

Divisions affected: *Wallingford*

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

### **WALLINGFORD: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Transport Management is RECOMMENDED to:
  - a. approve the introduction of 20mph speed limits in Wallingford as advertised,
  - b. support a reassessment by officers of the roads proposed to remain at 30mph, including subsequent further consultation and approval as required.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Wallingford as shown in **Annex 1**.
3. Following the town council representation and conversations with the local member, which includes information about activity along some of these roads that is now understood, a reassessment of the roads proposed to remain at 30mph needs to be undertaken.

#### **Financial Implications**

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

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

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

## Formal consultation

7. Formal consultation was carried out between 25 October and 17 November 2023, which was later extended to 30 November. 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, Wallingford town council, and the local County Councillors representing the Wallingford, and Benson & Cholsey divisions.

### Statutory Consultee Responses:

8. 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. Oxford Bus Company did not object but explained how unduly extensive 20mph limits would affect bus journey times to a far greater degree than the equivalent journey for car users.
9. The Wallingford Mayor explained that Town Council members were fairly evenly split regarding the proposals, but he needed to ensure that proper process was followed. The Town Council voted for blanket 20 mph limits so he believed the consultation should be re-run with this proposal as OCC policy stated proposals would only proceed with the support of local councils and local member. The local member supports the mayor's view.

### Other Responses:

8. 529 online and two email responses were received with WALs (Wallingford and Area Living Streets Group) seeking a blanket 20mph limit within the ring road. Support for the proposals was expressed by 233 local residents, 13 members of the public, and 3 groups / organisations, one business and a local councillor.
9. Concerns were expressed by 69 local residents, five groups/organisations, five members of the public, two local councillors and two businesses. Objections were received from 177 local residents, 13 members of the public, two businesses, a local councillor, and a group/organisation.
9. The following table is a summary of all the objections and concerns received with the views of most respondents covering more than one category:

View/Opinion	Number of responses
Unnecessary	135
Increased congestion / longer journey times	66
Only in centre / selected roads / less blanket approach	61
Will increase pollution	52
No safety justification	48

Waste of money	41
Will not be respected	29
Blanket 20 limit / extend 20 limits on some radial routes	27
Driver frustration and associated dangers	24
Cannot / will not be enforced	20
20mph is too slow	19
Will increase speeds and accidents	16
Use physical calming / speed cameras instead	15
More dangerous (inc. from drivers focussed on speedometer)	10
Will not promote increased bus use / improve bus services	7
Enforce existing limits instead	7
Negative effect on local trade	7
Worse for cyclists as mingling at car speeds	5
Provide children with road safety skills instead	3
Additional sign clutter	2

10. 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	64 (12%)
Yes – cycle more	69 (13%)
No	366 (69%)
Other	30 (6%)

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

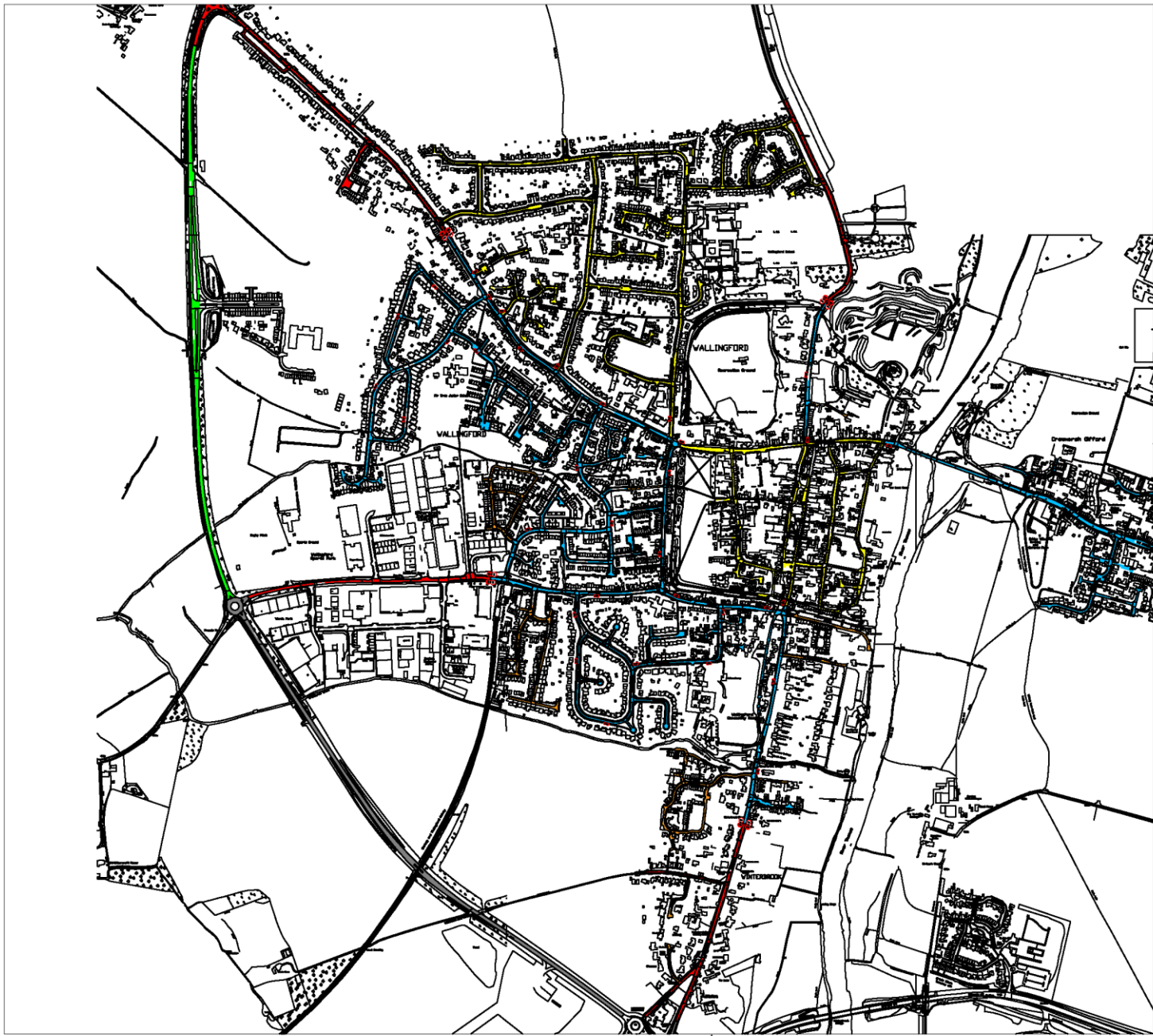
### **Officer response to objections/concerns**

12. 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'.



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Wallingford 20mph Scheme Revision 1.0

**Legend**

Proposed 20	Blue
Existing 20	Yellow
Existing 30	Red
Existing 40	Green
Existing NSL	Grey
Private/ Not Public Highway	Orange

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	17.05.23	Proposal 2	C.R		

**OXFORDSHIRE COUNTY COUNCIL**  
 Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

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Wallingford 20mph Scheme Overview

Drawing Status

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

	<ul style="list-style-type: none"> <li>• existing traffic speeds</li> <li>• road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local County Cllr, (Wallingford Division)	<p><b>Concerns</b> – I'm a strong supporter of 20mph, and have been delighted by the pace at which the 20 team has rolled out this initiative.</p> <p>Unfortunately, when it comes to my Division, I'm I but flummoxed and taken completely off guard...</p> <p>Along with a large number of residents of Wallingford, I am both VERY concerned and slightly mystified by the statement: Lengths of 30mph speed limit will be retained on approaches to the town on Castle Street/Shillingford Road, Reading Road, Winterbrook Lane, Hithercroft Road &amp; Wantage Road, with Officers having taken the current road environment &amp; traffic usage into account.</p> <p>If this is indeed the result of "taking current road environment and traffic use into account" then it simply demonstrates how much we ought to be adopting a "Decide and Provide" approach, because the only thing preventing residents walking and cycling in large numbers down these roads is fear of the vehicle traffic, and indeed, all are places where residents complain about speeding..</p> <p>Your map, rather helpfully, has each individual house on it, so there is no doubt where there are dwellings. Our policy states that 20mph should be the default speed anywhere that motor vehicles and vulnerable road users mix in a planned manner. I would like to elaborate how that most definitely applies to everything inside the ring road, and a significant stretch of Castle St / Shillingford Rd.</p>

Wantage Rd...There are very large numbers of dwellings all the way up the Wantage road to the A4130, as well as an estate opening onto it.. For the "vehicles and vulnerable road users mix in a planned manner" condition not to be met, we would presumably have actively to plan for nobody to cycle between any of those houses, or from them into town, nobody to cycle into or out of town along it, and schoolchildren to be taken to school in cars rather than walking or cycling (that is currently the case in both directions: Wallingford primary age kids going to Brightwell and secondary age Brightwell to Wallingford school). Presumably also we'd not have anyone else walking or cycling between Wallingford and Brightwell, when in fact we're planning to build a pedestrian crossing to facilitate just that (there is a narrow cyclepath from the roundabout to Brightwell). It really will open up a major active transport corridor. And you have two residential roads opening onto the 30mph section. I'm honestly completely baffled. You may also not be aware that this section of road is heavily used as a cut-through to and from Didcot and Shillingford, avoiding the bypass, further increasing the risk (and maximising the desirability of big 20mph signs at the roundabout in deterring those in a hurry).

Hithercroft Rd...I don't believe anyone has properly assessed this. You've put the 30mph change right outside Lidl, almost exactly at the point where very large numbers of people from the Northern half of the town would be crossing the road, where I and others have tried for many years to get a pedestrian crossing built, which was planned when Lidl was built, but not carried out (County asked for £5k, not £50k). You've put 30mph past the industrial estate, which is okay at first sight but also not taken into account Wallingford Sports Park, right by the ring rd, which has very large numbers of visitors both at weekends and on weekdays. Do we plan for them all to drive there / be driven there if they are children, or is this yet another clear example of "mixing in a planned way" and another chance for modal shift?

Reading Road...There are both houses opening directly onto the road and a number of side roads. There's an old people's home in the middle of the triangle at the southern end. There is no pavement at all on the East side up until near Winterbrook Rd, meaning residents have to be housebound / 100% car dependent not to be compelled to cross the road, and the one on the left is narrow. All of these places are a reasonable walking distance to the centre, and we'd want residents to be able to walk safely and confidently. Our schools Transport people have also previously suggested that children should be walking to Wallingford school from Cholsey, only backing down when I pointed out they would have to cross the bypass. Again, "mixing in a planned way" is clearly currently present and needs promoting.

Castle Street / Shillingford Rd...These are the shortest walking / cycling routes to the middle of town from Blackstone Rd and Norries Drive. They also have people crossing to visit the cemetery.



	<p>The Town Council are clear they requested 20mph right from the bypass on all roads. I would have written to request that if I'd had any inkling it wasn't going to happen by default.</p> <p>I had the mayor call me earlier, with the strong suggestion that we ought to withdraw the current consultation and re-issue it with exactly the above, given that was what both the applicants (TC and County Cllr) believed was what should happen. I told him we should just respond with our objections but, on reflection, he was right. We ought to consult citizens of Wallingford with the solution their elected representatives thought was the most suitable, and (for my point of view, actually accords with the criteria set out in the Stockholm agreement, the original motion to the County Council and the Council policy)</p>
<p>(3) Wallingford Town Council</p>	<p><b>Concerns</b> – With a council that is somewhat evenly split on the conversation of 20mph zones, my priority is that due process is followed. Pete has conveyed his opinion regarding the why, my point is regarding the how.</p> <p>Wallingford Town Council debated and then voted to request 20mph across the town. This was then conveyed to Oxfordshire County Council. However the proposal does not match that which is supported by Wallingford Town Council. In fact it is much closer to the opposing proposal.</p> <p>As one of the requirements is that "To be eligible for 20mph a scheme must be supported by the local town or parish council and the local County Councillor" and as shown by this email thread the proposed scheme is not supported by either the local parish council nor the local County Councillor, it would therefore logically follow that the consultation is invalid.</p> <p>I understand that the decision regarding this batch of 20mph schemes is not due to be made till the new year and as such can see no option but to withdraw the current consultation and for a new consultation to be submitted.</p>
<p>(4) Business Development and Partnerships Manager, (Go Ahead Group)</p>	<p><b>Concerns</b> – We have no problem with and support these proposals where they do not affect bus services. Wallingford has excellent bus service provision in terms of frequency, spread of the day/week and destinations available. Most services in the town are provided by Thames Travel with some services provided by Going Forward Buses.</p> <p>We have concerns that extending the 20mph limits will lead to further increases in journey times, pushing up costs of operation which will ultimately be borne by bus passengers and/ or the tax-payer. Increased bus journey times will result in negative modal shift from bus to private car which is the exact opposite of Council policy. It is difficult for bus journey times to be competitive with the private car due to the need for buses to serve bus stops and traffic</p>

	<p>generators/attractors. These changes to speed limits will make the time penalty for taking the bus worse and so making the journey by car relatively more attractive.</p> <p>For example, on an east-west axis, a theoretical journey from Nettlebed to Didcot takes (according to Google maps) around 25 minutes by car. The equivalent journey by the 23 bus service will take around 48 minutes, almost twice as long. The car journey would be via the Wallingford by-pass (Nosworthy Way, Bosley Way and Calvin Thomas Way) whereas the 23 operates via Crowmarsh Gifford and Wallingford Market Place. Therefore the proposed reduced speed limits will have no impact on the car driver but increase the journey time for the bus passenger. Similarly journeys on a north-south axis will also become relatively more attractive by car than bus, for example Benson to Reading where the car driver will remain on the A4074 and so face no difference to their journey time whilst a bus passenger traveling on the X40 via Crowmarsh Gifford and Wallingford Market Place will have an increased journey time.</p> <p>We are particularly concerned about the impact the reduced speed limits will have on the Wantage Road (particularly between Fir Tree Avenue and Sinodun Road) and on Reading Road / Winterbrook. These roads see a lot of on-street parking which results in single lane working with vehicles having to wait for traffic traveling in the opposite direction before they can proceed. Therefore, as well as taking 50% longer to cover the same distance when in motion than before, the time it will be necessary for buses to wait for oncoming traffic to pass will also increase. We therefore ask the County Council to remove (or at the very least greatly reduce) on-street parking on these roads in order to minimise the time penalty for bus passengers.</p>
<p>(5) Local group/organisation, (Wallingford &amp; Area Living Streets Group)</p>	<p><b>Concerns</b> – We are in favour of all of the proposed changes from 30 to 20mph throughout Wallingford, but strongly object to the emasculation of this plan by the exclusion of the key arterial roads namely Winterbrook / Reading Road; Hithercroft; Wantage and Shillingford Roads. Each of these has many joint and detailed reasons for inclusion. While still valuable in detail, the plan is much weakened in impact and potential without them. To leave them out now is simply to postpone an inevitable change which our neighbours are fully making ahead of Wallingford.</p> <p>Wallingford Town Council's adopted Neighbourhood Plan 2022 and supported in the referendum has a vision of a speed limit of 20mph throughout the whole boundary area. The Community Aspiration in the same document is for Wallingford as a whole to be designated a 20mph zone.</p> <p>The key reason for promoting this policy was to deter through traffic, thereby reducing Wallingford's well documented air quality problems and to make roads more attractive and less intimidating for Active Travel. These proposals provide no deterrent to entry from the three by-pass roundabout entry points.</p>

This present 20mph plan retains a 30mph limit through residential areas. Retained 30 mph routes include: - Well-used walking and cycling routes to Wallingford's four schools The strategic active travel route to Cholsey Station The route which combines in one road access to 4 regionally important facilities: 1 sports park, 2 supermarket, 3 industrial and 4 retail manufacturing and distribution employment, as well as a primary school and school bus stop The route from the South's expanding population to the GP practice and hospital.

Moving to 20 at every boundary of the town says to the motorist: we need you to substantially change your behaviour in the form of your driving habits within this urban area. This is just as Nettlebed and Crowmarsh have done, and we expect Cholsey to do soon. Here is the opportunity for Wallingford to change the culture of vehicle speed along these arterial roads. Then all of these towns will have the same simple speed architecture. This architecture is bringing about substantial cultural change in vehicle behaviour in urban spaces along arterial roads as can be readily seen in Crowmarsh and Nettlebed.

In detail there are many reasons for the major arterial roads all to be 20 as follows:

Winterbrook / Reading Road:

Winterbrook /Reading Road just like Wantage Road is a key strategic bus route. In expectation of further bus use resulting from major housing in the immediate hinterland, two new bus stops are being built here. It was submitted during OCC consultation for these stops that pavements were too narrow and the road too fast for a safe design, and that reduced traffic speed was an obvious mitigation. The consultation specifically responded that such issues could be referred as 20 miles an hour was expected to be considered for this road.

The Winterbrook/ Reading Road is characterised by stretches of pavements that are far too narrow for their increasing use, and where pedestrians have to cross and re-cross the road. Alongside the site for the new bus stop on the east side is Agatha Christie's house, which is a major national tourist destination, further aggravating inadequate space for pedestrians.

In line with government's recommendations on active travel, we are actively planning for a series of strategic routes, particularly including Wallingford to Cholsey and Cholsey station. This route needs to accommodate and not intimidate the already increasing pedestrian and cycle traffic.

There is plenty of evidence that pedestrians and cyclists are intimidated by the speed of the traffic in this stretch of the road, especially in poor visibility such as in the evenings. For example, in such conditions cyclists heading to and from Cholsey often either cycle on the pavement or walk their cycles along the pavement.

This road needs substantial re-engineering to provide greatly improved pedestrian and cycling facilities, but in the meantime the most cost-effective and fastest mitigation is 20 miles an hour.

**Wantage Road:**

Wantage Road needs to be included in the 20mph scheme as it is a residential road. It is extensively used by children and their parents walking and cycling to Fir Tree, Wallingford and St Nicholas schools. It is a well-used active travel route to and from the town centre. National Cycle route 5 follows Wantage Road. There is no mandatory cycle lane on Wantage Road. Wantage Road has extensive speed humps, and 20mph here is just recognising existing reality. In the long term, effective 20mph schemes can be considered for replacement of speed humps which generate pollution, substantial extra fuel consumption and noise for local residents.

**Hithercroft Road:**

This gives access to regionally important retail outlets (eg Screwfix, Lidl, Awesome Books etc) as well as services. It provides access to extensive regionally important employment areas to both North and South. All of these are frequently accessed by cycle and on foot. Exceptionally for Wallingford, the largest size of HGVs are a major component of the complex mix of traffic and uses. Access to Wallingford Sports Park is along Hithercroft Road. There is no cycle lane. School pupils access their bus stop within the proposed retained 30mph limit. Many of the industrial workers especially arrive as pedestrians via the strategic bus routes.

This road is the most important single industrial and retail arterial link for Wallingford, but it needs a far more successful balance for all types of users than at present as the vehicles dominate and intimidate other users especially cyclists. Slowing the traffic to 20 is a major step forward in allowing this to happen.

As with other arterial roads, this road is a good example of the fallacy that faster driving gets a complex and mixed urban section completed faster – in practice, it just means more queuing at the exits. As the M25 has shown, slower traffic at more even speeds can result in greatly improved vehicle flows. We need a far better balance between the legitimate needs of all of the users of this road, and 20 is a key step forward, and likely to be by far the most cost-effective.

Both Hithercroft and Reading Road have been proven by Speed-watch results and every-day observation to contain the most egregious examples of poor driving and a culture of vehicle speed. Such a culture doesn't just intimidate pedestrians and cyclists; other more law-abiding drivers are often intimidated for example by tailgating, which is a common experience on these roads.

	<p>Addressing the culture of poor car and motorcycle driving on Hithercroft Road is to the obvious benefit in addition to the many HGV drivers. 20 on these roads is the most cost-effective move to support all vehicle drivers to drive legally and safely, and with due regard for all the many non- vehicle users around them.</p> <p>Shillingford Road: The original Neighbourhood Plan proposal for 20 accepts that slower arterial traffic will reduce through traffic. Shillingford Road is a major 'draw' from Wantage and Reading Roads via urban and residential roads for through traffic which should all be using the bypass. On average this use is everywhere for very marginal time gain against the bypass. Wallingford is exceptionally favoured in having a major bypass. It was a huge investment and remains a major cost which we have a duty not to under use. We should help to realise its appropriate use by eliminating unnecessary through traffic, thereby fully generating those benefits intended for Wallingford.</p>
<p>(6) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Concerns</b> – The consultation for 20 mph speed limits in Wallingford does not include the length of Wantage Road from the junction with Sinodun Road to the Slade End Roundabout.</p> <p>Some years ago speed humps were installed in part of Wantage Road, from Sinodun Road and the Slade End Roundabout, with the stated object of reducing the speed of traffic and encouraging drivers to use the bypass. It is obvious from observation that the humps have had only a marginal effect in reducing the speed of vehicles.</p> <p>The great majority of the properties along the length of the road are family homes with young children many of whom walk to and from school every day, many of the adult residents also walk into town. The pavements are not particularly wide and are immediately adjacent to the road (they are also in very poor condition). Walking immediately adjacent to vehicles, including not only cars but heavy goods vehicles including articulated lorries and double decked buses traveling at 30 mph is not a pleasant experience and does dissuade people from walking. It also dissuades cyclists from using the road to access into the town, the majority who do cycle use the pavement for fear of the fast moving traffic so close to them if on the road. Drivers are less inclined to give cyclists a wide overtake due to the road humps. Reducing the speed of vehicles in built up and residential areas can only make it safer for pedestrians, cyclists and motorists alike. Surely it makes sense therefore to include the whole length of Wantage Road in this scheme?</p>
<p>(7) Member of public, (Abingdon, Knapp Close)</p>	<p><b>Object</b> Causes more pollution with slow or static traffic. Longer travelling times and costs money for signs when councils are cash strapped. Loss of freedom just a cash making exercise for fines again!</p> <p>Travel change: <b>No</b></p>

<p>(8) Local resident, (Aston Upthorpe, Moreton Road)</p>	<p><b>Object</b> No evidence that lower speed limits cuts pollution or improved safety sufficiently to offer inconvenience and slower travel times.</p> <p>Travel change: <b>No</b></p>
<p>(9) Local resident, (Benson, Bell Weather Furlong)</p>	<p><b>Object</b> Complete waste of money as people ignore the current 20mph speed limits around anyway so unless there is some enforcement, it's pointless</p> <p>Travel change: <b>No</b></p>
<p>(10) Member of public, (Benson, Braze Lane)</p>	<p><b>Object</b> Increases emissions rather than decrease them, cars less efficient in low gears</p> <p>Travel change: <b>No</b></p>
<p>(11) Local resident, (Benson, Brook Street)</p>	<p><b>Object</b> 20mph is only suitable in the town centre and areas outside of schools. In other areas of the town a reduction from 30mph would be inappropriate. The current limit should be enforced if safety is currently deemed to be an issue.</p> <p>Travel change: <b>No</b></p>
<p>(12) Local resident, (Benson, St Helens Avenue)</p>	<p><b>Object</b> Data does not support any benefit from reducing speed to 20 compared to 30. I would argue that 20 is more dangerous as most motorist will result to driving at 30 and come up to those driving at 20 causing frustration. Driving slower round the town will increase emmissions due to longer exposure time. Bad idea. Public transport is in such a shambles, you can't persuade people to switch. They are late, 6nreliable and expensive. Reduced routes also. The roads around the area also don't support bikes. Narrow roads and too many pot holes. The cost involved shopping all signs etc would be better spent fixing the current infrastructure.</p>

