclist safety Travel change: Yes - cycle more</p>
<p>(91) Member of public, (Goring, Mill Road)</p>	<p>Support – Many cars speed through Goring, so a 20mph limit will make it safer for pedestrians and cyclists Travel change: Yes – walk/wheel more</p>
<p>(92) Member of public, (Goring, Milldown Road)</p>	<p>Support – To improve the quality of life, to reduce emissions, and to improve road safety Travel change: Yes - cycle more</p>
<p>(93) Member of public, (Goring, Millers Close)</p>	<p>Support – Improved safety for pedestrians. Improved environmental conditions for all. Travel change: Yes – walk/wheel more</p>
<p>(94) Member of public, (Goring, Nun's Acre)</p>	<p>Support – A reduced speed limit is long overdue. Travel change: No</p>
<p>(95) Member of public, (Goring, Reading Road)</p>	<p>Support – I want to understand the proposal further and which pinpoints are affected Travel change: Yes – walk/wheel more</p>
<p>(96) Member of public, (Goring, Reading Road)</p>	<p>Support – General safety, but particularly for pedestrians and cyclists, would be improved by a lower speed limit. Feel it should be extended to the village boundary at top of Reading Road (above the steep, bendy section). Travel change: Yes – walk/wheel more</p>

(97) Member of public, (Goring, Reading Road)	<p>Support – Narrow streets, poor provision of pavements, areas of one way traffic, tight corners, no need for any speed greater than 20. I would feel much safer letting my tween/teen children walk around the village with a lower speed limit. Please can I ask you consider extending the 20mph beyond Whitehills on the Reading road - up to the start of the hill. We live along this area and every day hear screeches of brakes and walls being scraped. Families have to walk on the road where there is no pavement to access their houses or along the slopey bank to reach the recreation ground. It is an absolute death trap and reducing the speed to 20 would help in some way. Ideally, I think this stretch of road needs some other traffic calming system as people fly around the corner by Fairfield road without realising they will often meet traffic head on round the blind bend. Please help in this area. I have personally seen two car crashes and one serious cycle accident here in the last couple of years.</p> <p>Travel change: Yes – walk/wheel more</p>
(98) Member of public, (Goring, Sloane Close)	<p>Support – Safer for pedestrians</p> <p>Travel change: Yes – walk/wheel more</p>
(99) Member of public, (Goring, Springhill Road)	<p>Support – Safer for children, motorists will take extra care.</p> <p>Travel change: No</p>
(100) Member of public, (Goring, Springhill Road)	<p>Support – As a resident of Springhill Road where cars regularly speed, I support this proposal. My children have had a few near misses with cars travelling too fast along this road and with the amount of parked cars it is nearly impossible to have good visibility when pulling out of my driveway or for my children when they cross the road or use their bicycles.</p> <p>Travel change: Yes – walk/wheel more</p>

(101) Member of public, (Goring, Springhill Road)	<p>Support – Concern about safety of pedestrians- especially children in built up, residential areas</p> <p>Travel change: Yes - cycle more</p>
(102) Member of public, (Goring, Springhill Road)	<p>Support – Because cars drive far too fast in this village. I just wish that the 30mph speed limit down Wallingford Road would be significantly improved. The traffic calming measures are appalling.</p> <p>Travel change: No</p>
(103) Member of public, (Goring, Station Road)	<p>Support – Many paths are narrow and people are walking with dogs, children, pushchairs and elderly sometimes have to walk on the road to pass each other, cars need to reduce their speed to avoid accidents.</p> <p>Travel change: No</p>
(104) Member of public, (Goring, Station Road)	<p>Support – Drivers drive far too fast in the village, particularly on Wallingford Road and Station Road</p> <p>Travel change: No</p>
(105) Member of public, (Goring, Station Road)	<p>Support – I live in Station Road, which has no pavement, and slower speed limit would make it safer. Always assuming, of course that people obey the limit. Generally in Goring it would be safer and more appropriate to have a 20mph limit on all residential roads</p> <p>Travel change: No</p>