	Travel change: <b>No</b>
(13) Local resident, (Benson, St helens Avenue)	<p><b>Object</b> It increases pollution and causes more frustrated drivers on the road, it also causes more tension between the public and law enforcement, because it feels like cracking down on public freedom and increases congestion which is already plentiful in Wallingford.</p> <p>Travel change: <b>No</b></p>
(14) Member of public, (Bicester)	<p><b>Object</b> 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: <a href="https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/">https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/</a> 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>Travel change: <b>No</b></p>
(15) Local resident, (Birghtwell)	<p><b>Object</b> Slowing the traffic is not going to make the environment better for 'walking or cycling', it will just slow traffic that is already proceeding in sensible manner. What needs to be done is investment for cyclists and walkers to move them away from dangerous out of town speed limits of 50 and 60. 20 is not plenty, it's just getting silly. Health and safety going mad without providing any statistics for backing it. Nor will the police monitor or enforce it.</p> <p>Travel change: <b>No</b></p>
(16) Member of public, (Blewbury, Hithercroft Road)	<p><b>Object</b> Objecting as 20mph will result in less traffic, less people, less trading, therefor closing local businesses and/or forcing businesses to relocate out of Wallingford!!</p>

	Travel change: <b>No</b>
(17) As a business, (Blewbury, Bridus Mead)	<p><b>Object</b> Congestion is bad enough at the moment with the 30 mph limit</p> <p>Travel change: <b>No</b></p>
(18) Local resident, (Brightwell-cum-Sotwell, Kings Orchard)	<p><b>Object</b> un enforceable tokenism</p> <p>Travel change: <b>No</b></p>
(19) Local resident, (Brightwell-cum-sotwell, Kings Orchard)	<p><b>Object</b> The proposal to drop from 30mph to 20mph is none sense as it is catering for minority groups who fail to see the danger of using a roadway for cycling and walking. Both these groups are consistently using roadways in an irresponsible manner by ignoring the terms defined in the highway code. They are mostly uninsured and mostly go looking for filmed rouble to post on the internet. This is always calculated, planned misbehaviour. The issue with danger is to educate all groups and stop victimising car drivers, the majority of which are safe. Setting up another arbitrary speed limit that is un-policed is not going to achieve anything other than frustration. Dangerous drivers will speed regardless. We need more police presence and I don't mean cash generating cameras.</p> <p>Travel change: <b>No</b></p>
(20) Local resident, (Brightwell-cum-Sotwell, Kings Orchard)	<p><b>Object</b> There is absolutely no evidence that current speed limits are a problem, nor any evidence to suggest they are dangerous. How many deaths or injuries have occurred in Wallingford where drivers have been observing 30 mph speed limits? I stress 'observing 30 mph speed limit' and exclude those where the speed limit was ignored. The answer over decades is in all likelihood close to if not actually zero. Why change speed limits where there has never been any issues, especially as it is an unnecessary cost? Additionally, any proposal to reduce speed limits to 20 mph based on environmental reasons are flawed and without foundation.</p>



	Travel change: <b>No</b>
(21) Local resident, (Cholsey, Chequers Place)	<p><b>Object</b> Total waste of money, if people aren't observing and sticking to 30 MPH signs they aren't just because you change it to 20. Half the time around Wallingford you can't get above 20 anyway</p> <p>Travel change: <b>No</b></p>
(22) Local resident, (Cholsey, Cornflower Drive)	<p><b>Object</b> Too slow</p> <p>Travel change: <b>No</b></p>
(23) Local resident, (Cholsey, Honey Lane)	<p><b>Object</b> The speed limit in Wallingford is not an issue, so why not concentrate your time on thing's that are.</p> <p>Travel change: <b>No</b></p>
(24) Local resident, (Cholsey, Newlands)	<p><b>Object</b> The major roads entering Wallingford from Cholsey, crowmarsh and shillingford contain long stretches of 30 mile an hour which have low pedestrian use. I would propose a mixed zone of 30 for the outer sections of these roads. Transitioning to 20 as the more built up areas are reached. Eg on the Reading Reading from the Doctors surgery or on the crowmarsh road from the roundabout.</p> <p>Travel change: <b>No</b></p>

<p>(25) Local resident, (Cholsey, Panters Road)</p>	<p><b>Object</b> I'm teaching my daughter to drive and it's an awkward limit to keep to as cars are badly geared for it causing her to over rev in second bad for noise/environment or be in 3rd and risk speeding. Also I honestly believe in training people to drive appropriately for road conditions takes away the need and expense for this. For instance the centre of Wallingford town has recently been signed up as 20mph. I would suggest anyone who manages more than 20mph through here has far bigger issues and either won't hold a licence long or will soon crash. Either way why waste money on signs which would have no effect on such a person anyway. Long story short stop wasting extortionate amounts of money on unnecessary speed limit signs that won't be enforced and instead educate people to drive better in all locations and speed limits. In Germany for instance they have the autobahn with sections with no limit it doesn't result in chaos.</p> <p>Travel change: <b>No</b></p>
<p>(26) Local resident, (Cholsey, Papist Way)</p>	<p><b>Object</b> 20mph is ridiculous, no point have a modern car, let's all go back to horse and cart. Make roads more clear, less constant roadworks.</p> <p>Travel change: <b>No</b></p>
<p>(27) Local resident, (Cholsey, Station)</p>	<p><b>Object</b> It will cause congestion and encourage people to overtake which in turn will make the roads in Wallingford dangerous. I highly object to the limit if 20mph.</p> <p>Travel change: <b>Other</b> I will have no choice but to drive, but I think it would be a fatal error making the roads more unsafe.</p>
<p>(28) Local resident, (Cholsey, Queens Road)</p>	<p><b>Object</b> 20 zones are rubbish they should not exist it causes more traffic more damage to the environment</p> <p>Travel change: <b>No</b></p>

(29) Local resident, (Cholsey)	<p><b>Object</b> There is yet to be any long term proof of the benefits of 20mph zones so to expand such schemes would be merely a reaction by pressure groups, rather than facts.</p> <p>Travel change: <b>No</b></p>
(30) As part of a group/organisation, (Corn Exchange Wallingford Ltd)	<p><b>Object</b> Once out of the 2 zones people then speed as they are so frustrated.</p> <p>Travel change: <b>No</b></p>
(31) Local resident, (Crowmarsh, The Street)	<p><b>Object</b> There is no safety case. This is political.</p> <p>Travel change: <b>No</b></p>
(32) Local resident, (Crowmarsh, Benson Lane)	<p><b>Object</b> !. Why should everybody else suffer for Mr Sudbury failing to teach his children basic road safety. 2. We already have excessive waiting times at the towns traffic lights because it takes longer to get through at 20 miles and hour, also due to these waiting times the are more carbon emissions from longer waiting static traffic. 3, This is not London it is rural Oxfordshire.</p> <p>Travel change: <b>No</b></p>
(33) Local resident, (Crowmarsh, The Street)	<p><b>Object</b> I don't agree with it.</p>

	Travel change: <b>No</b>
(34) Local resident, (Crowmarsh, Park View)	<p><b>Object</b> Thin end of the wedge to ban cars altogether</p> <p>Travel change: <b>No</b></p>
(35) Local resident, (Crowmarsh Gifford, Stephens Field)	<p><b>Object</b> Traffic is already slow in wallingford. People who speed on the 30mph limit will still speed at 20mph- Making next to no difference. With the 20mph limit people will have less room for error To drive at 20mph means people will be staring at the screen and not concentrating on the road. If thi is to come to fruitiion more must be done to prosecute cyclists who break the law. 80-90% of bikes on wallingford bridge jump/ignore the red lights or jump onto the footpath to avoid the lights. This is compared with 5% cars jumping the light. I live near the bridge and have taken tandom samples. I have been hit by two bicycles on the bridge's footpath. More needs to be done to protect pedestrians from the plague of cyclists.</p> <p>Travel change: <b>No</b></p>
(36) Local resident, (Crowmarsh Gifford, Stephens Field)	<p><b>Object</b> The current 20mph is still ignored by those who speed dangerously(those who sped &lt;30mph) It is slowing down all traffic to prevent a very small minority of drivers who ignore the existing limits. People will spend more time checking their speedo than watching the road. Wallingford's roads have not seen a fatality for many years - that's with existing/previous 30mph limits. It would appear the 30mph limits are working well. The whole project seems pointless and waste of money.</p> <p>Travel change: <b>No</b></p>

<p>(37) Local resident, (Crowmarsh Gifford, The Street)</p>	<p><b>Object</b>          Poor for local economy no need for it except by the schools just left wing ideals. I am a van driver hard enough to deliver and drive in Walljngford as it is. How many people have been knocked down please provide evidence. None I suspect I support near schools old age people homes etc          Strongly object to 20mph</p> <p>Travel change: <b>No</b></p>
<p>(38) Local resident, (Crowmarsh Gifford, The Street)</p>	<p><b>Object</b>          I wish the council will sincerely take local residents’s opinions seriously. I don’t agree with 20mph zone and I think it is a hindrance than saving lives.          I noticed more drivers had to pay attention to the dashboard than watching the road. The new regulation is confusing. Now with more areas in the country are enforced with 20 mph, more people are disagreeing the regulation because the blanket 20mph should not be applicable to “all roads with lamp post”. Local council need to investigate individual areas and assess feasibility. For example it makes sense for school and tiny village areas. For wider roads but still within the village and enough pavements for residents then the 20mph may not be necessary.          Please provide to the public with statistics of incidents and deaths of Wallingford and nearby area to justify of the current campaign purpose of saving lives and promote pedestrians.</p> <p>Travel change: <b>No</b></p>
<p>(39) Local resident, (Crowmarsh Gifford, Winters Field)</p>	<p><b>Object</b>          Traffic congestion          Unreasonable extension for the proposal - could be limited to certain residential roads only</p> <p>Travel change: <b>No</b></p>
<p>(40) Local resident, (Crowmarsh Gifford, Bellamy Way)</p>	<p><b>Object</b>          Totally unnecessary &amp; certainly in Crowmarsh nobody takes any notice. Fine in side streets otherwise ridiculous ...</p> <p>Travel change: <b>No</b></p>

(41) Local resident, (Crowmarsh Gifford, Bellamy Way)	<p><b>Object</b> Totally unnecessary on main roads &amp; nobody seems to take any notice of it anyway.</p> <p>Travel change: <b>No</b></p>
(42) Local resident, (Crowmarsh Gifford, Benson Lane)	<p><b>Object</b> Common sense should prevail. around schools etc I understand but a lot of the new speed limit that have been implemented on some roads is just ludicrous. All you are doing is creating congestion, more pollution due to being in a higher gear and drivers that are frustrated and are more then likely to break the speed limit. Lastly to add to the fact that your making drivers focus on the Rev counter more then the road. I am active individual who regularly walks and exercises but also need my car for work. So I don't need to be dictated to "walk" more with this crazy agenda of using my car less to be more active!</p> <p>Travel change: <b>No</b></p>
(43) Local resident, (Crowmarsh Gifford, Howbery Farm)	<p><b>Object</b> Adds pollution</p> <p>Travel change: <b>No</b></p>
(44) Local resident, (Crowmarsh Gifford, Newnham Green)	<p><b>Object</b> I do agree with the reduction in the speed limit due to the added pollution produced by ICE vehicle, these vehicles are not designed to operate at these speed, they become inefficient and produce more pollutants; thus they have adverse effects on walkers health.</p> <p>Travel change: <b>No</b></p>

<p>(45) Local resident, (Crowmarsh Gifford, The Street)</p>	<p><b>Object</b> To my knowledge there is no evidence supporting this change only hearsay. Outside the school and hospital would be acceptable but not a blanket change 'because somebody in the parish raised safety concerns.' Analysis in a trial area over a 3 year period revealed that when compared with areas that had retained their previous speed limits, the new 20mph limits led to minimal change in short or long-term outcomes for road traffic collisions, casualties, or speeding.</p> <p>Travel change: <b>No</b></p>
<p>(46) Local resident, (Crowmarsh Gifford, The Street)</p>	<p><b>Object</b> No issues with it now</p> <p>Travel change: <b>No</b></p>
<p>(47) Local resident, (Crowmarsh Gifford, The Street)</p>	<p><b>Object</b> Not necessary</p> <p>Travel change: <b>No</b></p>
<p>(48) Local resident, (Didcot, Haydon Road)</p>	<p><b>Object</b> Simply no need. Roads are safe enough at 30mph</p> <p>Travel change: <b>No</b></p>
<p>(49) Local resident, (Drayton St Leonard, Dorchester Road)</p>	<p><b>Object</b> Cause more congestion, bad for local businesses</p> <p>Travel change: <b>No</b></p>

<p>(50) Member of public, (Garsington, Elm Drive)</p>	<p><b>Object</b> I have seen 20mph imposed across Oxfordshire and it not required on 95% of roads . Yes near schools no anywhere else</p> <p>Travel change: <b>No</b></p>
<p>(51) Local resident, (Highcroft, Calvin Thomas Drive)</p>	<p><b>Object</b> Because there are many cars park on the road anyway. The cars cannot go fast and it will let the traffic becomes worsen.</p> <p>Travel change: <b>No</b></p>
<p>(52) Local resident, (Highcroft, Empress Drive)</p>	<p><b>Object</b> Traffic congestion</p> <p>Travel change: <b>No</b></p>
<p>(53) Local resident, (Cholsey, Honey Lane)</p>	<p><b>Object</b> 20mph is just too slow. For outside schools yes, but for everywhere else is absurd.</p> <p>Travel change: <b>No</b></p>
<p>(54) Local resident, (Mongewell, Carmel Terrace)</p>	<p><b>Object</b> I don't believe it's necessary. Traffic doesn't move particularly fast around the town anyway. This is an unnecessary expense to the tax payer. Fix the roads instead!</p> <p>Travel change: <b>No</b></p>



<p>(55) Local resident, (Mongewell, Hasthorpe rRad)</p>	<p><b>Object</b> Significant Investment required could be Better spent on other things or to give refund on council tax. Longer journeys, with little benefit.</p> <p>Travel change: <b>No</b></p>
<p>(56) Local resident, (Mongewell, Constitution Hill)</p>	<p><b>Object</b> I do not feel looking at the RAC and other studies post implementation of these limits Belfast , bristol, Brighton actually have significant safety benefits, controlled zones do have benefits as additional measures are taken ie sleeping policemen , but just a change of speed limit does not .</p> <p>Travel change: <b>No</b></p>
<p>(57) Local resident, (South Moreton, High Street)</p>	<p><b>Object</b> 20mph is appropriate adjacent to schools during arrival and departure times but in other areas or times it increases pollution and fuel consumption, for a Council committed to Climate Change it makes little sense. Comments about improving life for cyclists seem irrelevant as getting into Wallingford involves riding over some terrible roads with so many patches and potholes that cycling has become dangerous. Firstly sort out the road surface and cyclists might return ...</p> <p>Travel change: <b>No</b></p>
<p>(58) Local resident, (Sutton Courtenay, High Street)</p>	<p><b>Object</b> No demonstrable benefit to anything, just creates slow traffic. Bikes and walking are just a naive dream in winter, dark nights, shopping, older people, bike thieves</p> <p>Travel change: <b>No</b></p>
<p>(59) Local resident, (unknown)</p>	<p><b>Object</b> Will cause additional pollution in the built-up area</p>

	<p>Travel change: <b>Other</b>  I will not visit Wallingford if I can avoid it.</p>
(60) Local resident, (Wallingford)	<p><b>Object</b>  Imposing a 20mph limit as per schedule 1 and the limited remaining 30mph of schedule 2 on all the arterial routes into the town will unnecessarily delay the progress of traffic when exiting the town and also entering it. The removal of traffic efficiently and quickly with the current speed limits is as equally important as the so called air quality improvement and safety alleged by lowering the speed limits on these roads. The propaganda on the flyers seem to promote increased pedestrian safety by imposing a 20mph limit which if the pavements are being used correctly and the road is not being used as a playground is again not necessary, in fact this could cause a false sense of security and safety by having an adverse and opposite effect.</p> <p>Travel change: <b>No</b></p>
(61) Local District Cllr, (Wallingford, Aston Close)	<p><b>Object</b>  I understand that in its current form this proposal is not supported by either Wallingford Town Council or Councillor Pete Sudbury. Like them, I fully support a 20 mph speed limit for Wallingford, but one which has a geographical scope larger than this proposal - one that extends out to the ring road on Wantage Road, Hithercroft Road and Winterbrook, and that starts North of Norries Drive on Shillingford Road.</p> <p>I support a significant extension of the 20 mph zone since it will enable safer routes to homes, schools, sports fields and other local amenities for those residents who are able, and choose, to take active travel options such as cycling and walking. Active travel, for those of us able to choose it, will in the long run lead to a more prosperous and resilient town: the direct mental, social and physical benefits to each of us individually, the improved air quality, lower noise levels, and the collective financial benefits (e.g. lower healthcare costs) are clear and demonstrated. We need create conditions where more of those of us who are able, choose to get around in Wallingford actively i.e. by cycling, walking, taking public transport. It creates a safer environment for those using mobility scooters and young children being pushed in buggies etc too. By creating the safer environment that comes with a 20 mph speed limit, we are taking one step forward towards this aim.</p> <p>Travel change: <b>Other</b></p>

	<p>As an able bodied person, I already walk and cycle for practically every journey where I don't need to transport bulky goods. As a confident cyclist I try to be assertive, adhering to the Highway Code, to help us train private and commercial drivers to be</p>
<p>(62) Local resident, (Wallingford, Aston Close)</p>	<p><b>Object</b> I understand that in its current form this proposal is not supported by either Wallingford Town Council or County Councillor Pete Sudbury. Like them, I fully support a 20 mph speed limit for Wallingford, but one which has a geographical scope larger than this proposal - one that extends out to the ring road on Wantage Road, Hithercroft Road and Winterbrook, and that starts North of Norries Drive on Shillingford Road. It is of note that Wallingford Town Council voted for the extent as described above, and not what is asked about in the consultation.</p> <p>I support a significant extension of the 20 mph zone since it will enable safer routes to schools, sports fields, homes and other local amenities for those residents who are able, and choose, to take active travel options such as cycling and walking. Active travel, for those of us able to choose it, will in the long run lead to a more prosperous and resilient town: the direct mental, social and physical benefits to each of us individually, the improved air quality, lower noise levels, and the collective financial benefits (e.g. lower healthcare costs) are clear and demonstrated. We need create conditions where more of those of us who are able, choose to get around in Wallingford actively i.e. by cycling, walking, taking public transport. It creates a safer environment for those using mobility scooters and young children being pushed in buggies etc too. By creating the safer environment that comes with a 20 mph speed limit, we are taking one step forward towards this aim. It will encourage use of the by-pass for through-traffic too, which is additionally a benefit.</p> <p>Travel change: <b>Other</b> As an able bodied person, I already walk and cycle for practically every journey where I don't need to transport bulky goods. As a confident cyclist I try to be assertive, adhering to the Highway Code, to help us train private and commercial drivers to be</p>
<p>(63) Local resident, (Wallingford, Aston Close)</p>	<p><b>Object</b> I understand that in its current form this proposal is not supported by either Wallingford Town Council or County Councillor Pete Sudbury. Like them, I fully support a 20 mph speed limit for Wallingford, but one which has a geographical scope larger than this proposal - one that extends out to the ring road on Wantage Road, Hithercroft Road and Winterbrook, and that starts North of Norries Drive on Shillingford Road. It is of note that Wallingford Town Council voted for the extent as described above, and not what is asked about in the consultation.</p>

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<p>(64) Local resident,  (Wallingford, Aston Close)</p>	<p><b>Object</b>  I understand that in its current form this proposal is not supported by either Wallingford Town Council or County Councillor Pete Sudbury. Like them, I fully support a 20 mph speed limit for Wallingford, but one which has a geographical scope larger than this proposal - one that extends out to the ring road on Wantage Road, Hithercroft Road and Winterbrook, and that starts North of Norries Drive on Shillingford Road. It is of note that Wallingford Town Council voted for the extent as described above, and not what is asked about in the consultation.</p> <p>I support a significant extension of the 20 mph zone since it will enable safer routes to schools, sports fields, homes and other local amenities for those residents who are able, and choose, to take active travel options such as cycling and walking. Active travel, for those of us able to choose it, will in the long run lead to a more prosperous and resilient town: the direct mental, social and physical benefits to each of us individually, the improved air quality, lower noise levels, and the collective financial benefits (e.g. lower healthcare costs) are clear and demonstrated. We need create conditions where more of those of us who are able, choose to get around in Wallingford actively i.e. by cycling, walking, taking public transport. It creates a safer environment for those using mobility scooters and young children being pushed in buggies etc too. By creating the safer environment that comes with a 20 mph speed limit, we are taking one step forward towards this aim. It will encourage use of the by-pass for through-traffic too, which is additionally a benefit.</p>

	<p>Travel change: <b>Other</b></p> <p>As an able bodied person, I already walk and cycle for practically every journey where I don't need to transport bulky goods. As a confident cyclist I try to be assertive, adhering to the Highway Code, to help us train private and commercial drivers to be</p>
<p>(65) Local resident, (Wallingford, Aston Close)</p>	<p><b>Object</b></p> <p>I understand that in its current form this proposal is not supported by either Wallingford Town Council or County Councillor Pete Sudbury. Like them, I fully support a 20 mph speed limit for Wallingford, but one which has a geographical scope larger than this proposal - one that extends out to the ring road on Wantage Road, Hithercroft Road and Winterbrook, and that starts North of Norries Drive on Shillingford Road. It is of note that Wallingford Town Council voted for the extent as described above, and not what is asked about in the consultation.</p> <p>Travel change: <b>Other</b></p> <p>I tend to cycle and walk most of the time anyway. I hope it means less confident cyclists might do so more instead of driving.</p>
<p>(66) Local resident, (Wallingford, Barley Close)</p>	<p><b>Object</b></p> <p>Why are you wasting Money on a scheme that no one will adhere to. Whilst I agree with lower limits on side roads for residential use, no one complies with the current 20 zones. Some people cant even stick to the 30 limits as it is. Surely the money is better spent of other services that are needed in the community.</p> <p>Travel change: <b>No</b></p>
<p>(67) Member of public, (Wallingford, Borough Avenue)</p>	<p><b>Object</b></p> <p>Only needed for schools and medical facilities</p> <p>Travel change: <b>No</b></p>
<p>(68) Local resident, (Wallingford, Borough Avenue)</p>	<p><b>Object</b></p>

	<p>No evidence has been given to support any reasons for the proposal to massively increase the 20mph zone to all but the 'entry' roads into Wallingford. There is no 'traffic' problem in Wallingford that will be resolved by the introduction of a 20 mph outside of the current one. Not one. It's a complete nonsense and a logistical nightmare to enforce (the current 20 mph zone isn't enforced, why will increasing it make it more enforceable?).</p> <p>Travel change: <b>No</b></p>
<p>(69) Local resident, (Wallingford, Brookfield Close)</p>	<p><b>Object</b> The funding for this exercise would be better spent on maintenance of the existing roads and footways, the poor maintenance of which cause far more danger than hypothetical speeding within the town. For example, the footway in the Reading road from Wintergreen Lane floods every time it rains, forcing pedestrians to walk in the busy road. Resurfacing this would have immediate positive safety benefits! I have seen no evidence that the existing 20MPH areas have had any proven effect on safety since their introduction, certainly not value for money.</p> <p>Travel change: <b>No</b></p>
<p>(70) Local resident, (Wallingford, Brookmead Drive)</p>	<p><b>Object</b> 20mph is OK in areas such as the town centre or around schools but people naturally drive slower in these places. You wouldn't drive at 30mph around the market place or in front of any of the schools because the road layouts are such that it would feel very unwise/unsafe. However, it is not safe to put a 20mph in places like Hithercroft Road, Wantage Road or Castle street because it would be too slow and people would lose their concentration or everyone would just not comply. Furthermore a 20mph speed limit increases pollution as the cars are not tuned to drive at that speed and research has shown that the 20mph speed limit has " little impact on long-term outcomes including road traffic collisions, casualties and speed". <a href="https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/">https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/</a></p> <p>Travel change: <b>No</b></p>
<p>(71) Local resident, (Wallingford, Brookmead Drive)</p>	<p><b>Object</b></p>

	<p>I think it's unnecessary and ultimately just an excuse to monitor residents and put cameras everywhere. I don't want to live like that. This will lead to endless surveillance and I'm sick of feeling like I'm doing something wrong. How about more positive incentives? It will not reduce pollution and ultimately will not be safer as people just switch off and stop paying attention.</p> <p>Travel change: <b>No</b></p>
(72) Local resident, (Wallingford, Brookmead Drive)	<p><b>Object</b> will cause more congestion and more pollution</p> <p>Travel change: <b>No</b></p>
(73) Local resident, (Wallingford, Castle Street)	<p><b>Object</b> Far more pollution with 20 mile limits. The traffic does not flow freely : instead it clogs up and more exhaust fumes are released. I have seen more people trying to dodge in between static or slow moving cars , especially in the main square , which , I am sure, will , one day cause a very bad accident.</p> <p>Travel change: <b>No</b></p>
(74) Rather not say, (Wallingford, Castle Street)	<p><b>Object</b> 30mph is slow enough, these new 20mph restrictions are another way the for the ever increasing big brother to take more of your hard earned money.</p> <p>Travel change: <b>No</b></p>
(75) Local resident, (Wallingford, Charter Way)	<p><b>Object</b> PERHAPS YOU SHOULD CONCENTRATE ON REPAIRING THE ROADS AND TEACHING PEOPLE TO CROSS THEM PROPERLY WHILST NOT LOOKING AT THEIR PHONES OR HAVING EARPHONES ON AND HOODIES UP !!!</p> <p>Travel change: <b>No</b></p>

(76) Local resident, (Wallingford, Crispin Place)	<p><b>Object</b></p> <ol style="list-style-type: none"> <li>1. The Wallingford 20mph speed limit is, however well intentioned, a solution for a problem that does not exist (i.e. speeding in central Wallingford).</li> <li>2. It is a solution that is not enforceable (unless we intend fitting the town with speed cameras at every street corner or employing several full-time speed wardens).</li> <li>3. It is a solution that will not significantly change traffic speeds in Wallingford as the physical conditions in the town (parking cars and oncoming traffic) already ensure low traffic speeds.</li> <li>4. It is however a brilliant solution for alienating a significant number of local residents and for making the town council yet another willing enforcer of the nanny state.</li> <li>5. The vast majority of Wallingford residents are well capable of driving at sensible speeds through the town out of their own volition and their own sense of responsibility and do not require to be supervised by the Oxfordshire County Council.</li> </ol> <p>Travel change: <b>No</b></p>
(77) Local resident, (Wallingford, Elizabeth Road)	<p><b>Object</b></p> <p>Unreasonable, 30 is fine in all locations, plenty of crossing points throughout the town. The people that are speeding are going 50 upwards anyway, which they will continue to do in a 20mph zone so it achieves nothing</p> <p>Travel change: <b>No</b></p>
(78) Local resident, (Wallingford, Empress Drive)	<p><b>Object</b></p> <p>I don't believe it is necessary all day every day, especially on the main roads. Outside schools and on the roads schools are on, for half an hour either side of school opening and closing. I.e. 8.00-9.00 and 2.30-3.30. Also not on main roads.</p> <p>On housing estates, then 20mph is fine. And it's rare that you can go at speed on certain roads, so reducing them to 20 would make it even worse</p> <p>Whilst I understand speed limits are limits not targets, it should be up to the driver to ensure they are driving appropriately. And it is my belief the majority do.</p>



	<p>Those who do not still won't with a reduced speed limit.</p> <p>Travel change: <b>No</b></p>
<p>(79) Local resident, (Wallingford, Fir Tree Avenue)</p>	<p><b>Object</b> There is NO reasons to put this in, when was a child injured or killed on the streets of Wallingford, ++ polloution will increase as driving at lower speed increases emissions</p> <p>Travel change: <b>No</b></p>
<p>(80) Local resident, (Wallingford, Fir Tree Avenue)</p>	<p><b>Object</b> Waste of money for taxpayers, distraction for drivers as always looking at speed, does speed limit include cyclists!!!</p> <p>Travel change: <b>No</b></p>
<p>(81) Local resident, (Wallingford, Fitzcount Way)</p>	<p><b>Object</b> I think the existing road speeds are sufficient, except for the schools, town centre and by the hospital which could be made 20mph. The speed on Shillingford Road where it becomes Castle Street needs reducing from 60mph and railings introduced along the footpath. There needs to be a traffic build out on St Georges near to the Cross Keys pub where the footpath is insufficiently wide. This would slow down traffic as it approaches the secondary school and make it safer for pedestrains. But I do not support a blanket 20mph for all roads.</p> <p>Travel change: <b>No</b></p>
<p>(82) Local resident, (Wallingford, Hawthorn Close)</p>	<p><b>Object</b> 1. As a cyclist I find 20 mph limits make me feel far less safe. In a 20 mph limit overtaking cars are travelling perhaps only 5 mph or so faster than I cycle meaning that they are along side me for far longer than would be the case if they were to overtake in a 30 mph limit where the speed differential is more like 15 mph. Additionally, in a 20 mph limit car drivers typically drive much closer to me than they do in a 30 mph limit.</p>

	<p>2. As a car driver, I typically take routes that minimise travelling through 20 mph. This makes my journeys further, with consequent increased CO2 emissions.</p> <p>3. 20 mph limits have been imposed on several roads where typical driving speeds were already &lt; 20 mph owing to (for example) cars being parked at both sides of the road (making the accessible road narrow) and speed bumps. The signage associated with imposing the 20 mph therefore is unnecessary and, as a tax payer, I object to paying for it.</p> <p>4. As a consequence of 20 mph limits being introduced in South Oxfordshire, the duration of my daily commute has increased by 5 minutes each way. That is 50 minutes per week or 1.8 days per year. I object to this waste of my life (reducing speed limits across the country from 30 mph to 20 mph is equivalent to wasting nearly 16000 life times per year).</p> <p>Travel change: <b>No</b></p>
<p>(83) Local resident, (Wallingford, High Street)</p>	<p><b>Object</b></p> <p>There is absolutely no need to reduce the 30mph speed limit which has served its purpose for decades to a totally unreasonable 20mph.</p> <p>In summary:</p> <p>It will introduce unnecessary delay to travel.</p> <p>It will not improve safety, we have not had a serious accident in wallingford for years.</p> <p>It will not improve air quality, the vehicle will just take longer to complete the journey.</p> <p>It is clearly a revenue generating exercise with no other purpose.</p> <p>Travel change: <b>No</b></p>
<p>(84) Local resident, (Wallingford, High Street)</p>	<p><b>Object</b></p> <p>It keeps cars in once place for longer which is creating more pollution especially for people who live in central areas. It feels like this is just a pledge to stop people from driving and feels like you're making this a war on motorists who pay our road tax and contribute to society. Our infrastructure doesn't allow easy connectivity between places so we need cars.</p> <p>Travel change: <b>No</b></p>

<p>(85) Local resident, (Wallingford, Hithercroft)</p>	<p><b>Object</b>  i have no concern with a 20mph zone for the many streets in Wallingford where 20mph driving is commonplace anyway- and there are many of those already. a lower speed limit there will not make any difference.  i walk, cycle and drive through Wallingford regularly. The greatest problem with cycling is the poor quality of the road surfaces in many cases, and the danger to balance caused by speed humps. i trust that the speed humps can be removed if there is a wider 20mph zoning. Speed bumps are a terror for cyclists, especially at night and would be unnecessary with lower speeds. nonetheless my objection centres on the throughways through town which operate safely at 30mph now. The statement of reasons gives a 'concern' about road safety. this does not appear evidential in any way. The Vision Zero is elimination of deaths and serious injuries but no evidence is brought forward to suggest or confirm that traffic speed is responsible now for death or serious injury in Wallingford. i think that the principal routes of St Johns Road, Station Road/Wantage Road, Reading Road, Castle Street should remain as 30mph roads. As should Croft Road. By retaining these as 30mph roads does not mean people would always drive these at 30mph. indeed I don't think they would.  On the other than there are times for instance 10pm at night or later when there are no children going to school and very few pedestrians or other road users when driving at 30mph is perfectly sensible and does not pose a danger. The speed limit is not there for amenity reasons, and amenity does not- quite rightly- feature as a reason for speed reduction. There is no reason to limit speed when there is no danger such as in late evening/very early morning. During the day higher levels of use actually limits speed on the aforementioned roads I think should remain as 30mph. On the other hand it is impossible to drive safely along Winterbrook Lane at 30mph now, yet it is proposed to retain 30mph as the speed limit when a reduction to 20mph would be in order. So I also object to that feature of the plan.</p> <p>Travel change: <b>No</b></p>
<p>(86) Member of public, (Wallingford, Hithercroft Road)</p>	<p><b>Object</b>  I believe a 20mph zone in Wallingford would cause unnecessary congestion on roads that are already busy. In addition to this, slower driving can be more dangerous for drivers and pedestrians alike due to frustration and overtaking. There are already 20mph zones in Wallingford, so the proposal of more in the more areas seems extreme and unlikely to be adhered to.</p> <p>Travel change: <b>No</b></p>

<p>(87) Local resident, (Wallingford, Hithercroft Road)</p>	<p><b>Object</b> creates more pollution. If people speed, changing the speed limit will not change that.</p> <p>Travel change: <b>No</b></p>
<p>(88) Local resident, (Wallingford, Imray Place)</p>	<p><b>Object</b> The recent blanket introduction of 20mph speed limits is another example of the anti driver attitude in this country. It is unnecessary and time and taxpayers money would be better spent elsewhere</p> <p>Travel change: <b>No</b></p>
<p>(89) Local resident, (Wallingford, Imray Place)</p>	<p><b>Object</b> moving to 20mph will not have any impact.</p> <p>Travel change: <b>No</b></p>
<p>(90) Local resident, (Wallingford, King Henry Avenue)</p>	<p><b>Object</b> Thames valley police won't enforce at 20mph speed limit. The traffic in Wallingford is already at a standstill at times so changing and spending money on signs is silly. 20mph zones need to be in place with other traffic calming measures which are not being proposed.</p> <p>Travel change: <b>No</b></p>
<p>(91) Local resident, (Wallingford, Kings Orchard)</p>	<p><b>Object</b> All It has produced in local areas is traffic jams, no real bonus</p> <p>Travel change: <b>No</b></p>

<p>(92) Local resident, (Wallingford, Meriden Court)</p>	<p><b>Object</b> Not needed - roads are safe as is and accidents are rare. No one likely to follow the 20mph limit as in other areas of Wallingford already at this limit</p> <p>Travel change: <b>No</b></p>
<p>(93) Local resident, (Wallingford, Millington Road)</p>	<p><b>Object</b> Some of the roads (not mentioned that are staying 30mph) do not need to be 20. It causes frustration from other drivers making some people uncomfortable/anxious whilst driving which I believe will lead to more incidents/accidents. A fair few roads in Wallingford are pretty much already 20 without the limit being changed due to the speed humps, traffic lights, parked cars and general traffic! There have been no deaths or near fatal accidents (as far as I'm aware) in Wallingford due to excess speed. I think all school roads and roads with (or leading up to) a zebra crossing should be lowered to 20.</p> <p>Travel change: <b>No</b></p>
<p>(94) Local resident, (Wallingford, Norries Drive)</p>	<p><b>Object</b> I want to see the current 20mph used for over a year and then consider if it is worth extending it</p> <p>Travel change: <b>No</b></p>
<p>(95) Local resident, (Wallingford, Norries Drive)</p>	<p><b>Object</b> Firstly; I live in a recently introduced 20MPH estate and it has made little to no difference. A costly waste of money. The estate also has a weight restriction that has similar success also, another waste of signage. Secondly; heavy transport passing through residential estates "Rat Running" is a more important issue. Thirdly; all of Wallingford's North most residential roads could be eliminated from the "Rat Run" by providing an extension and completion of the Wallingford by-pass to the North of the Town, thereby providing a direct link between Wantage Road and Shillingford Road. Shillingford Bridge carries the traffic regardless. More road use education should be taught in school, basic stuff as I was taught before mass traffic. Look Right Look Left and Look Right Again, and keep looking. Pedestrian road injuries in Wallingford are not a serious problem.</p>

	Travel change: <b>No</b>
(96) Local resident, (Wallingford, Norries Drive)	<p><b>Object</b>  There are no traffic calming systems in place so jumping to 20 seem over the top  What about speed bumps  Your speed is signs .. Crowmarsh has both, shillingford have 4 signs  Also never seen a speed camera van on any of the routes proposed</p> <p>Travel change: <b>No</b></p>
(97) Local resident, (Wallingford, Off Wantage Road)	<p><b>Object</b>  The Prime Minister, Rishi Sunak is expected to block councils from introducing new 20mph speed limits as part of a package of policies aimed at drivers.  Rishi Sunak said he is “slamming the brakes” on “hare-brained schemes” such as blanket 20mph speed limits that stem the “relentless attack on motorists”.  Alongside plans to curb the power of councils to introduce new 20mph zones on main roads, Mr Sunak is also expected to announce limits on councils' abilities to levy fines from traffic cameras and restrictions on enforcing box junction infringements.  There are several problems with reducing the speed limit to 20 mph.</p> <ol style="list-style-type: none"> <li>1) Drivers have to change down a gear to maintain that sort of slow speed which means that the engine has to rev harder, emitting more pollutants.</li> <li>2) The Transport and Road Research Laboratory has conducted a three-year study of the impacts of traffic calming on exhaust emissions. The results of the study clearly indicate that traffic calming measures increase the emissions of some pollutants from passenger cars. For the petrol non-catalyst, petrol catalyst, and diesel cars tested, the mean emissions of CO, HC, and CO2 increased by between 20 and 60 percent.</li> <li>3) Drivers get frustrated with this slow speed, especially on an empty road and can get angry. Mothers taking their children to school are very often in a hurry and may get fed up with the 20mph pedestrian speed limit.</li> <li>4) It has been experienced that concentration can wane at these slow speeds, with people having more time to look around at sights outside the car and also within the vehicle.</li> <li>5) We as drivers are not used to these slow speeds which will affect travel time and lengthen journeys.</li> </ol>

As regards Wantage Road, it is evident in most cases that the ill-placed speed humps may deter most drivers from exceeding the current 30mph speed limit. There will always be the odd errant motorcyclist or speedster in a suped-up vehicle who will ignore any speed limit, be it 30 or 20 mph.

But speed humps also pose a long-term problem with car safety.

The RAC in 2018 reported that over a fifth of UK motorists claim their car has been damaged by so-called 'sleeping policemen'.

Damage caused by speed bumps saw councils fork out around £35,000 in compensation claims over the two-year period between 2015 and 2017.

A study found that London councils alone paid out almost half of the total (£15,717), with a staggering 8,516 speed bump scrapes reported on the capital's roads – and it's not just local authorities being hit.

Motorists pay out an average of £141 to repair speed bump-related damage, but as they are classified as "traffic-calming measures", and not "road defects", it can be hard to make a successful claim.

The study found that almost half (48%) of the damaged cars sustained tyre issues, while a third (33%) experienced suspension problems.

The research is based on an online survey of 2,000 drivers and Freedom of Information requests sent to local councils.

It found that nearly three in 10 motorists (28%) believe speed bumps need to be marked more clearly, while over a quarter think they're ineffective at calming traffic.

Mounting opposition to the use of speed bumps - sleeping policemen as they were once known - has led to plans to replace a design increasingly blamed for damaging cars and slowing emergency vehicles.

One effective and safer method of controlling speed which has been introduced in several areas of Wallingford is the use of solar powered warning lights which act as a reminder and do deter the average motorist from excessive speed. It is hoped these measures will help combat the noise and pollution associated with speed bumps, while also reducing the financial burden on motorists and councils.

After years of complaints from motorists, government officials have begun examining a system which would do away with the need for the bumps. Instead, a device would automatically reduce the speed of drivers as they enter a controlled zone.

Roadside transmitters would activate speed limiters installed in cars, preventing drivers from breaking limits as low as 30mph until they leave a neighbourhood or street. Emergency vehicles would be exempt from the automatically imposed restriction. The result would be that councils could rip out thousands of speed humps.

The plans, which have been discussed with advisers from the Institution of Highways and Transportation and the Department of Transport, are among proposals put forward to replace speed humps, seen by many experts as dated and crude. They also cause increased pollution as cars have to constantly slow down and speed as they cross them.

	Travel change: <b>No</b>
(98) Local resident, (Wallingford, Portcullis Drive)	<p><b>Object</b> The traffic problem relating to Reading Road in Winterbrook is not the speed limit. My suggestion is to improve the road for all users by i) building a shared pedestrian/cycling path, ii) create off-road parking for residents near Squire's Walk, and finally iii) resurface the road because it is in terrible condition.</p> <p>Travel change: <b>No</b></p>
(99) Local resident, (Wallingford, Queens Avenue)	<p><b>Object</b> to many idiots running councils nowadays the next thing it will be down 10 mph</p> <p>Travel change: <b>No</b></p>
(100) Local resident, (Wallingford, Reading Raod)	<p><b>Object</b> No proven impact on air quality - either positive or negative. further disincentive to use shops in wallingford. Just implement the speed limits as they are on the existing roads</p> <p>Travel change: <b>No</b></p>
(101) Local resident, (Wallingford, Reading Road)	<p><b>Object</b> Unenforceable &amp; a waste of money. Just might be effective if confined to one or two hotspots.</p> <p>Travel change: <b>No</b></p>
(102) Local resident, (Wallingford, Reading Road)	<p><b>Object</b> The increase in time for the car traveling through do not outweigh the supposed "benefits" of "safer" roads. There have been zero incidents due to the 30mph limit. We don't want more pollution in our town. Slower speeds increase</p>



	<p>congestion and disrupt traffic flow. This town already gets severely congested at peak times and the unnecessary slower speeds will only worsen this situation.</p> <p>Travel change: <b>Other</b></p> <p>No. Most of the people passing through the areas you are making 20MPH are passing through in a journey that cannot be replaced by "cycling", "scooting" or certainly "walking".</p>
(103) Local resident, (Wallingford, Rowland Close)	<p><b>Object</b></p> <p>around schools and hospitals and maybe town centre, Why do a survey as in Oxford, you will take no notice of local opinion, only your own anti-democratic views.</p> <p>Travel change: <b>No</b></p>
(104) Local resident, (Wallingford, Rowland Close)	<p><b>Object</b></p> <p>Do not see any need. Would only support 20 mph on roads with school ie St Nicholas Rd, St Johns and St Georges Road</p> <p>Travel change: <b>No</b></p>
(105) Local resident, (Wallingford, Rowland Close)	<p><b>Object</b></p> <p>to reduce the speed limit to 20 mph on roads going past schools is a good idea, however, the amount of traffic caused by school traffic &amp; the location of the schools in Wallingford, you would be hard pressed to reach 15mph! A speed limit of 20 mph is too slow &amp; can contribute to road rage. 30 mph is the LIMIT. To limit to 20 mph is pathetic. Most road users are law abiding and respectful of other road users, irrespective of their mode of transport. People do not whiz around Wallingford. On the odd occasion you witness the boy racer doing 60 mph along the Hithercroft/St Johns Road who should have their license revoked. Stop pushing motorists around &amp; wasting Council (OUR) money.</p> <p>Travel change: <b>No</b></p>
(106) Local resident, (Wallingford, Schuster Close)	<p><b>Object</b></p>

	<p>Ridiculously low speed that causes cars to have to brake, and reduces fuel efficiency. Also, nobody does 20mph, so why try to enforce something that will never been adhered to?</p> <p>Travel change: <b>No</b></p>
<p>(107) Local resident, (Wallingford, Sovereign Place)</p>	<p><b>Object</b> Unnecessary, evidence of significant increase in pollution when driving at 20 rather than 30 mph</p> <p>Travel change: <b>No</b></p>
<p>(108) Local resident, (Wallingford, St John's Road)</p>	<p><b>Object</b> Focus should be enforcement of 30 not making everyone else go slower.</p> <p>Travel change: <b>No</b></p>
<p>(109) Local resident, (Wallingford, St Johns Road)</p>	<p><b>Object</b> I cannot see any proven benefit to the town by applying a universal 20mph speed limit. The town has a low accident rate previously, so i dont understand how these speed limits will improve the figures.</p> <p>Travel change: <b>No</b></p>
<p>(110) Local resident, (Wallingford, St John's Road)</p>	<p><b>Object</b> The proposed 20mph speed limits are both unrealistic and unnecessary. Whilst I in no way condone speeding, this suggestion is impractical. Common sense should be allowed to prevail in the current 30mph zones, with some special consideration to areas outside schools and certain facilities such as care homes or hospitals etc. Trying to drive at 20mph is virtually impossible, unless in crawling traffic jams. Surely, environmentally, the fumes from slow moving traffic cannot be favourable. Spending driving time having to keep such a close eye on the speedometer cannot be good either - the driver should be giving 100% attention to the road and potential hazards around or ahead of them and not staring at their speedos to stick to 20.</p> <p>Travel change: <b>No</b></p>

(111) Local resident, (Wallingford, St John's Road)	<p><b>Object</b> lack of conclusive evidence to support the speed reduction, new limits would not be adhered to, not needed</p> <p>Travel change: <b>No</b></p>
(112) Local resident, (Wallingford, St Leonards Lane)	<p><b>Object</b> The existing 20 mph restrictions are doing the job. We need to consider all factors. We don't have high road traffic accident or casualty rates here. Vehicular use is still an essential mode of transport here. We do need to be using fuel most efficiently and minimising our carbon emissions. The more cars and lorries etc travel at 20 mph, the less we do this.</p> <p>Travel change: <b>No</b></p>
(113) Local resident, (Wallingford, St Leonards Lane)	<p><b>Object</b> Pollution / More Congestion</p> <p>Travel change: <b>No</b></p>
(114) Local resident, (Wallingford, St Nicholas Road)	<p><b>Object</b> Certain areas benefit from a 20mph limit like outside schools. In my experience driving around Wallingford drivers have will stick to a 30 mph but will still travel at 30mph in a 20 zone.</p> <p>Travel change: <b>No</b></p>
(115) Local resident, (Wallingford, St Peter's Street)	<p><b>Object</b> Not necessary</p>

	Travel change: <b>No</b>
(116) Local resident, (Wallingford, St Rualds Close)	<p><b>Object</b> It will serve no purpose</p> <p>Travel change: <b>No</b></p>
(117) Local resident, (Wallingford, Station Road)	<p><b>Object</b> The existing 20mph restrictions are perfectly reasonable in improving road safety in the town. Anything beyond this is nothing more than a pernicious attack on the motorist and totally unnecessary.</p> <p>Travel change: <b>No</b></p>
(118) Local resident, (Wallingford, Station Road)	<p><b>Object</b> No need</p> <p>Travel change: <b>No</b></p>
(119) Local resident, (Wallingford, Station Road)	<p><b>Object</b> There are at least as many studies demonstrating no improvement in road safety with the introduction of 20mph limits as those that do. The case is most certainly not proven. Furthermore, what has been repeatedly demonstrated is that actual average speeds are barely reduced when 20mph limits are introduced, thus having no impact on anything at all but undermining road users' overall respect for the law of the road - something that may have dangerous consequences where speed limits are higher. The extravagant explosion of 20mph limits across our county is, in my view, nothing less than a pernicious assault on the motorist. And for Wallingford at least, it is entirely unnecessary as it isn't actually solving for a problem that needs addressing.</p> <p>Travel change: <b>No</b></p>