<p>(106) Member of public, (Goring, Station Road)</p>	<p>Support – traffic too fast in Station Road</p> <p>Travel change: No</p>
<p>(107) Member of public, (Goring, Station Road)</p>	<p>Support – I live in Station Road where we have no pavement and heavy traffic on a very narrow road.</p> <p>Travel change: No</p>
<p>(108) Member of public, (Goring, Station Road)</p>	<p>Support – I live on Station Road in Goring and fully support 20mph speed limit.</p> <p>Travel change: No</p>
<p>(109) Member of public, (Goring, Station Road)</p>	<p>Support – A 20 mph limit is much more sensible for a village like Goring with narrow roads, some without pavements or narrow pavements.</p> <p>Travel change: No</p>
<p>(110) Member of public, (Goring, Thames Road)</p>	<p>Support – There is a 20 mph limit already in place in parts and it works well. I see far too many speeding cars coming through the village, especially at night so hope making it clear that it is a 20mph area might help.</p> <p>Travel change: Other</p> <p>I walk and cycle everywhere locally already but this will make my journeys safer.</p>
<p>(111) Member of public, (Goring, Thames Road)</p>	<p>Support – A 20 mph speed limit will create a safer environment for pedestrians in the village and manage traffic flow appropriately</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(112) Member of public, (Goring, Wallingford Road)</p>	<p>Support – We live on Wallingford Road in the 30 mph speed limit. Even with the 30 mph limit, it can be dangerous getting out of and into our driveway. The speed bumps do not slow cars sufficiently. Some drivers ignore the limit and speed on Wallingford Road, putting children, elderly people and animals in danger.</p> <p>Travel change: No</p>
<p>(113) Member of public, (Goring, Wallingford Road)</p>	<p>Support – Vehicles drive too fast through the village particularly on the Wallingford Rd. Too many vehicles also use Goring/Streatley roads as way to get to Reading. Making it extremely congested on a daily basis. Turning out of the drive, crossing or walking down the Wallingford Road is awful when speedy vehicles are regularly going by. I think we also need better traffic calming along the Wallingford Rd. From Eleveendon Road turn to the end of the houses towards South South Stoke. We need the types of raised speed bumps that they have near Wallingford School. The current pillows hardly slow anyone up.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(114) Member of public, (Goring, Whitehills Green)</p>	<p>Support – safety</p> <p>Travel change: No</p>
<p>(115) Member of public, (Goring, Whitehills Green)</p>	<p>Support – Roads and pavements are narrow and there is through traffic in a hurry</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(116) Member of public, (Goring, Yew Tree Court)</p>	<p>Support – I have very limited residual sight and wish to feel safer on the village roads, especially those with no pavement.</p> <p>Travel change: Other I walk everywhere as I can no longer drive.</p>

<p>(117) Member of public, (Goring, Clevedon)</p>	<p>Support – As a pedestrian (cyclist and car driver) I much prefer traffic moving at 20mph on small roads, it's safer and more pleasant for all.</p> <p>Travel change: No</p>
<p>(118) Member of public, (Goring, Croft Road)</p>	<p>Support – To make roads safer for pedestrians, particularly the elderly and young, and cyclists</p> <p>Travel change: Yes - cycle more</p>
<p>(119) Member of public, (Goring, Gatehampton Road)</p>	<p>Support – 20mph is safer, but I do not think that the 20mph speed limit should end on Gatehampton Rd where the current 30mph speed limit stops. At this point the 2-track road turns into a single-track country lane used by many walkers, cyclists, horses and riders and cars. I feel that this country lane should also have a 20-mph limit. It would make the lane much safer for all the users.</p> <p>Travel change: Yes - cycle more</p>
<p>(120) Member of public, (Goring, Station Road)</p>	<p>Support – Greater safety</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(121) Member of public, (Goring, Wallingford Road)</p>	<p>Support – Massive issue with speeding in Goring, especially in the main road, Wallingford Road and near the school. We need traffic islands especially where the road narrows going up the hill, it's very dangerous with speeding cars.</p> <p>Travel change: No</p>
<p>(122) Member of public, (Goring, Whitehills Green)</p>	<p>Support – Road safety</p> <p>Travel change: No</p>