<p>(120) Local resident, (Wallingford, Thames Street)</p>	<p><b>Object</b> No reasonable reason - no clear significant benefit</p> <p>Travel change: <b>No</b></p>
<p>(121) Local resident, (Wallingford, Trenchard Close)</p>	<p><b>Object</b> The pollution is already high in the town centre and due to road layout, cars rarely speed in the town centre. Modern cars going at 20mph will cause more pollution and there is not much evidence it is safer than 30.</p> <p>Travel change: <b>No</b></p>
<p>(122) Member of public, (Wallingford)</p>	<p><b>Object</b> Unnecessary. Will cause more issues as drivers Spend more time trying to Keep to limit and watching speedo than they do the road. Highway Code has recently changed in favour or pedestrian and cyclclists... run with this first. Schools areas only if you must.</p> <p>Travel change: <b>No</b></p>
<p>(123) Local resident, (Wallingford)</p>	<p><b>Object</b> If people can't drive saftley at 30mph then they shouldn't be driving at all! The chaos that has arisen over people doing 20mph over the bridge and not over taking cyclists is immense and causes unnecessary stress for other drivers who are shouted at for "running red lights" when they haven't got over the bridge in time!</p> <p>Travel change: <b>No</b></p>
<p>(124) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Object</b> I see no reason to bring the limit down to 20, it will just be ignored even more than the 30 limit as it is too slow and the Wantage road is long and already has speed bumps. Cyclists already easily go faster than 20 down there too</p>

	Travel change: <b>No</b>
(125) Local resident, (Wallingford, Wantage Road)	<p><b>Object</b> Most residential roads in the town are incapable of being driven more than 20MPH due to parked cars etc. The limit is unnecessary. There are also good footpaths. Near schools DURING PICK UP AND DROP OFF, may be useful, but ridiculous to have such restrictions 24/7</p> <p>Travel change: <b>No</b></p>
(126) Local resident, (Wallingford, Wantage Road)	<p><b>Object</b> Not needed</p> <p>Travel change: <b>No</b></p>
(127) Local resident, (Wallingford, Wantage Road)	<p><b>Object</b> In my opinion, there is no need to impose 20mph speed limits in these areas - particularly where some already have speed bumps. These areas are already adequately safe. Having living in Wallingford for the last six years it is clear to me that although some of these roads have a 30mph speed limit the majority of traffic happily slow to the appropriate speed if required to do so. With the amount of development in the surrounding area and no improvement on the infrastructure, the amount of traffic has increased in the area anyhow such that most traffic cannot exceed 30mph because of the amount of traffic! Furthermore, the conditions of the roads often don't allow for drivers to go beyond 20mph for fear of damage to their cars, particularly on hithercroft road on the approach into Wallingford. So I am not sure where the road safety concerns emanate from but it doesn't appear that these restrictions are being requested from within the community, rather imposed upon them and seemingly are they needless. The council's time and money would be better serving the community in a different way.</p> <p>Travel change: <b>No</b></p>

<p>(128) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Object</b>  I believe the current 20 mph areas within Wallingford are sufficient. They are in the majority of residential streets and around the schools. They are not required on the main thoroughfares through the town.  I am a long time cyclist and I do not think the 20 mph limits are a good idea. Most cyclists can travel around 18 - 25 mph. This is a similar speed to the proposed new limits. This keeps cars and trucks in closer proximity to cyclists for longer periods and does not allow vehicles to quickly and safely overtake cyclists. This will add frustration to motorists making it much less safe for cyclists on the roads in Wallingford.  In addition, I would like the specific concerns of the Parish Councillors published. I have lived in Wallingford for over 17 years and I there has not been one accident caused by travelling at 30 mph on our road in all that time. Most of the dangers come from cars and vans parked dangerously on roads and pavements. More attention should be paid to these hazards rather than spending money on new and unnecessary signage.  I would also like the residents concerns and objections properly accounted for in the decision making process. Not like what happened in the recent Didcot Town Council meeting where those debating were patronised and ignored by the town councillors. Also, using selected sub-sections of safety data to support a position rather than taking an objective view based on all the data is unacceptable. This is shameful behaviour by elected officials. Some of the pseudo- scientific arguments I have read from elected officials trying to use 'science' to support their position on blanket 20 mph limits in towns is laughable at best and dangerous at worst.  Additionally, the Prime Minister has also recently voiced his concerns over the blanket application of 20 mph speed limits in towns.</p> <p>Travel change: <b>No</b></p>
<p>(129) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Object</b>  These 20mph restrictions make no sense with modern vehicle specifications, its a complete waste of money, spend out money on somethig useful! Maybe filling in some of the potholes.</p> <p>Travel change: <b>No</b></p>
<p>(130) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Object</b>  Unnecessary, will increase journey time. There are adequate footpaths and safe crossing places.</p> <p>Travel change: <b>No</b></p>

(131) Local resident, (Wallingford, Wantage Road)	<p><b>Object</b> Other than limiting speed to 20mph on specific roads e.g near schools and hospitals, there is no rationale for a blanket 20mph across Wallingford. A blanket restriction will only alienate drivers and any speed limit restriction must have the "buy in" of all road users including car drivers not just pedestrians and cyclists. Also, the majority of drivers are responsible road users and also parents and they have just as much concern over road and children safety as any other road user. The small number who do drive irresponsibly at excessive speeds are in my opinion not likely to change their behavior irrespective of the speed limit and they are the ones who should be specifically targeted. Further, given the current financial constraints and cuts already seen in other essential services (including road maintenance), would this project money not be not better spent on retaining maintaining these services at safe levels? Road speed should be part of an integrated transport strategy for the town and not dealt in isolation.</p> <p>Travel change: <b>No</b></p>
(132) Local resident, (Wallingford, Wilding Road)	<p><b>Object</b> Happy to have 20mph limits near schools but a blanket approach will slow traffic into was is already quite alot of congestion in rush hour. A 30mph speed camera in select places would be better in my opinion</p> <p>Travel change: <b>Other</b> I commute to Maidenhead and have to use the car</p>
(133) Local resident, (Wallingford, Winterbrook)	<p><b>Object</b> There is little data to suggest there is a speeding problem in Wallingford, that presents a safety hazard at present. There are other controls available which should be taken first if there are concerns, such as speed bumps and speed cameras. Reducing the speed limit is one of the last resorts. This will not reduce the amount of vehicles on the road, but instead slow down traffic and increase pollution next to those pedestrian areas and schools. Has consideration been given to the cost and resources to enforce the change?</p> <p>Travel change: <b>No</b></p>



(134) Local resident, (Wallingford, Winterbrook)	<p><b>Object</b> I object to the proposal to extend 20mph speed limits: 30mph is an appropriate speed limit for “thoroughfares” along main roads through the town of Wallingford. Conscientious drivers will drive according to conditions and will moderate speeds to 20mph or less as required. I would prefer that existing 30mph speed limits are enforced with more safety cameras, as these operate outside rush hour when the majority of excessive &amp; dangerous speeds can be observed. I live on Winterbrook &amp; specifically do not support expanding 20mph more widely, as desired by some residents. I do support greater enforcement of existing limits and introduction of traffic calming measures to manage the increased traffic flows resulting from the over-development of housing without additional road infrastructure (or providing alternative transport facilities, including pavements that are wide enough &amp; usable in all weathers)</p> <p>Travel change: <b>No</b></p>
(135) Local resident, (Wallingford, Winterbrook Drive)	<p><b>Object</b> We should not be wasting tax payers money on new 20mph signs when the Zebra crossing are more urgent. I personally have nearly been hit 15 times in 5 years at the Reading road zebra crossing in Wallingford. It needs to be raised up to slow down traffic not a 20mph sign.</p> <p>Travel change: <b>No</b></p>
(136) Local resident, (Wallingford, Wood Street)	<p><b>Object</b> 20 mph is fine for central wallingford the roads in should continue to be 30mph to enable traffic flow maintain rates of transportation</p> <p>Travel change: <b>No</b></p>
(137) Local resident, (Wallingford, Wood Street)	<p><b>Object</b> Not necessary</p>

	Travel change: <b>No</b>
(138) Local resident, (Wallingford, Barely Close)	<b>Object</b> It's too slow and it's safe already around the town  Travel change: <b>No</b>
(139) Local resident, (Wallingford, Barley Close)	<b>Object</b> There is no evidence 20 mph is beneficial to the town, there is evidence it increases accidents. This is inconvenient for everyone who lives here just so the council can virtue signal.  Travel change: <b>No</b>
(140) Local resident, (Wallingford, Barley Close)	<b>Object</b> There has been little to no evidence to support the move from 30 in built up areas down to 20mph in terms of lowering risk of injury. In fact, most accidents in such areas are due to people not obeying the speed limit in place ie. 30 so will they obey a 20mph limit?! Further, there are other negative impacts of 20mph. Motor vehicles are not designed to go at 20, it negatively impacts fuel economy and causes an increase in air pollution. It also has a negative impact on services that run to time such as buses and delivery drivers. Overall, I believe the negative outweighs any perceived benefit.  Travel change: <b>No</b>
(141) Local resident, (Wallingford, Barley Close)	<b>Object</b> You state "road safety concerns raised by the parish." as the reason to introduce the proposed limit but I see no evidence of the current limit causing any concern. There has been a push in the last few years to reduce how long traffic is on the road in Wallingford to reduce pollution, yet the proposal would result in vehicles being on the road for longer, thus causing more pollution, which seems counter productive.

	<p>Continued and aggressive development of land adjoining the bypass for housing has reduced the speed limit in significant sections of the bypass , bringing more vehicles into the area and through town. This is only going to get worse as more houses are built. It's essential that traffic flow is not impeded further in this area.</p> <p>Travel change: <b>No</b></p>
(142) Local resident, (Wallingford, Barley Close)	<p><b>Object</b> The 20 mph limit is of negligible benefit to the environment, is not of benefit to the longevity of vehicles and is a huge waste of public funds, in replacing all of the signage.</p> <p>Travel change: <b>No</b></p>
(143) Local resident, (Wallingford, Barncroft)	<p><b>Object</b> The existing 20's work well and no extension is required unless to further frustrate drives</p> <p>Travel change: <b>No</b></p>
(144) Member of public, (Wallingford, Blackstone Road)	<p><b>Object</b> People will ignore it And cars aren't set up to drive at this speed efficiency.. therefore creating more emissions</p> <p>Travel change: <b>No</b></p>
(145) Local resident, (Wallingford, Blackstone Road)	<p><b>Object</b> The 20 mph zones no longer seem to be about safety, and are being used in areas that don't require them, to try and push an agenda that heavily penalises car use, but with little else being done to supplement alternative travel.</p> <p>Travel change: <b>No</b></p>

<p>(146) Local resident, (Wallingford, Carmel Terrace)</p>	<p><b>Object</b>  1) spend more money on road conditions NOT on this rubbish.  2) reducing to 20mph, doesn't improve air quality.  3) 20mph doesnt make me take the bus</p> <p>Travel change: <b>No</b></p>
<p>(147) Local resident, (Wallingford, Clapcot Way)</p>	<p><b>Object</b>  It's another reason to penalise the car driver. Perhaps the councillor should have had his child under better control. And how will you make sure all 20 zones are monitored??</p> <p>Travel change: <b>No</b></p>
<p>(148) Local resident, (Wallingford, Elizabeth Road)</p>	<p><b>Object</b>  Creating such a slow restriction will cause more harm than sense.</p> <p>Travel change: <b>No</b></p>
<p>(149) Local resident, (Wallingford, Empress Dtive)</p>	<p><b>Object</b>  It will encourage speeding. Drivers will go lower than 20 as many drivers always go lower than the advertised speed causing more frustration. The cost of the change would be better spent on repairing the roads. Hithercroft road is horrendous.</p> <p>Travel change: <b>No</b></p>
<p>(150) Local resident, (Wallingford, Fir Tree Avenue)</p>	<p><b>Object</b>  The current level of 20mph zones within Wallingford is adequate. An improvement in road safety would to add crossings across busy routes. Namely, across high Street from the bullcrfot to Waitrose and across croft road to The Kinecroft.</p>

	Travel change: <b>No</b>
(151) Local resident, (Wallingford, Fir Tree Avenue)	<p><b>Object</b> Better public transport would reduce car traffic. As it is, the town is poor served with other transport options. Slow/idling engines result in more noise and air pollution</p> <p>Travel change: <b>No</b></p>
(152) Local resident, (Wallingford, Fir Tree Avenue)	<p><b>Object</b> Time and energy would be better spent on improving the condition of the roads. People ignore the limits and there is no enforcement.</p> <p>Travel change: <b>No</b></p>
(153) Local resident, (Wallingford, Fir tree Avenue)	<p><b>Object</b> Not needed. Very rarely are there ever any accidents or issues throughout Wallingford. People who speed at 30mph are going to speed at 20mph. Money / time / effort should be used elsewhere around town.</p> <p>Travel change: <b>No</b></p>
(154) Local resident, (Wallingford, Fir tree Avenue)	<p><b>Object</b> The 30 limit has been set in place for decades and since then cars' breaking systems have only become more developed, so it's fairly absurd to put in place lower limits. I work as a delivery driver within Wallingford and so all these new limits would affect our delivery time</p> <p>Travel change: <b>No</b></p>

<p>(155) Local resident, (Wallingford, Goldsmiths)</p>	<p><b>Object</b> Don't agree with it Travel change: <b>No</b></p>
<p>(156) Local resident, (Wallingford, Habitat Way)</p>	<p><b>Object</b> On certain roads where the roads are narrow and are surrounded by houses and cars I understand however you use common sense at what speed you should be going based on the hazards. However the main road through crowmarsh and benson lane is 100% not necessary. Travel change: <b>No</b></p>
<p>(157) Local resident, (Wallingford, Hambleden Drive)</p>	<p><b>Object</b> I object based on the following reasons. 1. Money would be better spent improving the condition of roads that are neglected. 2. No one is taking notice of the existing 20mph limits. 3. They are implemented in areas where there is no pedestrian traffic, so counter productive. 4. They do nothing to reduce volume of traffic. 5. Police don't enforce current speed limits in and around Wallingford especially when motorcycles exceed limits on the bypass. Travel change: <b>No</b></p>
<p>(158) Local resident, (Wallingford, Hasthorpe Road)</p>	<p><b>Object</b> Would rather see the money spent on other local projects. Not convinced there is evident this will make the roads safer. The roads that need to be made safer have much higher speed limits. Travel change: <b>No</b></p>

<p>(159) Local resident, (Wallingford, Hithercroft Road)</p>	<p><b>Object</b> 30 is fine. I have the option to reduce vehicle speed if I need to. Also, reducing speed by a third increases the time I am in an area by a third, so pollution in that area increases by a third, as my engine efficiency/ miles per gallon drops dramatically. How is this good for anyone ?</p> <p>Travel change: <b>No</b></p>
<p>(160) Local resident, (Wallingford, Hithercroft Road)</p>	<p><b>Object</b> It's nonsense and will only slow traffic.</p> <p>Travel change: <b>No</b></p>
<p>(161) Local resident, (Wallingford, Imray Place)</p>	<p><b>Object</b> Schemes in surrounding areas has led to significant congestion and therefore emissions</p> <p>Travel change: <b>No</b></p>
<p>(162) Local resident, (Wallingford, King Henry Avenue)</p>	<p><b>Object</b> Unnecessary, does nothing to improve safety and is neither enforced or enforceable. Erecting 20 mph signs is simply a waste of taxpayers money which could be better spent improving the safety of our overgrown footpaths.</p> <p>Travel change: <b>Other</b> Visit Didcot for shops.</p>
<p>(163) Local resident, (Wallingford, King Henry Avenue)</p>	<p><b>Object</b> The 20 mph restriction in the town centre already causes traffic to bunch up. If you're pedestrian trying to cross the road at the Kinecroft or Bull rift, at times it's almost impossible. The extended area will just cause more bunching up of traffic and increase pollution and congestion. I seldom take the car into town either, I nearly always walk.</p> <p>Travel change: <b>No</b></p>

(164) Local resident, (Wallingford, King Henry Avenue)	<p><b>Object</b> 20mph zones have been arbitrarily placed around the country causing frustration to motorists. School and housing areas offer an obvious rationale, but many other roads with such restrictions have no clear justification.</p> <p>Travel change: <b>No</b></p>
(165) Local resident, (Wallingford)	<p><b>Object</b> I do not agree with 20mph speed limits</p> <p>Travel change: <b>No</b></p>
(166) Local resident, (Wallingford, Norman Way)	<p><b>Object</b> The evidence that 20mph limit makes street safer, reduce traffic improve air quality etc has no enough evidence. It's counterproductive.</p> <p>Travel change: <b>No</b></p>
(167) Local resident, (Wallingford, Queens Avenue)	<p><b>Object</b> Fair enough in the centre of town and near schools but it doesn't need to be 20mph around the whole of Wallingford, this will just cause more traffic and more pollution from vehicles spending longer than needed driving around</p> <p>Travel change: <b>No</b></p>
(168) Local resident, (Wallingford, Radnor Road)	<p><b>Object</b> This reduced speed limit is a solution to a problem the town of Wallingford doesn't have - the accidents map for this area shows just the one serious incident but this document fails to state if this was the direct result of the 30mph</p>



	<p>speed limit being in place at the location of the incident. If the town doesn't have a traffic safety issue then spending valuable time, money and effort on addressing this issue is a ridiculous waste of Council resources.</p> <p>Travel change: <b>No</b></p>
(169) Local resident, (Wallingford, Reading Road)	<p><b>Object</b> Traffic is already congested within Wallingford and there is no substantive proof that proves 20mph speed limits are safer than 30mph</p> <p>Travel change: <b>No</b></p>
(170) Local resident, (Wallingford, Reading Road)	<p><b>Object</b> Increase congestion and increase air pollution</p> <p>Travel change: <b>No</b></p>
(171) Local resident, (Wallingford, Shillingford Hill)	<p><b>Object</b> I am totally against any extension to the current 20mph limits - the ones we have now are good and sensible, but to extend them will just cause slower traffic and more pollution - you will not drive cars off the road. I live at Shillingford Park, there are no buses for me to get to work in Wallingford, I have no alternative but to drive. All this extension will do is cause problems - people will get impatient and overtake (I get overtaken when I'm driving at 30 along the road from Wallingford to Shillingford), so the road will become more dangerous, cars will be less efficient and therefore this will cause more pollution as less efficient cars take longer to pass through the town. It's a really bad idea, and I object to it!</p> <p>Travel change: <b>Other</b> Not at all - I have no other way of getting to work. I'm in my 60s with bad legs, there are no buses, I have no alternative other than to drive!</p>
(172) Local resident, (Wallingford, St John)	<p><b>Object</b></p>

	<p>Feel should enforce 30, not reduce limit. With every town/ village reducing to 20, this increases my commute time and not possible to leave earlier due to childcare.</p> <p>Travel change: <b>No</b></p>
<p>(173) Local resident, (Wallingford, St John's Road)</p>	<p><b>Object</b> 30 mph has been perfectly ok for years with almost no accidents. 20 is just too slow for much of the proposed road network. Quite where this ludicrous policy came from us beyond me and almost universally unpopular except outside schools etc at certain times.</p> <p>Travel change: <b>Other</b> Just carry on and lol out for speed vans. It's just not needed.</p>
<p>(174) Local resident, (Wallingford, St Martin's Street)</p>	<p><b>Object</b> In my opinion the speed reduction will only increase the traffic conjection and potentially increase the risk of accidents as drivers become impatient.</p> <p>Travel change: <b>No</b></p>
<p>(175) As a business, (Wallingford, St Nicolas Road)</p>	<p><b>Object</b> There are no evidence that 20mph is going to charade planet if facts it's will in the long run cause more harm to it and as safety goes 30 mph is good and also safer for everyone</p> <p>Travel change: <b>No</b></p>
<p>(176) Local resident, (Wallingford, St Nicolas Road)</p>	<p><b>Object</b> 20mph limits cause frustration, increased pollution through congestion and do not help safety. Driving through Wallingford is already slow and difficult. An arbitrary lower speed limit will not help either pedestrians or drivers and will further decimate town centre businesses. We should be encouraging people to come into the town, not encouraging them to go to Didcot instead.</p>

	Travel change: <b>No</b>
(177) Local resident, (Wallingford, Station Road)	<p><b>Object</b> I can understand 20mph limit by schools &amp; care homes, also ST Marys Street &amp; St Martins street as they are very narrow and drivers are coming into a busy town centre where there aren't any Zebra crossings, but i do not see the need to change it any where else in Wallingford.</p> <p>Travel change: <b>No</b></p>
(178) Local resident, (Wallingford, Station Road)	<p><b>Object</b> It is totally unnecessary to make these further areas 20mph. It is an uneconomical speed for cars to drive and 30 is plenty slow enough. This is causing more pollution and more reckless driving as people will over take others going 20mph.</p> <p>Travel change: <b>No</b></p>
(179) Local resident, (Wallingford, Station Road)	<p><b>Object</b> No one wants a lower limit and no one polices them. Would rather have potholes filled in.</p> <p>Travel change: <b>No</b></p>
(180) Local resident, (Wallingford, Thames Street)	<p><b>Object</b> No evidence to support need that is relevant</p> <p>Travel change: <b>No</b></p>

<p>(181) Local resident, (Wallingford, Trenchard Close)</p>	<p><b>Object</b> Not required, and increasing journey times for local residents.</p> <p>Travel change: <b>No</b></p>
<p>(182) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Object</b> Wantage road should not be reduced to 20mph</p> <p>Travel change: <b>No</b></p>
<p>(183) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Object</b> Frustrating driving at this speed especially when commute is long enough already. Will also increase vehicle time in the town which will consequently increase pollution which is already a concern in this area.</p> <p>Travel change: <b>No</b></p>
<p>(184) Member of public, (Wallingford, Wantage Road)</p>	<p><b>Object</b> Not necessary to lower the speed limit.</p> <p>Travel change: <b>No</b></p>
<p>(185) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Object</b> Stupid</p> <p>Travel change: <b>No</b></p>
<p>(186) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Object</b> I fully support the proposal for a 20 mph limit but I object to the fact it does not include Wantage Road and the side roads on either side.</p>

	<p>I live on Wantage Road and every day witness speeding and dangerous driving.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(187) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Object</b> Not needed and will increase traffic congestion</p> <p>Travel change: <b>No</b></p>
<p>(188) Local resident, (Wallingford, Winterbrook)</p>	<p><b>Object</b> Unfortunately reducing the speed limit only reduces speeds for those who observe them not those who ignore them on a daily basis and treat the crossings as they don't exist. Speed reduction in those not adhering to the 30mph limit would be better achieved by traffic calming measures in the town centre and by schools and raised zebra crossings.</p> <p>Travel change: <b>No</b></p>
<p>(189) Local resident, (Wallingford, Wood Street)</p>	<p><b>Object</b> Fine around market place but adds to congestion elsewhere</p> <p>Travel change: <b>No</b></p>
<p>(190) Local resident, (Wallingford, Reading Road)</p>	<p><b>Object</b> The current proposed plan is inconsistent and confusing. The siting of the proposed start of the 20mph sections on the Reading Road (heading south from the town centre towards Moulsoford) and on the Wantage road (West towards Didcot) will just encourage traffic to accelerate as they leave the 20MPH section causing more speeding along those roads. This is currently an issue and has been a hazard for many years - a recent speed watch conducted outside my house (c 200m from the ringroad) noted speeds regularly in excess of 30mph with up to 54mph recently being recorded . The 20mph section should extend all the way up to the ring road as it is/proposed to be in Crowmarsh. This would eliminate the incentive to accelerate on leaving the town until the ring road is reached. My preference is</p>