<p>(123) Member of public, (Goring-On-Thames, Red Cross Road)</p>	<p>Support – I am a mature adult who is unfortunately disabled and who finds getting about in our wonderful village a difficult task. I say bring it on 20 mph can only be a huge help for the many in my situation.</p> <p>Travel change: No</p>
<p>(124) Member of public, (Goring on Thames, Grange Close)</p>	<p>Support – The roads covered by this proposal are unsuitable for speeds above 20 MPH as they have no, or very narrow, pedestrian walkways. Many 20 and 30 MPH signs can be removed.</p> <p>Travel change: No</p>
<p>(125) Member of public, (Goring on Thames, Limetree Road)</p>	<p>Support – To ensure road and pedestrian safety. A reduced speed limit would hopefully ensure that inconsiderate drivers will drive at a more appropriate speed for the narrow and ever congested roads in Goring (due to illegal parking!!). Slower speed will allow for all road and pedestrians to move through the village and surrounding area with greater safety. A further benefit would be quieter roads as speeding traffic generates unnecessary raised noise levels for businesses, shop users and residents.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(126) Member of public, (Goring On Thames, Manor Road)</p>	<p>Support – Drivers often exceed 30mph - especially in Manor Road which is used by many walkers daily</p> <p>Travel change: No</p>
<p>(127) Member of public, (Goring on Thames, Manor Road)</p>	<p>Support – To improve safety for pedestrians in Goring. The High Street can be very busy at times but the pavements are narrow or non existant.</p> <p>Travel change: No</p>

<p>(128) Member of public, (Goring on Thames, Meadow Close)</p>	<p>Support – Current speed limits are regularly ignored so I both support more together with enforcement action</p> <p>Travel change: No</p>
<p>(129) Member of public, (Goring on Thames, Pennypiece)</p>	<p>Support – Speed of traffic regularly passing through the village, particularly large commercial vehicles needs to be restricted to 20MPH for the safety of pedestrians many of whom are elderly and unable to react quickly to speeding vehicles.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(130) Member of public, (Goring on Thames, Reading Road)</p>	<p>Support – It makes it safer for all residents. However, I strongly, strongly object to the 20mph speed limit not continuing up the Reading Road towards Crays Pond. I live in North Cottage (next to the Burial Ground) - the traffic is relentless and no one adheres to the 30mph speed limit. I have two young children and walking across the road to access the village is extremely dangerous. Please reconsider extending the 20mph limit to the edge of Goring (i.e. past the burial ground) before someone gets seriously injured.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(131) Member of public, (Goring on thames, Red cross Road)</p>	<p>Support – Safety for all residence. Wheelchair users ,children, pedestrian, Safety for every one</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(132) Member of public, (Goring on Thames, Springhill)</p>	<p>Support – I believe no one needs to go above 20 in these areas. So many positives and very few cons. Just not sure how it will be inforced</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(133) Member of public, (Goring on Thames, Springhill Road)</p>	<p>Support – I live on a side road in Goring - Springhill Road - where over 30 children also live and play outside. Cars regularly drive at 30mph down my road endangering lives. The road is used as a run between Ickneild and Wallingford Road and needs to be made a 20mph limit for safety reasons. Likewise Wallingford Rd that has very narrow pavements that kids walk down to get to school.</p> <p>Travel change: Yes - cycle more</p>
<p>(134) Member of public, (Goring on Thames, Yew Tree Court)</p>	<p>Support – Disabled member of Goring believing in road safety in local communities</p> <p>Travel change: Yes – scoot more</p>
<p>(135) Member of public, (Goring on Thames, Icen Close)</p>	<p>Support – I do not drive, so walk a lot around Goring and I regularly feel unsafe by the speeds that people travel the small roads. I feel that a 20mph limit would be ideal, especially given the pathways are either narrow, or pedestrians have to walk in the road. There are also obvious concerns such as pet animals being run over, which on the Ickneild Road happens sadly all too often. My main worry would be people not adhering to this, and I feel some roads would benefit from traffic calming measures. Ickneild Road being one of them!</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(136) Member of public, (Goring on Thames, Meadow Close)</p>	<p>Support – There has been a huge increase in traffic over the last 15 years and we need to reduce volume and speed</p> <p>Travel change: No</p>
<p>(137) Member of public, (Goring Reading, Elvendon Road)</p>	<p>Support – Goring has a primary school and a considerable older population including residents of sheltered accommodation and care homes. A lower speed limit will make the streets safer for all and especially these vulnerable groups</p> <p>Travel change: Yes - cycle more</p>