	<p>that the all the current speed limits are left unchanged - 30mph is a good balanced between the needs of the motorist that that of residents, but only if it is enforced, which today it is not</p> <p>Travel change: <b>No</b></p>
<p>(191) Local resident, (Wallingford Oxon, Wantage Road)</p>	<p><b>Object</b> Where is common sense? Many roads are lined with parked cars, pot holed and have speed restriction bumps so already restricting speed, centre and some side roads have 20mph limits so enough is enough</p> <p>Travel change: <b>Other</b> avoid shopping in town centre,</p>
<p>(192) Member of public, (Wantage, Denchworth Road)</p>	<p><b>Object</b> money could be better spent on local transport</p> <p>Travel change: <b>Other</b> no but I'd never visit Wallingford again</p>
<p>(193) Local resident, (Warborough, Thame)</p>	<p><b>Object</b> The current area covered by 20mph is adequate and does not need to be expanded. Interestingly, the Air Ambulance, who respond to RTAs across 3 counties, have not noticed and decrease in RTAs in Oxfordshire following the 20mph introductions.</p> <p>Travel change: <b>Other</b> I will drive more</p>
<p>(194) Local resident, (Warborough, Sinoden View)</p>	<p><b>Object</b> The average actual speed in the town is already very low and 30mph is rarely realised so its unlikely to make any significant difference. Plus if the speed limit is being exceeded by a minority, then a 20mph limit is not going to stop them either!</p>

	<p>I understand that a lower speed limit will actually increase air pollution as well and the main bit of Wallingford already has bad air quality.</p> <p>Travel change: <b>No</b></p>
<p>(195) Local resident, (Warborough, Thame Road)</p>	<p><b>Object</b> Studies show that signed only reductions only result in at best a 1mph average speed decrease. There's no positive evidence to support this proposal. It will only cause gridlock as some traffic slows and other traffic gets annoyed. Drivers will find other routes and cause more disruption. Highly sensitive residential areas yes, like already imposed. Important through ways no</p> <p>Travel change: <b>Other</b> No decent cycleways so cycle more is not possible. Stop thinking you can change signs and it solves everything. Think of all the ramifications</p>
<p>(196) Local resident, (Warborough, Thames Road)</p>	<p><b>Object</b> The speed limit is not generally exceeded in Wallingford and the lower speed will only make the air quality worse. The current 30mph is very rarely achieved by anybody and this proposal is being pushed forward by a very small minority. It does not represent the views of the community at all.</p> <p>Travel change: <b>No</b></p>
<p>(197) Local resident, (Wallingford, Winterbrook)</p>	<p><b>Object</b> The current 30 mph speed limit is sufficient (through Winterbrook) if it is policed. Cars will cause more air pollution in Winterbrook when travelling at an uneconomical 20 mph It won't reduce traffic as it is still one of the main routes into town Cars will continue to break the speed limit, regardless of whether it is 20 or 30 mph, unless it is policed regularly or cameras are installed</p> <p>Travel change: <b>No</b></p>

<p>(198) Local resident, (Walingford)</p>	<p><b>Object</b> 20mph will cause to much of a build up of traffic in our local area</p> <p>Travel change: <b>No</b></p>
<p>(199) Member of public, (Wokingham, MacPhail Close)</p>	<p><b>Object</b> It is unreasonable and the speed limited does not meet the requirements of the road</p> <p>Travel change: <b>No</b></p>
<p>(200) Member of public, (Woodcote, Lackmore Gardens)</p>	<p><b>Object</b> It is against the private individuals inalienable rights for their travel to be impeded. There is no evidence suggesting that roads will be safer by reducing speed limits to 20 mph.</p> <p>Travel change: <b>No</b></p>
<p>(201) Local resident, (Benson, Westfield)</p>	<p><b>Concerns</b> I think 20 is too slow, it causes traffic build up&amp; is difficult to keep to, the majority of drivers know when to keep the speed down&amp; are considerate drivers, 30 is fine and has been for a long time.</p> <p>Travel change: <b>No</b></p>
<p>(202) Member of public, (Blewbury, Didcot Road)</p>	<p><b>Concerns</b> Not necessary to have this level of control 24/7</p> <p>Travel change: <b>No</b></p>
<p>(203) Local resident, (Brightwell-cum-Sotwell, Little Martins)</p>	<p><b>Concerns</b> I don't have concerns about the current speed limit and think 20 mph might frustrate drivers</p>



	Travel change: <b>No</b>
(204) Local resident, (Brightwell-cum-Sotwell, Wallingford is our local town, kings orchard)	<p><b>Concerns</b> I agree with the 20mph speed limit in certain areas where there is the most footfall. In the centre of town it is unrealistic that you could have ever done more than 20mph safely anyway - along roads where there are schools this is also appropriate but you shouldn't just turn the whole town into a 20mph instead of 30mph. This will just make people angry and they won't follow it anyway. Then you'll be more likely to have accidents not less.</p> <p>Travel change: <b>No</b></p>
(205) Member of public, (Cholsey, Brookside)	<p><b>Concerns</b> If vehicles are to be permitted into Wallingford town centre I'd like to see them pass through as quickly s possible, not slowly.</p> <p>Travel change: <b>No</b></p>
(206) Local resident, (Cholsey, Papist Way)	<p><b>Concerns</b> The quoted reason is safety. If the hedges were cut and paths cleared, then people are less likely to have to walk on roads. Surly that is safety? People on paths, not having to walk on roads unless crossing?</p> <p>Travel change: <b>Other</b> As I have to drive into Wallingford from a surrounding village due to the poor public transport. I'm just less likely to use Wallingfords facilities.</p>
(207) Local resident, (Cholsey, Nicolls Close)	<p><b>Concerns</b> The 20mph is stupid. Causes more severe speeding drivers as the people that speed through the 30's dramatically speed through 20's they cause more congestion. Makes unsafe passes from cyclists as majority of them are now faster than cars or cars make slow dangerous overtakes of cyclists</p> <p>Travel change: <b>No</b></p>

(208) Local resident, (Cholsey, Wallingford)	<p><b>Concerns</b> I am not convinced that this will help the issue of speeding. Those that choose to speed, will do so regardless of the limits and I feel that having 20mph will cause further congestion, in an already over crowded area due to all the new build houses and expanding area of wallingford!</p> <p>Travel change: <b>No</b></p>
(209) As part of a group/organisation, (Cholsey Transport Group)	<p><b>Concerns</b> Winterbrook / Reading Road. This road is important as part of the route for pedestrians and cyclists between Cholsey and Wallingford. New housing is increasing demands. This has narrow pavements in part, pedestrians have to cross and re-cross, and speed can be intimidating. Cholsey are considering cycle ways along the Reading Road and Bunk Line ROW into Wallingford. Cholsey will need safe crossing points of the Wallingford bypass. The whole area indicated above should be 20 mph.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(210) Member of public, (Didcot, Saxons Way)	<p><b>Concerns</b> Core routes around the town should be 30mph, housingsite 20mph</p> <p>Travel change: <b>Other</b> Shop in another town</p>
(211) Member of public, (Drayton St Leonard, High Street)	<p><b>Concerns</b> In residential areas like housing developments, villages and town centres where children play or people are walking and frequently crossing roads it makes sense to have 20 limits- indeed, as a motorist, 20 is an absolute maximum and often I will be driving at less speed</p>

	<p>. I am concerned at the spread of 20 is spreading widely everywhere , but on main thoroughfares leading into town 30 is preferable</p> <p>Travel change: <b>Other</b></p> <p>I have to use my car to get to Wallingford as we have no public transport from our village</p>
(212) Local resident, (Goring, Lockstile Way)	<p><b>Concerns</b></p> <p>The proposed plans do not reflect the current state of the 20mph zones that have already been implemented over and above those indicated on the plans. For example, A4130 is already 20mph from the Crowmarsh roundabout as is a great section of the A329. It seems illogical to me that the greater portion of the northern side of Wallingford has already been set at 20mph (possible because of the existence of a school in the vicinity).</p> <p>Travel change: <b>No</b></p>
(213) Local resident, (Wallingford, Calvin Thomas Way)	<p><b>Concerns</b></p> <p>Will this lead to traffic congestion? If 20mph is in placed, it will be better to have bicycle lanes so that we can ride bicycle safely on the road.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(214) Local resident, (Ipsden, Port Way)	<p><b>Concerns</b></p> <p>The build up of additional fumes from slower moving vehicles</p> <p>Travel change: <b>No</b></p>
(215) As part of a group/organisation, (Shillingford, Wallingford Road)	<p><b>Concerns</b></p> <p>If the intention is to encourage people to use alternative means then I don't believe this will work. My subjective view is that a significant amount of the traffic is simply cutting through town en route elsewhere. They won't walk or cycle. They need to be forced to use the bypass (eg via ANPR) - which of course is much slower than cutting through, even when it's busy.</p>

	Travel change: <b>No</b>
(216) Local resident, (South Stoke, Ferry Road)	<p><b>Concerns</b> 20mins is appropriate in instances eg around schools, town centre, however elsewhere it is too slow and results in impatient drivers breaking the law and overtaking in instances where it is dangerous. A policy that selects appropriate locations rather than a blanket application would likely have far more success.</p> <p>Travel change: <b>No</b></p>
(217) Local resident, (Wallingford, Barncroft)	<p><b>Concerns</b> I walk, cycle and drive. This will affect each of those in different ways - my concern is that 20mph limits are extremely difficult to obey in reality. It would be great if everyone did but nobody does. As I type this I'm watching the school buses drive up at George's road in excess of the existing 20 mph limit!</p> <p>Travel change: <b>No</b></p>
(218) Local resident, (Wallingford, Barncroft)	<p><b>Concerns</b> I am happy with the current areas where the Linus apply. I see no material benefit in slowing traffic further around the town.</p> <p>Travel change: <b>No</b></p>
(219) Local Cllr, (Wallingford, Brookmead Drive)	<p><b>Concerns</b> Concerns that congestion might get worse. Not convinced that pollution would improve. Agree that slower speeds are safer for pedestrians. Concerned that 20 limit creates more contact between cyclists and motor vehicles and increase the potential for accidents and confrontation. Believe that drivers need to be able to drive according to conditions without the added risk of prosecution. Worry that 20 limits and LTN's are a distraction from getting larger infrastructure right. In order to change our relationship with the car we need to show the public a better way forward with public transport and alternative routes rather than to put up perceived obstacles.</p>

	Travel change: <b>No</b>
(220) Local resident, (Wallingford, Brookmead Drive)	<p><b>Concerns</b></p> <p>I don't agree with a 20MPH speed limit because you're not able to drive through the town at 30MPH. I think is a pointless waste of money that could be used to fix the potholes which are dangerous to cyclists and cars. A new 20MPH speed limit from the ring road into town would increase pollution due to the the slower moving traffic</p> <p>Travel change: <b>No</b></p>
(221) Local resident, (Wallingford, Clapcot Way)	<p><b>Concerns</b></p> <p>Ok round schools etc, unnecessary overall, not policed, don't have any real effect, contribute to excess of Street furniture/signs. Exacerbate pollution</p> <p>Travel change: <b>No</b></p>
(222) Local resident, (Wallingford, Croft Villas)	<p><b>Concerns</b></p> <p>My main concern about the some of the roads now being considered to be incorporated into 20 mph limits is the problem of making some roads almost impassable in one direction. These being roads that have parking on one side, for instance Croft Road. If you are travelling north from St. Johns Road up to the mini roundabout by the Cross Keys Pub you already have to wait for some while for a gap in the traffic coming off the High Street. If you make this road 20mph this wait will increase because the oncoming traffic is going slower, allowing for more cars to join the queue going south, leaving those waiting at the St. Johns Road end trailing back onto the mini roundabout out side the school, blocking traffic in all directions from the Reading Road up to the Hithercroft. This becomes even more difficult when the Market place is closed for certain events pushing all through traffic around Croft Road, and when the buses need to get up or down the road as they need extra space. The gaps in the double yellow lines are not really adequate for allow 'hopping' around parked cars.</p> <p>Travel change: <b>No</b></p>

<p>(223) Local resident, (Wallingford, Croft Villas)</p>	<p><b>Concerns</b> OBJECTING 1/ Concerns for Croft Road - 30mph Speed limit is not adhered to now, so imposing a 20mph limit will not make any difference. More frustrated/aggressive motorists, waiting longer, for cars from the opposite direction &amp; due to lack of 'Pull in spaces' (such as in place along Reading Rd). 2/ Current 30mph limits are not enforced. 3/ Therefor spending thousands on new signage will be a waste of tax payers money as 30mph limit is NOT adhered to, so 20mph will not make a difference. 4/ Reducing traffic to 20mph, would mean drivers are in Wallingford longer, therefore more emissions are being emitted within the area. 5/ Croft Road would be better served with a fixed Speed Camera or a Pelican Crossing.</p> <p>Travel change: <b>No</b></p>
<p>(224) Local resident, (Wallingford, Empress Drive)</p>	<p><b>Concerns</b> It is unnecessary for the proposal as 20mph is too slow!</p> <p>Travel change: <b>No</b></p>
<p>(225) Local resident, (Wallingford, Glyn Road)</p>	<p><b>Concerns</b> Not sure if needed. Might cause further delays throughout the town</p> <p>Travel change: <b>No</b></p>
<p>(226) Local resident, (Wallingford, Hambleden Drive)</p>	<p><b>Concerns</b> Not convinced it's beneficial overall</p> <p>Travel change: <b>No</b></p>

<p>(227) Local resident, (Wallingford, Hambleden Drive)</p>	<p><b>Concerns</b> I object to this proposal because no one is taking any notice of the 20mph limit and no one is enforcing them. Money would be better spent on ensuring road surfaces are repaired properly. OCC is waiting tax payers money with these initiatives.</p> <p>Travel change: <b>No</b></p>
<p>(228) Local resident, (Wallingford, Hawthorn Close)</p>	<p><b>Concerns</b> I am concerned that maintaining 20mph requires more time looking at the speedometer &amp; paying less attention to potential problems around the car. Too many cyclists cycle in a dangerous manner, including ignoring the red lights in the town centre &amp; at Wallingford Bridge. Too many pedestrians are distracted by their phones and listening to music through earbuds so that they are totally unaware of dangers around them. Too many younger people (I am retired) have no common sense when it comes to road safety! Along some of the proposed route, through residential areas (including the CLOSE I live in), it is impossible to do 30mph anyway because of the parked cars! An article in the British Medical Journal (BMJ) states: 'Restricting speed limits to 20 miles per hour (mph) in town and city centres doesn't seem to reduce road traffic collisions, casualties, or driver speed, finds a 3-year study of its roll-out in one major capital city and published online in the Journal of Epidemiology &amp; Community Health.'</p> <p>Travel change: <b>No</b></p>
<p>(229) Local resident, (Wallingford, Heritage Close)</p>	<p><b>Concerns</b> I would like to support the proposals and extend the limits to include St Johns Rd, St Johns Terrace and Winterbrook to include the Reading Rd all in OX10 residence parking in St Johns Rd creates additional risk to Pedestrians approaching St Johns Primary school, traffic turning into St Johns Rd off the Reading Rd is off equal risk to Pedestrians. The new development at Winterbrook by Miller Homes should be included in the consultation as well as the Reading Rd which will have residential developments for our elderly, foot fall from sightseeing of the Christies residents and the many other events held throughout the year should also be considered, overall the 20mph would bring relief to parents that are encouraged to walk their children to school.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(230) As part of a group/organisation, (Wallingford, High Street)</p>	<p><b>Concerns</b>  I support 20mlh limits close to school entrances and doctors' surgeries. Elsewhere in Wallingford, I do not believe the accident statistics justify them</p> <p>Travel change: <b>No</b></p>
<p>(231) Local resident, (Wallingford, High Street)</p>	<p><b>Concerns</b>  I support 20moh limits outside schools, GP clinics and hospitals. Ellsewhere, the acident staistics for Wallingford do not support their rep;lcing the existing limits</p> <p>Travel change: <b>No</b></p>
<p>(232) Member of public, (Wallingford, Hithercroft)</p>	<p><b>Concerns</b>  20mph speed limit will just cause more problems than it was ever going to solve. It's a ridiculous idea.</p> <p>Travel change: <b>No</b></p>
<p>(233) Local resident, (Wallingford, Reading Road)</p>	<p><b>Concerns</b>  We have concerns that speedwatch leaflet says the zone is not including our part of the street despite the speeding here being awful. I'm not sure what more evidence you need ? come and stand here any day of the week and see buses and cars whizzing past when we're trying to get out of the drive and kids to school....it's no wonder no-one cycles with the speed traffic comes off the roundabout into reading road</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(234) Local resident, (Wallingford, Reading Road)</p>	<p><b>Concerns</b>  The statement of reasons is poorly written, with a series of generalities and no data specific to traffic movements, vehicle speeds, pollution levels, accidents or injuries in Wallingford (i.e. to what extent is there a problem). its not possible to say whether its worth spending the money in this area on signs or enforcement. There is nothing on how</p>



	<p>the proposed new restrictions will be enforced. Also, there is nothing on the evidence that will be gathered to confirm success or lack of it or whether the steps will be reversed if certain positive evidence does not materialise.</p> <p>Travel change: <b>No</b></p>
<p>(235) Local resident, (Wallingford, Saxon Close)</p>	<p><b>Concerns</b> Causes more traffic making it harder for people to fulfil their duties, such as parents taking children to school, reaching hospital appointments and going to work.</p> <p>Travel change: <b>No</b></p>
<p>(236) Local resident, (Wallingford, St Georges Road)</p>	<p><b>Concerns</b> While I support the reduction of speed limits to 20 mph in Wallingford on the basis of the reduced risk of injury and death in the event that there is a road traffic accident, there has been scant data supporting this assumption. Neither has there been any tangible evidence supporting that such a reduction results in lower emissions. Lastly, the implementation in many locations in Oxfordshire has been badly coordinated, with signs going up before limits are painted over or adjusted on the carriageway itself.</p> <p>Travel change: <b>No</b></p>
<p>(237) Local resident, (Wallingford, St John Terrace)</p>	<p><b>Concerns</b> Due to build up of traffic around wallingford, drivers will find alternative routes, which will clog up the roads already!! 30 is the better option in wallingford</p> <p>Travel change: <b>No</b></p>
<p>(238) As part of a group/organisation, (Wallingford, St John's)</p>	<p><b>Concerns</b> My concern is this proposal is ignoring data from our community speedwatch team that shows speeds way in excess of 30 at then entry points off the bypass. Yet you still want these at 30mph? These are residential areas and in.1. SSE adjacent to the towns sports facilities. They have high pedestrian and cycle user numbers and need safety Measures as folk barrel off the bypass</p>

	<p>Use the data our group of volunteers have taken the time to collect please</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(239) Local resident, (Wallingford, St John's Road)</p>	<p><b>Concerns</b> The speed limit changes are unnecessary. There have been no incidents to warrant a reduction of the speed limits and it will only increase the time cars are passing through the town. The town already has issues with car pollution and this will only worsen the situation.</p> <p>Travel change: <b>No</b></p>
<p>(240) Local resident, (Wallingford, St Johns Road)</p>	<p><b>Concerns</b> I think there are other things that should be looked at, If the aim is to make it more appealing to walk/cycle. A circular one way system incorporating croft road/st Johns could help. These are tight streets with sections of path missing that are very busy at certain times with people getting to schools, and workers to the industrial estate. People in cars get very frustrated and drive dangerously as they try to negotiate the parked cars etc and it really isnt a nice safe place to be on bike or foot. Also the puddles/drainage around town make it particularly unpleasant in winter..last week I saw a schoolgirl drenched by two successive people driving through a puddle near the path. I also often get a soaking myself. Buses fundamentally clog up our market place causing more hazards and they arent suitable for negotiating the narrower turnings/streets. I think the location of the stops could be looked at to focus on where there is adequate space. I dont think they always need to be going right into the centre pf town if you look at where people are getting too and from. Many stops block the traffic causing general chaos and frustration. I have been clipped by bus wing mirrors whilst walking on the pavement. Perhaps if the ring road was more appealing to cars it would encourage more to go around town instead of through it. The speed limit seems too low and the congestion is a problem. Lastly the roadwork signs everywhere cause hazards for all road users and often pedestrians who are forced to walk on road. Do we need in excess of 6 signs for every traffic light. On narrow roads this is a hazard in itself. Could we look at paring down this general street clutter..I often wonder if the signs and barriers aren't scattered around to avoid having to store them! Whilst im not against 20 mph in certain areas, im against a blanket approach without considering other factors. A more holistic package of measures aimed at reducing general anger on the roads would be better on my opinion...a blanket 20mph could very well increase frustration and that is what makes it unpleasant to walk/cycle.</p>

	Travel change: <b>No</b>
(241) Local resident, (Wallingford, St Johns Road)	<p><b>Concerns</b></p> <p>I've read various document and report praised the benefits of 20mph speed limit but none of them seems to consider or take into account some of the downside that could result in more harm for local resident than 30 mph speed limit. What I've noticed especially in Wallingford town centre and Crowmarsh with the introduction of 20mph is an big increase of traffic resulting in more idle cars stationing in the town centre and the roads.</p> <p>There are still many ICE (Internal combustion engine) vehicles and those are inefficient at lower speed (by how their are designed) making a 20 mph car more polluting than a 30 mph one and combine that with long time to travel and more idle time due to 20 mph speed limit surely will result into an increase on pollution.</p> <p>Unfortunately, I struggle to find any report that consider this downside of slower cars in the town centre, so it seems to me an overlooked aspect. Probably because there is not yet a legal links between ICE vehicles and people dying because of pollution.</p> <p>For this reason, I'm against to any 20 mph till a proper report on how the pollution changes due to lower speeds is assessed properly.</p> <p>My counter-proposal to make the Wallingford town centre safer for pedestrian and cyclist is to change the traffic introducing one-way across all town roads. This would reduce the amount of cars and vans have to squeeze in narrow spaces that hinder the safety of pedestrian and cyclist.</p> <p>Travel change: <b>No</b></p>
(242) Local resident, (Wallingford, St Mary's Street)	<p><b>Concerns</b></p> <p>I live on a busy street. Very little attention is paid to the 20mph limit. Small Porsche type cars enjoy revving up as they pass down the street. No attempt is made to stop them.</p> <p>Travel change: <b>No</b></p>
(243) Local resident, (Wallingford, St. John's Terrace)	<p><b>Concerns</b></p> <p>I think 30 is enough, very hard to drive at 20 and keep it on that speed limit!! It causes congestion and is far worse for the environment. In some areas yes, but not a the whole area.</p>

	Travel change: <b>No</b>
(244) Local resident, (Wallingford)	<p><b>Concerns</b> The 20mph zones should be near schools and retirement villages. Not every road.</p> <p>Travel change: <b>No</b></p>
(245) Local resident, (Wallingford, Wantage)	<p><b>Concerns</b> People speeding should be policed rather than adding another "speed hump" that we all have to endure.</p> <p>Travel change: <b>No</b></p>
(246) Local resident, (Wallingford, Wantage Road)	<p><b>Concerns</b> In principal only in town centre and near schools during term time should 20mph be in force. 20mph means more petrol/diesel fumes polluting the area. Roads with speed bumps (top end of Wantage Rd should remain at 30mph.</p> <p>Travel change: <b>No</b></p>
(247) Local resident, (Wallingford, Wantage Road)	<p><b>Concerns</b> Why is the section of Wantage Road from Sinodun Road to the Slade End Roundabout not included in these proposals</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(248) Local resident, (Wallingford, Wantage Road)	<p><b>Concerns</b> Blanket 20mph limits are likely to be ignored ( as is the 30mph limit on the Wantage Road). If limited to the vicinity of schools, town centre, hospital it might be obeyed.</p>

	Travel change: <b>No</b>
(249) Local resident, (Wallingford, Wantage Road)	<p><b>Concerns</b> Wallingford is a small built up town most of the back roads due to park cars etc you can't really get up to 30mph anyhow, however I think all the roads in and out of Wallingford should have a reduced speed limit to 20mph especially the Wantage Road, I'm a resident on the Wantage Road and it's frightening the speed they do, I've also seen on a couple of occasions cars overtaking! It's a busy road for pedestrians and cyclists too, the speed bump's certainly don't slow the traffic down</p> <p>Travel change: <b>No</b></p>
(250) Local resident, (Wallingford, Winterbrook)	<p><b>Concerns</b> I am very keen for the whole of Wallingford town to be 20mph not just the residential roads and town centre. We need to get motorists to realise that they must reduce their speed where people live. As the town has grown up to the edge of the bypass, this should mean 20mph up to the bypass in all directions. Winterbrook in particular has only one footpath, you have to cross the main road several times to walk down this road. We regularly have tourists walking along Winterbrook on the Agatha Christie trail. The pavement is very narrow and it is difficult to pass another pedestrian never mind when you meet a buggy or a mobility scooter. We also have bus stops at regular intervals on this road, with very little space for people waiting for the bus. At present we have problems with the speed and aggression of the traffic. An overall 20mph would force drivers to calm down and be considerate of other road users.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(251) Local resident, (Wallingford, Winterbrook)	<p><b>Concerns</b> As a resident of Winterbrook, I think that 30 mph is a reasonable speed for the main Reading Road. However unless this is enforced it is useless. The same applies to a 20 mph limit. We have cars regularly exceeding the speed limit, driving aggressively, and abusive drivers. As well as a speed limit it requires traffic calming/enforcement measures, road humps like the Wantage Road, instant digital speed displays as in Crowmarsh, we have one but it is tiny, in the wrong place and obscured by bushes. It also requires that people are made aware of the speed limit and cannot claim they do not know. The ridiculous legislation which does not allow the displaying of repeater signs in 30 mph zones, allowed in both 20 and 40 mph zones needs changing, drivers do not know or understand streetlight spacing</p>

	<p>as an indication of speed limits. They need to be made aware constantly and clearly what the speed limit is. The current 30 mph signs for this area do not make this obvious.</p> <p>Travel change: <b>No</b></p>
(252) Local resident, (Wallingford, Winterbrook)	<p><b>Concerns</b> Winterbrook - the 20mph zone should extend into Winterbrook to the Winterbrook roundabouts and not finish as currently proposed to exclude most of Winterbrook. Over the next few years there will be a significant increase in the number of pedestrians and cyclists using Winterbrook as the new housing development Winterbrook Fields gets underway. Bus stops are being upgraded in Winterbrook to encourage this. There is also the new Beechcroft Homes development which will increase the number of senior citizens about. Traffic currently travels at amazing speeds along Winterbrook as once they pass Wallingford Hospital if they see a clear run they put their foot down - 60 mph is not unusual !</p> <p>Travel change: <b>No</b></p>
(253) Local resident, (Wallingford, Winterbrook Lane)	<p><b>Concerns</b> Within the area bounded by the roads adjacent to the Saxon Walls and the river Thames, incident statistics show a clear case for a reduction in the speed limit. However the proposals for the rest of the town appear to pander to a perceived problem rather than reality, as there has been only one recorded incident in the whole area. Comments from some residents seem more concerned with drivers who ignore the current limits by some margin; these proposals will have no affect on these people whatsoever! I therefore object to the introduction of a 20mph limit for this area.</p> <p>Travel change: <b>No</b></p>
(254) Local resident, (Wallingford, Wormald Road)	<p><b>Concerns</b> I support the implementation of the 20mph limit across the whole of Wallingford. However, this proposal does not go far enough. In my opinion the 20 limit should start within a few yards of leaving any roundabout on the bypass, should include Wallingford bridge, joining with Crowmarsh and should start before the houses on the shillingford Road. There should be no 30mph stretches to confuse drivers. Entry bollards/ chicanes would be good too.</p>

	<p>The small number of short 30mph zones would not add any significant delay to drivers, whereas they would add the possibility of doubt in driver's minds as to what the speed limit was in all areas. The 20 zone should be a simple, obvious contiguous area.</p> <p>Anything to slow traffic down around Wallingford's narrow roads and pavements (St. John's Road at the Reading Road end) and to deter through traffic would be a step forwards.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(255) Local resident, (Wallingford, Castle Street)</p>	<p><b>Concerns</b></p> <p>20 mph outside schools in school hours is justified, as is through the town centre but all other areas are fine at 30mph. 20mph is just to slow and likely to cause accidents as it has done in Nettlebed. They'd had no accidents until 20mph was brought in. It's not good for the environment either.</p> <p>Travel change: <b>No</b></p>
<p>(256) Local resident, (Wallingford, Castle Street)</p>	<p><b>Concerns</b></p> <p>Wallingford town council requested the 20mph on castle street to begin from the entrance to Norris's avenue. This would protect the many hundred people per day who cross the road tj access Castle meadows. The logic of starting it at the school house is barmy . It means cars will then accelerate towards the most dangerous part of the road for pedestrians. Please consider extending the 20mph to the logical location as determined by the towns own council .</p> <p>Thanks</p> <p>Travel change: <b>Other</b></p> <p>If the current plan is implemented it will make my walk more dangerous</p>
<p>(257) Local resident, (Wallingford, Goldsmiths Lane)</p>	<p><b>Concerns</b></p> <p>Wallingford has been a pilot area for 20mph. The aim I understand is to reduce speed not limit to 20mph. I live on a pilot road, there has been no change in speed since implementation.</p> <p>Whilst I support in key areas, I need to see data supporting the need for blanket 20 mph, what has changed? Has it met its pilot objectives and most of all before this happens traffic flow needs to be reviewed.</p>

	Travel change: <b>No</b>
(258) Local resident, (Wallingford, Goldsmiths Lane)	<p><b>Concerns</b> Having the whole town at 20mph would make things very difficult for residents and people coming into the town. In more pedestrian areas I agree</p> <p>Travel change: <b>No</b></p>
(259) Local resident, (Wallingford, Greenfield Crescent)	<p><b>Concerns</b> I think blanket 20 mphs actually make people not slow down. Its had absolutely no affect down st nicks road, people still consistently go faster than even 30. If they wont drive at 30, they wont drive at 20. The one in crowmarsh where you have to slow down from national speed limit to 20mph is frankly dangerous (benson lane from howbery to just before the new estate) as you have to break so sharply, even if doing 40mph. (I thought you had to go through the other speed limits first, so you should go down to 40 for a section, then 30 etc)</p> <p>Travel change: <b>No</b></p>
(260) Local resident, (Wallingford, Greenfield Crescent)	<p><b>Concerns</b> I'm not convinced that the current 20mph area needs extending</p> <p>Travel change: <b>No</b></p>
(261) Local resident, (Wallingford, Hambleden Drive)	<p><b>Concerns</b> I don't believe 20mph will add much benefit at all but will distract from solving other problems with a view that this reduction solves them. Mostly, you need to drive slower than 30 due to parked cars, there are well-marker crossings which work and don't feel dangerous as a pedestrian. 20mph isn't the solution to helping with cycling - you need clear markings for cycles, which have been woefully neglected. Spending time &amp; money on making the roads suitable for cycling would be much more beneficial than brining in 20mph. If motorists can't see a good reason for a lower speed, they get frustrated which may well lead to greater problems.</p>



	Travel change: <b>No</b>
(262) Local resident, (Wallingford, Norman Way)	<p><b>Concerns</b> I don't see these to be beneficial as around the town you wouldn't be able to do 30 miles per hour due to the amount of traffic Money would be spent much better putting in more pedestrian crossings</p> <p>Travel change: <b>No</b></p>
(263) Local resident, (Wallingford, Portcullis Drive)	<p><b>Concerns</b> Proposals are too limited and should include all of Wallingford</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(264) Local resident, (Wallingford, St George's Green)	<p><b>Concerns</b> People do not obey the existing 20 mph zones</p> <p>Travel change: <b>No</b></p>
(265) Local resident, (Wallingford, St Georges Road)	<p><b>Concerns</b> Broadly support the proposal; there are few times or areas where it would be possible to safely reach 30mph and constantly changing speed limits are more confusing. Only concern is the location of the speed limit change on Castle Street. Traffic already travels very quickly along this stretch (often in excess of the existing limit) and, with lots of people crossing the road to access the cemetery and meadows, it is already hazardous. I would like to see the reduced speed limit extending north to include the junction, or a proper crossing installed so that people can cross safely.</p> <p>Travel change: <b>No</b></p>

<p>(266) Local resident, (Wallingford, St John's Road)</p>	<p><b>Concerns</b> There are no signs at all down St John's Road which leads to St John's School. Cars drive past very fast and I've been subjected to abuse when I've tried to either reverse on my drive or when I try and drive off of my driveway. This road leads to the Hithercroft and is subject to a huge amount of traffic with no speed restrictions in place, I am amazed there has not been any fatalities. This road should have at the very least a 20 sign but there is nothing. It's the only main road leading into Wallingford with no signs at all and the residents houses are the closest to the road. I hope this can be rectified especially as many young children walk down this road on their way to school.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(267) Local resident, (Wallingford, St John's Road)</p>	<p><b>Concerns</b> It is very uncomfortable driving at 20mph. If 30 is too high, please consider 25mph.</p> <p>Travel change: <b>No</b></p>
<p>(268) Local Town Cllr, (Wallingford, Station Road)</p>	<p><b>Concerns</b> Totally agree with 20 mph in centre of town and by schools, also down Croft Road and goldsmiths lane, the smaller roads where there is single line traffic because of parked cars. But should remain 30 mph on the arterial roads coming into wallingford like hithercroft and Shillingford roads. Does raise another questions on should the market place be pedestrianised and should there be a one way system on some roads like goldsmith lane and Croft road. We have another 1400 homes being built over the next six years.</p> <p>Travel change: <b>No</b></p>
<p>(269) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Concerns</b> I am a cyclist and find that the dangers are mainly caused by the very poor road surfaces, particularly on left and the failure to repair passing points to a proper standard. I feel 20mph limits will make drivers more bike intolerant as they will not be able to pass them.</p> <p>Travel change: <b>No</b></p>

<p>(270) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Concerns</b> Unnecessary in most areas if people drive safely at existing limits. Journeys take longer and you don't concentrate as well as it feels so slow - could lead to more phone usage whilst driving etc. feels like it is punishing people that adhere to existing limits. How many accidents in 30mins zones are caused when people drive at 30mph. Fully supportive near schools and very narrow or twisty stretches in some villages.</p> <p>Travel change: <b>No</b></p>
<p>(271) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Concerns</b> That's fine, but don't restrict to certain areas of Wallingford. Make it all the routes within Wallingford no half measures.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(272) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Concerns</b> I have no problem with the 20 limit, but having witnessed others impatience and anger whilst driving, I feel it would need policing regularly for it to have any effect!!</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(273) Local group/organisation, (Wallingford &amp; Area Living Streets Group)</p>	<p><i>Online response removed due to duplication – see response No.5</i></p>
<p>(274) Local resident, (Wallingford, Winterbrook)</p>	<p><b>Concerns</b> The proposals don't go far enough and should include all of Wallingford within the boundary of the bypass</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(275) Local resident, (Wallingford, Winterbrook)</p>	<p><b>Concerns</b></p>

	<p>I am not clear on the rationale for excluding small sections of road in/out from the ring road from the 20mph limit. Surely it is simpler and safer to make the whole of Wallingford a 20mph town which includes ALL roads within the ring road.</p> <p>I have noticed that the proposal has Winterbrook remaining at 30mph. There are multiple sections of parked cars on this road and intermittent narrow pavement. This road would STRONGLY benefit from being made 20mph. There are many people who walk and cycle down here including families with young children and dogs crossing the road, walking groups visiting Agatha Christie's house and older people walking to the shops. It would be a mistake to wait until there was a serious accident to reconsider the speed limit on Winterbrook. If Winterbrook is not made 20mph, it would benefit from some traffic calming measures and increased safe crossing places.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(276) Local resident, (Wallingford, Papist Way)</p>	<p><b>Concerns</b></p> <p>I am not against the 20mph zone, but I do feel it would be better to enforce the current limits. People who speed in the 30 will still speed in the 20 and it makes it more dangerous for the people doing the speed limits as the closing speed is higher. I object to the speed limits for safety of law abiding Road users. As seen in other places people get annoyed with people doing the speed limit.</p> <p>Travel change: <b>No</b></p>
<p>(277) Local resident, (Winterbrook, Winterbrook Lane)</p>	<p><b>Concerns</b></p> <p>Concerned that the some approaches to the town centre will remain 30, when there are regular incidents of speeding.</p> <p>Travel change: <b>No</b></p>
<p>(278) Local resident, (Winterbrook, Winterbrook Lane)</p>	<p><b>Concerns</b></p> <p>I believe that some of the proposal has merit, but the rest is a reaction to a perceived problem that does not really exist.</p> <p>Travel change: <b>No</b></p>

<p>(279) Local resident, (Winterbrook, Winterbrook Lane)</p>	<p><b>Concerns</b> I support the 20mph initiative but consider it should be extended to include Winterbrook. There is considerable housing development happening around Winterbrook which will (or should) increase walking and cycling. A 20mph limit will facilitate that.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(280) Local resident, (Benson, One End Lane)</p>	<p><b>Support</b> 20mph improves road safety and does not add significant time to a journey through a small town. If it had always been 20mph then it would not be questioned.</p> <p>Travel change: <b>No</b></p>
<p>(281) Local resident, (Blewbury, Eastfields)</p>	<p><b>Support</b> The slower speed is safer for pedestrians and cyclists.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(282) Rather not say, (Blewbury, Eastfields)</p>	<p><b>Support</b> So much safer for all</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(283) Member of public, (Brightwell-cum-Sotwell, Hope Cottage)</p>	<p><b>Support</b> It is safer in built up areas and causes less pollution by encouraging drivers to use the faster by pass routes so there's less cars in the town</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(284) Local resident, (Brightwell-cum-Sotwell, Monks Mead)</p>	<p><b>Support</b> I think it will reduce the speeds of cars in residential areas and help promote and make safer cycling. Why has the top of the Wantage road been to the bypass roundabout been left out from the lower mph reduction. I has narrow faded old cycle lanes on either side and because it is straight cars. It is a route from Brightwell to Wallingford and is no different to any other residential street highlighted to be lowered with houses located either side, the only difference it is has a know speeding problem bt residents and local people and speed bumps so why not included it. I feel this should also be included to promote safety. If you are going to introduce 20mph in Wallingford there is little point in leaving this road and the Reading road to Cholsey out of the plan. Children also use the Wantage road from Brightwell to ride to Wallingford school so it should be 20mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(285) Local resident, (Brightwell-cum-Sotwell, Bell lane)</p>	<p><b>Support</b> I'm a cyclist with three children!!</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(286) Local resident, (Brightwell-cum-Sotwell, Church Lane)</p>	<p><b>Support</b> Cars go far too fast, with little or no concern for pedestrians, children or wildlife. I fully support 20mph proposal.</p> <p>Travel change: <b>No</b></p>
<p>(287) Local resident, (Brightwell-cum-Sotwell, High Road)</p>	<p><b>Support</b> Lower speed limits are important for safety reasons and for improving air quality within the town. The more the town can be centred around pedestrians and people rather than cars the better</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(288) Member of public, (Brightwell-cum-Sotwell, Church Lane)</p>	<p><b>Support</b></p>

	<p>As a pedestrian (non driver) I'd feel a lot safer. My village Brightwell-cum-Sotwell doesn't have many pavements - my road has none. I'm sick of being forced into hedgerows or ditches by speeding cars.</p> <p>Travel change: <b>No</b></p>
<p>(289) Local resident, (Brightwell-cum-Sotwell, High Road)</p>	<p><b>Support</b> Too many people bombing around at bullet speed causing too many accidents</p> <p>Travel change: <b>No</b></p>
<p>(290) Local resident, (Caversham, St Peters Avenue)</p>	<p><b>Support</b> Wallingford has many very narrow winding roads 20mph is very appropriate</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(291) Member of public, (Chilton, Crafts End)</p>	<p><b>Support</b> When in built-up areas, pedestrians can often act in ways that put their own safety at risk, even for drivers who go at the current speed limit. Not to mention children, pets, wild animals etc. etc. I also often feel that 30 is an unsafe speed considering the environments of some of these roads.</p> <p>Travel change: <b>No</b></p>
<p>(292) Member of public, (Chinnor, Red Lane)</p>	<p><b>Support</b></p> <ol style="list-style-type: none"> <li>1. road safety for children - and adults!</li> <li>2. lower speeds reduce air pollution, important for health</li> <li>3. also better for carbon emissions reduction</li> </ol> <p>Travel change: <b>Other</b> If I were a resident, yes, I would walk/bike more. As I am not, I would be driving through, but happy to drive more slowly</p>

<p>(293) Member of public, (Cholsey, Newlands Way)</p>	<p><b>Support</b> Support for residential streets and town centre - but outer areas and routes out of town e.g. winterbrook road past the hospital and hithercroft road should remain at 30 mph limit for smooth flow of traffic</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(294) Local resident, (Cholsey, Amwell Place)</p>	<p><b>Support</b> It will improve safety especially for pedestrians and cyclists</p> <p>Travel change: <b>No</b></p>
<p>(295) Local resident, (Cholsey, Amwell Place)</p>	<p><b>Support</b> 20 is much safer than 30 and should be standard in built up areas</p> <p>Travel change: <b>Other</b> I won't walk or cycle MORE, but I'll feel safer doing it</p>
<p>(296) Local resident, (Cholsey, Nicolls Close)</p>	<p><b>Support</b> The roads proposed are incredibly busy and narrow with many parked cars. It is rare to drive over 20mph here anywhere.</p> <p>Travel change: <b>No</b></p>
<p>(297) Local resident, (Cholsey, Rowland Road)</p>	<p><b>Support</b> It's safer</p> <p>Travel change: <b>Yes - cycle more</b></p>



<p>(298) Local resident, (Cholsey, Villa Close)</p>	<p><b>Support</b> Wallingford has narrow twisty roads and very narrow pavements as such twenty is plenty fast enough</p> <p>Travel change: <b>No</b></p>
<p>(299) Local resident, (Cholsey, Wallingford Road)</p>	<p><b>Support</b> In general, reducing the speed limit will increase the safety of everyone who chooses not to drive - allow children greater freedom on pavements, cyclists safer in roads etc. Given the climate crisis and public health issues (obesity etc), it helps to remove obstacles to the healthier/environmentally better options.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(300) Local resident, (Cholsey, West End)</p>	<p><b>Support</b> 20mph zones will make the areas safer for people walking and cycling. Linking up the existing success and making more of the town a contiguous 20mph zone means people driving won't have to keep checking the limit - it becomes the default to travel at 20mph.</p> <p>Travel change: <b>No</b></p>
<p>(301) Local resident, (Cholsey, Ilges Lane)</p>	<p><b>Support</b> Reducing the limits will make the town more pleasant to walk and cycle in. Hopefully it will also discourage using the shortcut through town rather than using the relieve road</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(302) Local resident, (Cholsey, Panters Road)</p>	<p><b>Support</b> I think it is a no brainer.... if it saves lives and injuries, if people feel safer cycling and walking, if it reduces pollution, saves drivers money on fuel then it should happen. If people take a couple of minutes extra to get to their destination it is a small price to pay.</p>

	Travel change: <b>Yes - cycle more</b>
(303) Local resident, (Cholsey)	<b>Support</b> Air quality and road safety  Travel change: <b>No</b>
(304) Member of public, (Cirencester, Blackstone Road)	<b>Support</b> My niece and nephew live in the town and I want it to be safe for them.  Travel change: <b>Yes – walk/wheel more</b>
(305) Local resident, (Crowmarsh, The Street)	<b>Support</b> Does this include the bridge? We seem to have a gap between Wallingford and Crowmarsh that is still 30. Not good for drivers to remember we it's all 20  Travel change: <b>Yes – walk/wheel more</b>
(306) Local resident, (Crowmarsh, Old Reading Road)	<b>Support</b> Any proposal to reduce carbon emissions is to be welcomed.  Travel change: <b>No</b>
(307) Local resident, (Crowmarsh, Mcculloch Meadows)	<b>Support</b> Speeding cars and children crossing roads  Travel change: <b>No</b>

<p>(308) Local resident, (Crowmarsh, Park View)</p>	<p><b>Support</b> I think the 20mph limit is safer and reduces noise in the area. I also think it has reduced congestion around the traffic lights, especially in the centre.</p> <p>Travel change: <b>No</b></p>
<p>(309) Local resident, (Crowmarsh, The Street)</p>	<p><b>Support</b> Slower speed is better in built up area. Just wish people would stick to it - very few do in Crowmarsh</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(310) Member of public, (Crowmarsh, Winter Field)</p>	<p><b>Support</b> I live in Cornwall and find out new 20mph safer and better as a pedestrian. As a driver it's difficult to learn to drive more slowly, but better a blanket 20 that 20/30 variables, as folk are unsure which is when at a given point in a journey. Fewer accidents!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(311) Local resident, (Crowmarsh Gifford, Cox's Lane)</p>	<p><b>Support</b> There are lots of school children around Wallingford. I felt unsafe crossing the road and often had to wait for 5-10 minutes just to cross safely as the cars were travelling too fast. The roads are also in dire need of repair, and given the fact that the local council took over a decade to add a new crossing in Crowmarsh, I can't imagine the roads will be properly surfaced any time in the foreseeable future. It is simply unsafe to drive over the pot holes/speed bumps at speed. Moreover, many cars speed already, and so the speed reduction will encourage them to travel around 20/30mph as opposed to 30/40mph. The people who object to a categorical reduction to speeding accidents and cycling accidents around Wallingford are selfish. They are focussed exclusively on the negligible impact on their travel times. This is no war on motorists. If you wanted to drive fast then driving around a small, historic town full of children and cyclists is not the place to drive.</p> <p>Travel change: <b>No</b></p>

<p>(312) Local resident, (Crowmarsh Gifford, McCulloch Meadows)</p>	<p><b>Support</b> Collision with pedestrians at 20mph far less lethal than at 30mph Like smart motorways, reducing the speed may actually help traffic flow by reducing bunching</p> <p>Travel change: <b>No</b></p>
<p>(313) Local resident, (Crowmarsh Gifford, McCulloch Meadows)</p>	<p><b>Support</b> Safety</p> <p>Travel change: <b>No</b></p>
<p>(314) Local resident, (Crowmarsh Gifford, Park View)</p>	<p><b>Support</b> I cycle, walk and drive. 20 mph makes the busy roads safer for everyone, especially children who would be seriously injured or worse if hit by a car travelling at 30 mph. As a nurse who has seen first hand the damage done by RTAs I wholeheartedly support 20 mph in Wallingford</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(315) Local resident, (Crowmarsh Gifford, Newnham Green)</p>	<p><b>Support</b> Committed cyclist</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(316) Local resident, (Crowmarsh, Benson Lane)</p>	<p><b>Support</b> I feel that in small towns and villages where families, the vulnerable and elderly live speed should be brought down</p> <p>Travel change: <b>No</b></p>

<p>(317) Local resident, (Goring, Fairfield Road)</p>	<p><b>Support</b> As a cyclist I would feel far more comfortable with cars at 20mph maximum  Travel change: <b>Yes - cycle more</b></p>
<p>(318) Member of public, (Goring Heath, Path Hill)</p>	<p><b>Support</b> It will reduce pollution, noise and accidents, and encourage through traffic to use the bypass.  Travel change: <b>Other</b> Use public transport</p>
<p>(319) Local resident, (Goring-on-Thames, Manor Road)</p>	<p><b>Support</b> as a cyclist there is a real danger with motor vehicles overtaking bicycles at 30mph in built up areas.  Travel change: <b>Yes - cycle more</b></p>
<p>(320) Member of public, (Goring-on-Thames, Holmlea Road)</p>	<p><b>Support</b> 20mph will make it significantly safer for pedestrians and cyclists  Travel change: <b>No</b></p>
<p>(321) Local resident, (Moulsford, Village Street)</p>	<p><b>Support</b> Safety  Travel change: <b>No</b></p>
<p>(322) Local resident, (North Moreton, Sires Hill)</p>	<p><b>Support</b> Having lived on the Wantage Road I know lots of cars and lorries do not stick to a 30 MPH limit so reducing it further may slow them down to a slighter safer speed.</p>

	Travel change: <b>No</b>
(323) Local resident, (North Moreton, High Street)	<b>Support</b> I have serious road safety concerns regarding vehicles driving too fast in residential streets.  Travel change: <b>Yes - cycle more</b>
(324) Member of public, (Princes Risborough, Place Farm Way)	<b>Support</b> I support all efforts to reduce speed 20mph in areas like this. Should be countrywide.  Travel change: <b>No</b>
(325) Member of public, (Steventon, Field Gardens)	<b>Support</b> I'm a cyclist and a motorist, with an electric car. My experience is that speed control is easier with these, so 20MPH limits should hasten their adoption.  Travel change: <b>Yes - cycle more</b>
(326) Member of public, (Sutton Courtenay, High street)	<b>Support</b> I support 20 mph in every built up area where there is a risk to public health especially around schools, hospitals, town centres and areas of substantial use of cyclists and pedestrians  Travel change: <b>No</b>
(327) Local resident, (Wallingford, Thames Street)	<b>Support</b> I support limiting speed limits in all built up areas especially town centres and housing estates. The safety of a child, people with mobility issues and animals is far more important to me than how many seconds I save by doing 30mph. Animals and children's behaviour can be unpredictable especially when spooked.