<p>(138) Member of public, (Goring-on-Thames, Gatehampton Road)</p>	<p>Support – Most drivers already ignore the 20 mph restriction in the High Street and the 30 mph limit on all other roads. Something has to be done to curb car and van speeds, and a 20 mph limit backed up by steep fines for infringements is one way to achieve this.</p> <p>Travel change: No</p>
<p>(139) Member of public, (Goring-on-Thames, Grange Close)</p>	<p>Support – In order to make walking and cycling in Goring safer and more pleasant.</p> <p>Travel change: Yes - cycle more</p>
<p>(140) Member of public, (Goring-on-Thames, Milldown Road)</p>	<p>Support – Speeding traffic is a danger to pedestrians</p> <p>Travel change: No</p>
<p>(141) Member of public, (Goring-on-Thames, Station Road)</p>	<p>Support – We live in Station Road and are daily aware of the need to spread the 20 mph limit as suggested in the proposal. The pathways, where they exist ,and the presence of bins on the pavements where they do exist make any journey with wheelchairs, prams and young children hazardous. Anything that can improve that situation must be regarded positively, provided the improvements are adequately enforced. The loss of those remaining solutions still with us from the last century minus one maybe still have some charm, but this is often out weighed by the dangers they are responsible for today.</p> <p>Travel change: No</p>
<p>(142) Member of public, (Goring-on-Thames, Station Road)</p>	<p>Support – Safety issue, particularly im Station Road where there is no pavement. Particular issue for elderly and disabled.</p> <p>Travel change: Yes - cycle more</p>

<p>(143) Member of public, (Goring-on-Thames, Station Road)</p>	<p>Support – I live on Station Road, which has no pavement along most of it and I frequently see elderly and infirm residents and mothers with young children walking perilously close to traffic that is often speeding far too fast down the road. It is a serious accident waiting to happen and we need to act before then to reduce the likelihood of one.</p> <p>Travel change: No</p>
<p>(144) Member of public, (Goring-on-Thames, Elvendon Road)</p>	<p>Support – Improve the safety of all using the roads in the village, in view of the many narrow streets and pavements.</p> <p>Travel change: Yes - cycle more</p>
<p>(145) Member of public, (Oxford, Divinity Road)</p>	<p>Support – Many of the pavements in Goring are narrow and I'm particularly aware visiting and caring for elderly parents that the current speeds can be unpleasant especially for those with reduced mobility or poor balance. Most of the roads lend themselves well to lower a speed limit. Lower speeds would benefit several rather dangerous junctions, especially along Wallingford Road.</p> <p>I think it is a mistake to leave most of Reading Road as 30mph. This is narrow road, with two blind bends and much of it without pavements, including the stretch immediately east of Whitehills Green. There are steep steps down from the footpath leading from Farm Road and a very narrow pavement at the end of that footpath towards Fairfield Road. By leaving one significant portion of road wholly within the village envelope out of the otherwise blanket 20mph zone has the potential to cause confusion over the limit on other roads, some of which may feel more suited to higher speeds than Reading Road (which itself is likely to encourage careful and considerate motorists to keep below 30, given its narrowness and potential dangers). If motorists only start to reduce their speed as they pass the speed limit signs, they are likely to still be going faster than desirable as they approach the Tesco car park entrance and the junction.</p> <p>Travel change: Other</p> <p>I generally try to travel to Goring by train, lower speeds will make walking from/to the station feel safer/more pleasant.</p>
<p>(146) Member of public, (Reading, Behoes Lane)</p>	<p>Support – For a more pleasant and safer Goring</p> <p>Travel change: No</p>

<p>(147) Member of public, (South Stoke, Wallingford Road)</p>	<p>Support – Safety reasons particularly around the area of the railway bridge, train station and the Tesco shop.</p> <p>Travel change: No</p>
<p>(148) Member of public, (Streatley, Wallingford Road)</p>	<p>Support – Roads are too dangerous to walk along at 30mph</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(149) Member of public, (Streatley-on-Thames, The Coombe)</p>	<p>Support – Roads are narrow and caution when driving is required at all times. A 20mph speed limit would enforce cautious driving, suitable to the road conditions. Most of the time it is impossible to drive at more than 20mph in and around Goring, in any case.</p> <p>Travel change: No</p>