	Travel change: <b>No</b>
(328) Local resident, (Wallingford, Allnatt Avenue)	<p><b>Support</b> 20mph is a safer speed for most of the town's roads. There are plenty of young families as well as elderly residents, who would be safer crossing roads, and who would feel safer using the pavements. It will work if it can be properly controlled.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(329) Local resident, (Wallingford, Barncroft)	<p><b>Support</b> I believe the introduction of the 20mph will make it easier to cross roads (especially for children), less traffic noise and safer for cyclists. However I would like to see the measure completed with self enforcing measures.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(330) Local resident, (Wallingford, Blackstone)	<p><b>Support</b> We have to make active travel safe for EVERYONE. Reduce speed as much as possible for motor vehicles in places where people should be able to move around safely on foot.</p> <p>Travel change: <b>Other</b> I already walk everywhere but it will make me feel safer doing so and I won't have to fear so much for children and those with reduced mobility.</p>
(331) Local resident, (Wallingford, Borough Avenue)	<p><b>Support</b> My street is used as a cut through to Hithercroft and drivers speed up here as if it's a race track</p> <p>Travel change: <b>No</b></p>

<p>(332) Local resident, (Wallingford, Brookmead Drive)</p>	<p><b>Support</b> I support the change, due to the heavy pedestrian footfall throughout the town. We have both a dog and young baby and due to narrow pavements often have to step onto the roads whilst walking. A lower speed limit would be welcomed throughout the town in addition to the one added in 2022, however it needs to be clear to drivers where this limit starts and stops.</p> <p>Travel change: <b>No</b></p>
<p>(333) Local resident, (Wallingford, Brookmead Drive)</p>	<p><b>Support</b> We have very narrow pavements, and a busy town full of pedestrians - including lots of children. Will be better for road safety and environmentally too with hopefully reduction in road users</p> <p>Travel change: <b>Other</b> Drive slower</p>
<p>(334) Local resident, (Wallingford, Brookmead Drive)</p>	<p><b>Support</b> I am a commute by bicycle to Howbery Park from Wallingford and also own a car. Our children walk to the bus stop and into town. I support any initiatives which encourage active and sustainable travel (walking and cycling) and this 20mph limit will help with this I hope).</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(335) Local resident, (Wallingford, Calvin Thomas Way)</p>	<p><b>Support</b> Always have over speed limit in Calvin Thomas Way, especially at night</p> <p>Travel change: <b>No</b></p>
<p>(336) Local resident, (Wallingford, Castle Street)</p>	<p><b>Support</b> I strongly support this however I would like it to be a much more encompassing plan, I live in Castle street and we are just out of the 20mph proposal. Traffic comes speeding around the bends and it is very hard to get out of our property</p>



	<p>safely. we have asked for double lines on these bends to no avail now they can continue to do 30 and park on these bends. Just up the road we also have the cemetery entrance and the way to the Castle Meadows ,used daily by dog walkers , please extend the 20mph up to the end of the North Gate estate and give us a chance.</p> <p>I would also ask you to extend the 20mph on the Hithercroft road to at least after the Lidl and industrial estate entrance, again we have asked for a zebra crossing for Lidl to Borough Ave and that has not been forthcoming now you are keeping a very busy road to 30 mph when we should be helping the public get to the Railway , the shops, the postal service and a dance school all things that make people have to cross this road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(337) Local resident, (Wallingford, Castle Street)	<p><b>Support</b> If anything can help reduce the speeding around town, I'll support it.</p> <p>Travel change: <b>No</b></p>
(338) Local resident, (Wallingford, Castle Street)	<p><b>Support</b> The 20mph limit will make it safer for pedestrians and motorists when residents of Castle Street are turning into the street from their houses. We also think the 20mph limit should be extended to cover all of Castle Street where there is currently a 30mph limit. This will make it safer for pedestrians crossing by the cemetery to get to Castle meadows.</p> <p>Travel change: <b>No</b></p>
(339) Local resident, (Wallingford, Castle Street)	<p><b>Support</b> A 20mph limit in Castle Street will make it safer for pedestrians and motorists when residents turn into the street. We also think the 20mph limit should extend to just north of the cemetery to make it safer for pedestrians crossing to Castle Meadows.</p> <p>Travel change: <b>No</b></p>
(340) Local resident, (Wallingford, Charter Way)	<p><b>Support</b> Safety, by increasing the chances of pedestrian survival.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(341) Local resident, (Wallingford, Charter Way)	<b>Support</b> Being intimidated by high speed drivers on residential streets.  Travel change: <b>No</b>
(342) Local resident, (Wallingford, Charter Way)	<b>Support</b> Encourage traffic to avoid rat runs through town and use the ring road unless visiting the town centre.  Travel change: <b>No</b>
(343) Local resident, (Wallingford, Charter Way)	<b>Support</b> Supporting 20mph to improve safety and protect the vulnerable.  Travel change: <b>Yes – walk/wheel more</b>
(344) Local resident, (Wallingford, Cherwell Close)	<b>Support</b> Speeds of more than 20mph are more likely to injure and kill people. Speeds of more than 20mph are scary to be next to as a pedestrian, cyclist or other road user not using a vehicle. It puts people off using more sustainable and healthier means of travel, which are better for the local economy. It should be an accepted norm that users of cars are by invitation and have increased responsibility in areas where people live. With more EVs, which are heavier, it's even more important they drive slower to reduce the chance of death due to their mass. Fewer, slower vehicles is better for air quality. If possible, pavements should be made wider, cycle paths separated. Lower speeds reduce pothole formation, especially in heavier vehicles. More so the case with EVs.  Travel change: <b>Yes - cycle more</b>

<p>(345) Local resident, (Wallingford, Chiltern Crescent)</p>	<p><b>Support</b> To avoid confusion and a plethora of signage I suggest the 20mph limits should be at the 3 bypass roundabouts and also the junction of Shillingford Rd / Norries Drive. This should reduce the amount of signage - generally could you adopt a policy that two road signs are removed for every new sign erected? Where 20 mph is designated, could road humps be removed, eg St Georges Rd and Wantage Rd, as they are not maintained and are damaging vehicles, and cause drivers to weave to avoid the impacts? I note the plan shows Calvin Thomas Way (ie bypass) as 'existing 40 mph'. My recollection is that this is a temporary speed limit to cover the period of construction of Highcroft development. It must be reinstated to NSL (60mph) to avoid traffic going through the town as the perception is that will be quicker to reach Crowmarsh/Benson/Henley etc. that way?</p> <p>Travel change: <b>No</b></p>
<p>(346) Local resident, (Wallingford, Croft Road)</p>	<p><b>Support</b> Speeding in Wallingford is endemic and I'd rather live in a place that's safer to walk and cycle, so I support the 20mph proposals. My feedback is that I find some motorists seem frustrated by them (eg driving between Wallingford and Goring) and then act erratically with close following and unsafe overtaking manoeuvres. Level of driving courtesy is low in Wallingford and frustration seems high already and I do wonder the impact on motorists' behaviour. It wouldn't in fact make the build environment more conducive to cycling if there were motorists speeding past other road users in an aggressive manner.</p> <p>Travel change: <b>Other</b> I'd be happier for my child to ride a bike on the road.</p>
<p>(347) Local resident, (Wallingford, Elizabeth Road)</p>	<p><b>Support</b> I believe 20mph will reduce road accidents</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(348) Local resident, (Wallingford, Fitzcount Way)</p>	<p><b>Support</b> I live on Fitzcount Way and find a lot of cars,vans and lorries cut through from Norries Drive to Blackstone Road and don't stick to speed limits to "get ahead".</p> <p>Travel change: <b>No</b></p>
<p>(349) Local resident, (Wallingford, Fitzcount Way)</p>	<p><b>Support</b> Because of the state of the roads it is impossible to faster most of the time. Who is going to enforce this new limit?</p> <p>Travel change: <b>No</b></p>
<p>(350) Local resident, (Wallingford, Goldsmith Lane)</p>	<p><b>Support</b> I fully support the 20mph speed limit. Slow down signs on the town perimeter would enforce this. At the moment some drivers ignore this.</p> <p>Travel change: <b>No</b></p>
<p>(351) Local resident, (Wallingford, Heritage Close)</p>	<p><b>Support</b> the 20mph zones have been put in place in the central and east parts of Wallingford, but not on the West and South parts, nor in the area of Winterbrook where I am a resident. The 20mph seems to have been very successful at slowing cars down, which is great, however the Wallingford community speed watch recently recorded speeds of 43mph and even 54mph along Reading Road in Winterbook, Wallingford. This creates a hazard for other cars, pedestrians, cyclists and pets in a busy area of the town.</p> <p>Travel change: <b>No</b></p>
<p>(352) Local resident, (Wallingford, High Street)</p>	<p><b>Support</b></p>

	<p>The recent data from community Speedwatch shows a compelling case for reducing speed limits and enforcement in Wallingford streets</p> <p>A growing community with more families and encouraged active travel means the increase of bikes and walkers needs greater care by vehicle drivers to ensure safe travel for all. Bravo for bringing it in!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(353) Member of public, (Wallingford, Hithercroft Road)	<p><b>Support</b> if doesn't succeed to anything. You still get pollution and drivers going fast</p> <p>Travel change: <b>No</b></p>
(354) Local resident, (Wallingford, Hurst Close)	<p><b>Support</b> I feel strongly about the effect of cars in Wallingford - speed, safety and pollution all feature in my concerns. I understand that this has worked well elsewhere so I heartily support it. I ride a bicycle in the town so I am particularly concerned about safety for cyclists.</p> <p>Travel change: <b>No</b></p>
(355) Local resident, (Wallingford, Hurst Close)	<p><b>Support</b> People drive too fast. If the limit is 30, they might drive 35. However if the limit is lowered to 20 it might make them drop below 30. My children walk around this town with their friends and there are countless times when cars have not stopped for zebra crossings on St.Johns Road and Station Road because the cars were going too fast to stop, or never saw them in the first place.</p> <p>Travel change: <b>No</b></p>
(356) Local resident, (Wallingford, King Henry Avenue)	<p><b>Support</b> It makes sense to regulate traffic speeds within the town limits. Considering the fact that the roads are small and narrow, and people movement is high, it is safer for pedestrians when traffic moves at 20mph.</p>

	Travel change: <b>Yes - cycle more</b>
(357) Local resident, (Wallingford, King Henry Avenue)	<p><b>Support</b> I have young children and we live on the new highcroft estate. We frequently see people racing down our road and that of the main road. With so many primary schools and children moving to the area, it is imperative we keep them safe.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(358) Local resident, (Wallingford, Kings Henry Avenue)	<p><b>Support</b> I think the Wantage Road and St John’s road with existing 30mph in red should be reduced to 20mph as well. Large Lorrie’s and vans do not adhere to the 30mph as it is</p> <p>Travel change: <b>No</b></p>
(359) Local resident, (Wallingford, Kings Reeve Place)	<p><b>Support</b> To optimise safety on our roads</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(360) Local resident, (Wallingford, Lower Wharf)	<p><b>Support</b> Overall I support the reduction of the speed limit. I wish there was an option to make it limited to certain times of the day/night and I would not support taking it further into the outskirts</p> <p>Travel change: <b>No</b></p>
(361) Local resident, (Wallingford, Matildas Place)	<p><b>Support</b> Will make the residential areas that surround the current 20mph zone safer for people.</p>

	Travel change: <b>No</b>
(362) Local resident, (Wallingford, McMullan Close)	<p><b>Support</b> Safer for everyone, especially in residential areas such as Croft Road, Station Road. Hopefully will stop drivers speeding.</p> <p>Travel change: <b>No</b></p>
(363) Local resident, (Wallingford, McMullan Close)	<p><b>Support</b> The traffic travelling through Wallingford is too fast. I support tohe proposal to reduce the speed limit BUT this should include all roads within the town, from the A4130 to the A4074 and Castle Street beyond Norries Drive. There also needs to be traffic calming measures along Station Road as once the traffic has cleared the speed bumps and parked cars on Wantage Road, it then speeds along Station Road until it gets to St. Georges Road. There is no argument for not having speed bumps because of emergency vehicles as there are already traffic calming measure the length of Wantage Road. Somehow, traffic should be stopped from using Norries/Blackstone and St. Georges as a rat run. There are perfectly good bypass roads and when I use these, they are virtually devoid of traffic, especially the A4130 beyond the Wallingford/Cholsey roundabout heading towards Wantage Road. Since Crowmarsh has had the pedestrian crossing installed, and the speed limit reduced to 20mph, we now have the scenario that from the A4074 into Crowmarsh, it is 20mph. When you get to Wallingford Bridge, it is 30mph and once over the bridge and into Wallingford, it is 20mph. No joined up thinking at all.</p> <p>Travel change: <b>No</b></p>
(364) Local resident, (Wallingford, Millington Road)	<p><b>Support</b> I completely support the total implementation of 20mph speed limits throughout Wallingford, mainly to improve road safety, especially for children, elderly people, cyclists and others who are more vulnerable than motor cars. The few extra seconds that most journeys will take are a tiny price compared with the better quality of life for pedestrians and residents in general.</p> <p>Travel change: <b>No</b></p>

(365) Local resident, (Wallingford, Norries Drive)	<p><b>Support</b> To stop speeding in general around wallingford Shillingford Road into wallingford is a race track</p> <p>Travel change: <b>Yes - cycle more</b></p>
(366) Local resident, (Wallingford, Portcullis Drive)	<p><b>Support</b> There are many cars that speed down Winterbrook. As a cyclist and padestrian, and father with young children who also walk along Winterbrook, I feel that there are often times when I am concerned that people are going too fast and this is unsafe for me and my children. I feel that a lower speed limit with traffic calming measures will be much safer for pedestrians, cyclists, and other road users.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(367) Local resident, (Wallingford, Portcullis Drive)	<p><b>Support</b> To reduce the number and severity of accidents To reduce pollution To reduce impact on climate change by reducing CO2 emissions To encourage walking and cycling and thereby public health, also reducing the number of children who are taken to school by car To encourage use of public transport within the local area</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(368) Local resident, (Wallingford, Portcullis Drive)	<p><b>Support</b> numerous reasons surrounding health and safety and the environment</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>



<p>(369) Local resident, (Wallingford, Portcullis Drive)</p>	<p><b>Support</b> Extension to Winterbrook</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(370) Local resident, (Wallingford, Radnor Road)</p>	<p><b>Support</b> As a parent of small children it will make the roads around my home safer as well as the roads being safer for cyclists as there will be less need to overtake on the roads.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(371) Local resident, (Wallingford, Reading Road)</p>	<p><b>Support</b> Improve safety on Reading Rd</p> <p>Travel change: <b>No</b></p>
<p>(372) Local resident, (Wallingford, Reading Road)</p>	<p><b>Support</b> Quieter, safer, calmer</p> <p>Travel change: <b>No</b></p>
<p>(373) Local resident, (Wallingford, Reading Road)</p>	<p><b>Support</b> I am strongly in support of the expansion of 20mph zones. Living on Reading road we have seen people regularly driving excessively fast, anything that can be done to get them to slow down would be welcome. The area is primarily residential but also includes a hospital, schools, pedestrian crossings etc that should be more speed controlled. Clearly a driver is less likely to kill or seriously injure someone travelling at 20 mph vs 30mph and more likely to avoid collision in the first place. Clearly the ‘inconvenience’ of drivers having to leave a minute or two longer for their journey is insignificant when lives can be saved.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(374) Local resident, (Wallingford, Reading Road)	<p><b>Support</b> 20mph is an excellent start. It will reduce noise, danger, and pollution. It will encourage use of the by-pass for through-traffic. Please extend across the whole of Wallingford including the arterial roads: for the whole of the buildings-envelope.</p> <p>Travel change: <b>No</b></p>
(375) Local resident, (Wallingford, Reading Road)	<p><b>Support</b> I strongly support the proposal . I live on the Reading Road and there are numerous incidents involving cars (I myself have been lightly hit by a car while walking on the very narrow pavement). It is only a matter of time before there is a serious injury on these roads. I am also a car driver but I believe pedestrians (and cyclists) should come first.</p> <p>Travel change: <b>Other</b> I would probably avoid driving through Wallingford.</p>
(376) Local resident, (Wallingford, Reading Road)	<p><b>Support</b> Improved road safety, especially for pedestrians</p> <p>Travel change: <b>No</b></p>
(377) Local resident, (Wallingford, Reading Road)	<p><b>Support</b> I'm happy to drive at 20mph in busy built up areas in towns &amp; villages if it contributes to improved road safety. Not a problem for me as I make extensive use of the cruise control feature in my car, which means I can stick to the speed limit at the same time as remaining observant to road conditions.</p> <p>Travel change: <b>No</b></p>

<p>(378) Local resident, (Wallingford, Rowland Close)</p>	<p><b>Support</b> People drive too fast</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(379) Local resident, (Wallingford, Rowland Close)</p>	<p><b>Support</b> I am in support of the 20mph limit, excluding on the trunk roads listed as remaining at 30mph. I live in North Wallingford where the limits are already 20mph and it is a much more appropriate speed for residential streets - safer for pedestrians, cyclists, children and pets.</p> <p>Travel change: <b>No</b></p>
<p>(380) Local resident, (Wallingford, Sinodun Road)</p>	<p><b>Support</b> I support the 20mph limit in the hope that it will improve safety for cyclists using our roads and pedestrians when crossing .</p> <p>Travel change: <b>No</b></p>
<p>(381) Local resident, (Wallingford, Southview)</p>	<p><b>Support</b> road safety reasons</p> <p>Travel change: <b>No</b></p>
<p>(382) Local resident, (Wallingford, Sovereign Place)</p>	<p><b>Support</b> Wallingford has a bypass and people should use it rather than cutting through the centre. 20 MPH is fine for residential areas and could save lives.</p> <p>Travel change: <b>No</b></p>

<p>(383) Local resident, (Wallingford, Springdale)</p>	<p><b>Support</b> I support the proposals to extend the 20mph limit into more residential areas</p> <p>Travel change: <b>No</b></p>
<p>(384) Local resident, (Wallingford, St Georges Road)</p>	<p><b>Support</b> 20 mph is an appropriate speed for many of Wallingford streets which are narrow, with roadways often reduced in width by necessary car parking. Residential streets are often used by families or children on their own.</p> <p>Travel change: <b>No</b></p>
<p>(385) Local resident, (Wallingford, St John Road)</p>	<p><b>Support</b> Safety</p> <p>Travel change: <b>No</b></p>
<p>(386) Local resident, (Wallingford, St John's Road)</p>	<p><b>Support</b> Wallingford pavements are frequently too narrow to pass without stepping into the road. Anywhere pedestrians and vehicles need to share a space must be max of 20 mph. I would support even lower. Main walking route to the medical centre crosses St John's road / reading road junction. Currently 30 which is very dangerous to pedestrians crossing. They then walk down Squires Walk which even 20mph is dangerous. I strongly support making all 30mph 20mph.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(387) Local resident, (Wallingford, St Johns Road)</p>	<p><b>Support</b> The cars are driving too fast in the built up areas and much of the town has very narrow pavements and parked cars and children walking to and from schools, along with other vulnerable road users.</p> <p>Travel change: <b>No</b></p>

(388) Local resident, (Wallingford, St Johns Road)	<p><b>Support</b>  20 is plenty, the roads in Wallingford are carrying too much traffic that is speeding through the town and should be using the bypass.  The pavements are narrow in many places and the proximity of the traffic makes it very unpleasant for pedestrians, not to mention the speed of the buses when they are going through the narrow part of St. Mary's Street (20mph already)  The standard of driving is poor and in many cases Zero courtesy is shown to those wishing to walk or cycle.  Where we live on St Johns Road, new on street parking provisions have been made which now completely blocks the view of the road to the left so leaving the drive is now very dangerous with cars coming down it sometimes far in excess of the current 30 mph limit.  Also St Johns Road has a School and a crossing on it, as well as narrowing to less than 2 cars widths at the Reading road end, as well as a pavement at that location that is less than 60 cm wide so should be 20 mph anyway.  Give the roads back to the people!!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(389) Local resident, (Wallingford, St Mary's Street)	<p><b>Support</b>  My house is on a street that has very little pavement room. The noise of speeding traffic is a concern as my lounge and bedroom are on the front.</p> <p>Travel change: <b>No</b></p>
(390) Local resident, (Wallingford, St Mary's Street)	<p><b>Support</b>  The traffic lights system at the cross roads effectively acts as a speed reduce - it takes ages to get through them. I have lived in Wallingford for just over a year and frankly speed in the town is kept low by the aforementioned lights, old people taking their time crossing roads, dog walkers not looking etc. So a 20mph limit effectively formalises the status quo. Anything to help road safety is welcome.</p> <p>Travel change: <b>No</b></p>

<p>(391) Local resident, (Wallingford, St Nicholas)</p>	<p><b>Support</b> I'm a public health nurse and I feel very strongly that we should be making outside space safer for children</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(392) Local resident, (Wallingford, St Johns Road)</p>	<p><b>Support</b> I am a student and live in Wallingford. Although I am only home in between University terms, I know how much safer roads are in Cambridge (where I study) compared to Wallingford. Wallingford is too car-centric and far less emphasis is placed on the importance of enabling safe passage across the town for pedestrians, cyclists and other wheeled users (for example, the disabled and infirm who have wheeled aids to travel). 20mph across all of Wallingford's roads would help to make the town safer for everyone.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(393) Local resident, (Wallingford, St John's Road)</p>	<p><b>Support</b> As a local resident I support the 20mph limit in Wallingford. However, I do not believe it goes far enough and think that the whole of Wallingford's roads within the A4130 ought to be a 20mph limit area. The straight line visibility on the arterial roads which feed off the A4130 into Wallingford are known for speeding vehicles, and I feel for the residents of Wantage Road and Winterbrook especially as they have voiced concerns to me about their lived experience of speeding. I am replying as a resident as I have already replied in my capacity as Co-Ordinator for Wallingford Community Speedwatch.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(394) Local resident, (Wallingford, Trenchard Close)</p>	<p><b>Support</b> Proven that 20mph is safer if pedestrians - especially children- are involved in an accident</p> <p>Travel change: <b>No</b></p>

<p>(395) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> Safety of residents, walkers Environmental benefits</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(396) Local resident, (Wallingford, Wallingford Road)</p>	<p><b>Support</b> I support the proposal as it will make Wallingford a safer environment for all road users, cyclists and pedestrians. However I am concerned it does not reach far enough. I live in Winterbrook and the 30mph speed limit is obeyed by very few on the Reading Road and Winterbrook. This entry road into town from the Wallingford bypass should also fall under the 20mph zone</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(397) Local resident, (Wallingford, Wallingford Road)</p>	<p><b>Support</b> With the increasing level of traffic travelling into Wallingford Road owing to increases in local housing development, I think it is imperative that the speed limit is restricted to 20 mph along its entire length. Local pedestrians including many young children use the road to travel to school by foot and cars are regularly seen exceeding the speed limit along this road presenting a clear and present risk to their safety. With the prospect of further housing developments, this issue/risk will only increase, and we need to put measures in place to safeguard local residents.</p> <p>Travel change: <b>No</b></p>
<p>(398) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> Safety, and gives consistency within the township.</p> <p>Travel change: <b>No</b></p>
<p>(399) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b></p>

	<p>Anything to discourage driving in town is got to be a good thing. Use the ring road and let's our kids cycle to school like we used to</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(400) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> I live on Wantage rd and cars drive excessive fast &amp; reducing the limit would be safer &amp; reduce the noise pollution</p> <p>Travel change: <b>No</b></p>
(401) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> Lots of pedestrians cross roads around the town and their lives would be made easier and safer with very little inconvenience to drivers</p> <p>Travel change: <b>No</b></p>
(402) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> Safety</p> <p>Travel change: <b>Yes - cycle more</b></p>
(403) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> Very concerned with the current speed limit on the approach through Brightwell cum Sotwell - A4130 - there are so many turnings and it's very dangerous - should be 30mph until after the donkey sanctuary</p> <p>Travel change: <b>No</b></p>
(404) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b></p>



	<p>20 mph limits will improve safety for cyclists and pedestrians. Implementation should be undertaken in parallel with other measures such new one-way streets, including Croft Road and Goldsmiths Lane, and new pedestrian zones, specifically the market place, perhaps at least at weekends.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(405) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> There are several roads where cars exceed the existing 30mph limit. Imposing a lower limit may help slow these down. Clearly a lower limit is safer for pedestrians and cyclists. A lower speed limit may dissuade some from driving through town and travel instead via the bypass. On the downside, some may avoid driving into Wallingford which may impact on local businesses.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(406) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> Safer and from experience on holiday in Wales traffic flows better, easier to get out of junctions if confident gaps aren't going to be closed by speeding cars!</p> <p>Travel change: <b>No</b></p>
(407) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> (1) it will make streets safer for pedestrians (2) it will reduce air pollution within the town (3) it will reduce noise pollution within the town (4) it will reduce the volume of traffic choosing to go through the town rather than use the bypass Whilst I understand that a 20mph limit is not being considered for Wantage Road, I strongly request some kind of enforcement measure for Wantage Road (though not speed bumps which only create extra noise and danger). Many drivers come off the roundabout where Calvin Thomas Way joins Wantage Road and carry far too much speed along Wantage Road, causing a safety hazard and a lot of pollution in terms of emissions and noise.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(408) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> I would like Wallingford to be a safer space for walking and cycling, especially for my children. I am concerned that the proposal does not include Wantage road which is a residential street, used for many journeys to school for example to Fir Tree and st Nicholas School, and which in my view is a road where 30 mph is often exceeded.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(409) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> The Wantage Road has plenty of traffic and although there are speed bumps we see vehicles going around them, especially motorbikes.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(410) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> The Wantage Road needs 20 miles an hour and also checking the weight limit on lorries using this road, very few use the thirty limit at the moment as vehicles continually speed along this stretch</p> <p>Travel change: <b>No</b></p>
<p>(411) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> 30mph limits in and out of Wallingford are rarely observed. Making them 20mph is more likely to reduce speeds to a safe level.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(412) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> Traffic consistently travels at speeds in excess of 30mph on both the Wantage and Hithercrooft Road's</p> <p>Travel change: <b>No</b></p>

<p>(413) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> Road safety is best served by slower speeds in towns and villages</p> <p>Travel change: <b>No</b></p>
<p>(414) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Support</b> Support as so many kids around 20 seems safest option</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(415) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Support</b> I live in an area that has already switched to 20mph. It is not perfect - there are still idiots who treat the road (Wilding Road) like a race track, but on the whole its working. I am only supporting g the wider l tradition because the main roads mentioned will remain at 30mph - this is essential to maintain the flow of traffic in the town.</p> <p>Travel change: <b>No</b></p>
<p>(416) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Support</b> Vehicles use wilding road as a but through instead of bypass (directed by Google). We have heavy traffic with cars coming down the road at 40mph. Also other roads in Wallingford with schools on are unsafe for children crossing.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(417) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Support</b> I fully support the 20mph speed limit. Cars are using residential roads as a cut through to avoid the bypass. Cars often speed down roads which is dangerous for pedestrians, especially as inconsiderate parking on pavements often means pedestrians are forced out into the road to get around cars, or have to cross the road in between cars which gives a poor view of the road. A 20mph limit would also reduce air pollution and noise pollution.</p>

	Travel change: <b>Yes - cycle more</b>
(418) Local resident, (Wallingford, Wilding Road)	<p><b>Support</b> Need to encourage people to use bypass not cut through neighbourhoods.</p> <p>Travel change: <b>No</b></p>
(419) Local resident, (Wallingford, Wilding Road)	<p><b>Support</b> I support 20mph speed limit for residential areas. It is unsafe for drivers to go any faster as there are often children playing on the road</p> <p>Travel change: <b>No</b></p>
(420) Local resident, (Wallingford, Windsor Drive)	<p><b>Support</b> It is good for the local community in relation to safety.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(421) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> We live on Winterbrook , so we witness daily that very often people drive above the30 mph limit. It is a residential area with many walkers: ,runners, mothers with children, older people etc on a narrow pavement, they often need to step into the street to pass each other!!</p> <p>Travel change: <b>Yes - cycle more</b></p>
(422) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> i support but am baffled why the end of winterbrook where i live is not included, despite the speedwatch people telling us we get speeds of 54 in a 30mph road. If you don't act on the data that this team collects what do you act on?</p>

	<p>Our families deserve safe streets wherever they live, not just in the centre, but as soon as popped come off that bypass</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(423) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> It is clear that the town's roads are too narrow, (often with one side blocked) for vehicles to be traveling at a combined impact speed of 60mph. I would also say the same of the approach roads that are proposed to stay at 30mph. These roads should also be reduced for clarity and continuity.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(424) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> Strongly support. Live on winterbrook and regularly walk along winterbrook with a buggy and a young child. The speeding traffic is dangerous, especially with the lack of safe pedestrian crossings.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(425) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> I support a 20mph speed limit in Wallingford on environmental and safety grounds. However with the amount of development being built around the town especially in Winterbrook I think the speed limit should be extended to the bypass.</p> <p>Travel change: <b>No</b></p>
(426) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> I live in Winterbrook, where there is only a narrow pavement on one side of the road. Traffic does not always adhere to the 30 mph limit making it potentially dangerous for pedestrians as well as cars attempting to access the road. I welcome a speed limit of 20 mph but wonder how it is intended to ensure this speed limit is maintained?</p> <p>Travel change: <b>No</b></p>

(427) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> The traffic is way to fast in the 30mph zones and needs to be slowed down. My road has not been included in this proposal but needs to be (Winterbrook). My children have to cross over three times due to the lack of pavements and the traffic goes dangerously too fast. I worry for their safety as well as my own.</p> <p>Travel change: <b>No</b></p>
(428) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> I feel it's safer for everyone living in the town to have a lower speed limit. My children are crossing roads on their own and lots of cars go well over 30mph is some locations.</p> <p>Travel change: <b>No</b></p>
(429) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> Our driveway is adjacent to The Old Nags Head house in Winterbrook and it can be really difficult to get out of the drive especially when there are parked cars along Winterbrook, You have to creep out almost blind into the traffic which is often doing considerably more than 30 mph. I would really welcome a 20 mph limit. Theoretically the parked cars should slow traffic but it is often the case that once clear of Reading Road and into Winterbrook they think they have left town and put their foot down</p> <p>Travel change: <b>Yes - cycle more</b></p>
(430) Local resident, (Wallingford, Winterbrook Lane)	<p><b>Support</b> As a pedestrian I frequently see vehicles speeding along the Reading Road which can make it very difficult to cross.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(431) Local resident, (Wallingford, Wood Street)</p>	<p><b>Support</b> In Wallingford its quite difficult to not drive at 20mph anyway, but to lessen speed limit is a sensible idea, it's obviously safer for cyclists and pedestrians</p> <p>Travel change: <b>No</b></p>
<p>(432) Local resident, (Wallingford, Wood Street)</p>	<p><b>Support</b> road safety and environmental grounds</p> <p>Travel change: <b>No</b></p>
<p>(433) Local resident, (Wallingford, Wood Street)</p>	<p><b>Support</b> Narrow pavements., some sloping towards the road. Some vehicles, particularly at dark, go over 30 mph. Perhaps this will slow such traffic a little.</p> <p>Travel change: <b>No</b></p>
<p>(434) Local resident, (Wallingford, Wood Street)</p>	<p><b>Support</b> 20mph makes the roads safer for pedestrians and all road users. All town centres should be 20mph. We lived on St Mary's Street for a couple of years and it was very evident that some cars exceed 30mph in the town centre. Cameras are needed to enforce the speed limits, whether 30mmph or 20mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(435) Local resident, (Wallingford, Wormald Road)</p>	<p><b>Support</b> Wallingford has many narrow streets with even narrower pavements. There a several bottlenecks (bottom of St John's Road where it meets the Reading Road) where it is quite dangerous for pedestrians on a single narrow pavement with vehicles speeding by. The plan should be for a single 20mph block. Fragmentation leads to confusion for drivers as to whether it's 20 or 30mph.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(436) Local resident, (Wallingford, Allnatt Avenue)	<p><b>Support</b> Supporting, I believe that reducing speed limits ultimately make it safer for pedestrians, cyclists. I also believe roads can be further safer with more restrictions, especially around schools.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(437) Local resident, (Wallingford, Atwell Close)	<p><b>Support</b> Safety for my child and the community</p> <p>Travel change: <b>Yes - cycle more</b></p>
(438) Local resident, (Wallingford, Barbican Close)	<p><b>Support</b> Reading road Wallingford. 20mph . Winterbrook area . Driving from the new development onto the Reading Road is a dangerous manoeuvre. Coupled with the busy Surgery entrance and exit would benefit from a 20 mph limit</p> <p>Travel change: <b>Yes - cycle more</b></p>
(439) Local resident, (Wallingford, Barncroft)	<p><b>Support</b> Cars drive way too fast around built up areas</p> <p>Travel change: <b>No</b></p>
(440) Local resident, (Wallingford, Blackstone Road)	<p><b>Support</b> I am in support of anything that reduces the speed and volume of motor vehicles in our town. I wish my children had the same opportunity to roam as I did. The reason they can't is the increase in road traffic.</p> <p>Travel change: <b>No</b></p>



(441) Local resident, (Wallingford, Brookmead Drive)	<p><b>Support</b> A 20mph limit makes the town a far nice place to walk and cycle around.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(442) Local resident, (Wallingford, Brookmead Drive)	<p><b>Support</b> I think lowering the speed limit would make the area safer.</p> <p>Travel change: <b>No</b></p>
(443) Local resident, (Wallingford, Brookmead Drive)	<p><b>Support</b> 30mph is too high in areas like St. John's road</p> <p>Travel change: <b>No</b></p>
(444) Local resident, (Wallingford, Brookmead Drive)	<p><b>Support</b> Helps keep us all safe and stops traffic using town as a rat run</p> <p>Travel change: <b>Yes - cycle more</b></p>
(445) Local resident, (Wallingford, Brookmead Drive)	<p><b>Support</b> The evidence shows that 20mph limits make the streets safer, especially for children, and I believe any inconvenience caused to motorists is negligible.</p> <p>Travel change: <b>Other</b> No, but only because I already always walk when possible anyway.</p>

<p>(446) Local resident, (Wallingford, Brookmead Drive)</p>	<p><b>Support</b> I feel strongly that within the ring road Wallingford should have a 20mph speed limit.</p> <p>Travel change: <b>No</b></p>
<p>(447) Local resident, (Wallingford, Calvin Thomas Way)</p>	<p><b>Support</b> 20 mph is reasonable considering the safety implications.</p> <p>Travel change: <b>No</b></p>
<p>(448) Local Cllr, (Wallingford, Castle Street)</p>	<p><b>Support</b> The streets of wallingford are seeing a huge increase in demand. To limit speeds will ensure only those who need to visit the town (rather than bypass it) will drive through, reducing pollution, congestion and bringing safer slower speed streets. We need enforcement along with signage though. Meaningful change does not come Just by putting up roundels</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(449) Local resident, (Wallingford, Castle Street)</p>	<p><b>Support</b> I live just after the sharp left hand bend coming into wallingford on Castle Street and every time I cut my hedge in front of my house nearly get killed by Speeding cars. I would like 20mph from start of meadows and down to Waitrose on castle street. Lots of people cross the road to go down Castle Lane with children, buggies and dogs. Because of the blind bend and the speeding traffic they risk their lives doing so.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(450) Local resident, (Wallingford, Charter Way)</p>	<p><b>Support</b> I support the 20mph to give priority to walking and cycling. To make roads safer for all.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(451) Local resident, (Wallingford, Empress Drive)	<p><b>Support</b> It would cut down the pollution and save lives</p> <p>Travel change: <b>No</b></p>
(452) Local resident, (Wallingford, Empress Drive)	<p><b>Support</b> People driving far to fast</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(453) Local resident, (Wallingford, Fir Tree Avenue)	<p><b>Support</b> It's just safer for everyone.</p> <p>Travel change: <b>No</b></p>
(454) Local resident, (Wallingford, Fir Tree Avenue)	<p><b>Support</b> safer</p> <p>Travel change: <b>No</b></p>
(455) Local resident, (Wallingford, Goldsmiths Lane)	<p><b>Support</b> Sensible proposal, leaves trunk roads at current levels, takes into account moving from 40 to 30 to 20mph safely, and doesn't seek to impose not needed blanket coverage.</p> <p>Travel change: <b>No</b></p>

<p>(456) Local resident, (Wallingford, Goldsmiths Lane)</p>	<p><b>Support</b> I am a pedestrian, a pram pusher and an active walker for work and leisure. I am also a local resident within Wallingford's urban area. I find that the town is difficult (and sometimes dangerous) to get round on foot because of the speed of the traffic on the narrow and winding streets. This proposal is ONE of a number of steps which the council needs to implement for the health, safety and well-being of its citizens and visitors, particularly the vulnerable: the young, the old, the frail and anyone with mobility issues. Please help us to get out of our houses and retain our independence.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(457) Local resident, (Wallingford, Habitat Way)</p>	<p><b>Support</b> Safer Better for environment</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(458) Local resident, (Wallingford, Hambleden Drive)</p>	<p><b>Support</b> To my understanding the proposal is for the trunk road to maintain 30mph, but the town centre and all residential areas to reduce to 20mph. I believe that it is not safe to drive 30mph in residential areas, yet many cars drive that fast.</p> <p>Travel change: <b>No</b></p>
<p>(459) Local resident, (Wallingford, Hanover Court)</p>	<p><b>Support</b> Reduction in speed of vehicles should reduce the number of accidents or near misses involving more vulnerable road users and will hopefully lead to an increase in the number of people using alternative sustainable methods of transport.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(460) Local resident, (Wallingford, Hazel Grove)</p>	<p><b>Support</b> 20 mph limits make very little difference to journey times overall, but are massively safer for pedestrians and cyclists.</p> <p>Travel change: <b>No</b></p>
<p>(461) Local resident, (Wallingford, High Street)</p>	<p><b>Support</b> Safety for all, particularly children</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(462) Local resident, (Wallingford, High Street)</p>	<p><b>Support</b> With an intention of 20 mph to slow down the traffic, how you monitor the speed limits is always going to be the challenge.</p> <p>Travel change: <b>No</b></p>
<p>(463) Local resident, (Wallingford, Hurst Close)</p>	<p><b>Support</b> In a dense town like Wallingford with narrow pavements by it is safer and more civilised if traffic's domination is reduced. The balance of pedestrian versus automobile has been wrong for decades with cars causing us to cringe on the roadsides. This speed reduction would help a little to reset that balance.</p> <p>Travel change: <b>No</b></p>
<p>(464) Local resident, (Wallingford, Hurst Close)</p>	<p><b>Support</b> We need 20mph in residential streets to make streets safer</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(465) Local resident, (Wallingford, Imray Place)</p>	<p><b>Support</b> I'm in support of slower speeds on the roads but does this go far enough? The sports park on hiterhcroft attracts thousands of children each week and yet they are not being kept safe from the lorries thundering off or towards the bypass worth a 20mph limit. It's clearly a hot spot for speeding as the police put a van there. Why exclude this very stretch if safety is the rationale for this project?</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(466) Local resident, (Wallingford, King Henry Avenue)</p>	<p><b>Support</b> Should make the town safer for pedestrians.</p> <p>Travel change: <b>No</b></p>
<p>(467) Local resident, (Wallingford, Kings Reeve Place)</p>	<p><b>Support</b> Safety is important. Twenty is plenty</p> <p>Travel change: <b>No</b></p>
<p>(468) Local resident, (Wallingford, Lower Wharf)</p>	<p><b>Support</b> Streets are very small and lots of pedestrians particularly elderly we need to encourage people to drive at a slower speed through the town</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(469) As part of a group/organisation, (Wallingford, Market Square)</p>	<p><b>Support</b> 20 mph is a great move to increase cycling and pedestrian safety. Really support this initiative.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(470) Local resident, (Wallingford, McMullan Close)</p>	<p><b>Support</b> It is in line with the Town Council policy as detailed in the neighbourhood plan passed by referendum. Surprised and disappointed that the aims of deterring through traffic and reducing pollution in the AQMA are not mentioned here.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(471) Local resident, (Wallingford, Morrell Place)</p>	<p><b>Support</b> The town's streets and pavements are mainly narrow . Traffic needs to keep to a slow 20mph throughout . Thus will benefit everyone and especially the young, the old and infirm and those of limited mobility. There is a by pass system for those who wish to exceed 20mph. There are schools, care homes and over 55 years + accommodation all around the town. There cannot and must not be a variety of speed limits that confuse and encourage 'staccato driving '. Many vehicles are now large and would kill and maim pedestrians at over 20mph. They are dangerous as shown in Wimbledon Park recently</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(472) Local resident, (Wallingford, Morrell Place)</p>	<p><b>Support</b> I believe that 20 mph limits make roads safer for all users - motorists, cyclists and pedestrians. In particular, Wallingford has many elderly residents and visitors and much could be done to improve our streets. Also, all children have the right to be safe on our streets whether walking or cycling to and from school and sports and other clubs.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(473) Local resident, (Wallingford, Nelson Close)</p>	<p><b>Support</b> Support 20mph in all residential areas</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(474) Local resident, (Wallingford, Portcullis Drive)</p>	<p><b>Support</b> I particularly welcome extending the 20 limit to the hospital</p> <p>Travel change: <b>No</b></p>
<p>(475) Local resident, (Wallingford, Reading Road)</p>	<p><b>Support</b> Residents of Reading Rd - it's become dangerous</p> <p>Travel change: <b>No</b></p>
<p>(476) Local resident, (Wallingford, Reading Road)</p>	<p><b>Support</b> We live on the Reading Road and speed drivers are doing will soo result in a tragedy.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(477) Local resident, (Wallingford, Reading Road)</p>	<p><b>Support</b> Paths are not wide, cars drive too fast and I constantly worry for my young children.</p> <p>Travel change: <b>No</b></p>
<p>(478) Local resident, (Wallingford, Reading Road)</p>	<p><b>Support</b> I live on Reading Road Wallingford and from my experience there is a lawless culture among drivers using this road, it's only a matter of time before there is going to be a incident where people and property will be affected. There are no speed calming measures and therefore only relying upon good will and respect from drivers for the people living on this road. The noise from high speed vehicles is becoming unbearable.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>



<p>(479) Local resident, (Wallingford, Smith Court)</p>	<p><b>Support</b>  <a href="https://www.brindley.co.uk/news/car-stopping-distances-explained/#:~:text=Luckily%2C%20there's%20an%20easy%20way,20mph%20x%202%20%3D%2040%20feet">https://www.brindley.co.uk/news/car-stopping-distances-explained/#:~:text=Luckily%2C%20there's%20an%20easy%20way,20mph%20x%202%20%3D%2040%20feet</a>  Travel change: <b>Yes - cycle more</b></p>
<p>(480) Local resident, (Wallingford, Smith Court)</p>	<p><b>Support</b>  People drive ridiculously fast all through the town  Travel change: <b>No</b></p>
<p>(481) Local resident, (Wallingford, St George's Road)</p>	<p><b>Support</b>  It is odd that some of the town is currently 20mph and other bits aren't. The proposed additional areas make sense.  Travel change: <b>No</b></p>
<p>(482) Local resident, (Wallingford, St John's Road)</p>	<p><b>Support</b>  I work in a local primary school and many vehicles speed past the school where there are young children crossing the road. We need this to be implemented to keep the children safe in Wallingford.  Travel change: <b>No</b></p>
<p>(483) Local resident, (Wallingford, St John's Road)</p>	<p><b>Support</b>  Absolutely fantastic  Travel change: <b>Yes – walk/wheel more</b></p>
<p>(484) Local resident, (Wallingford, St John's Road)</p>	<p><b>Support</b>  We need safer roads. So much traffic speeding makes it feel really unsafe to cycle or walk</p>

	Travel change: <b>Yes - cycle more</b>
(485) Local resident, (Wallingford, St John's Roaf)	<p><b>Support</b> The speed and amount of traffic particularly St John's Road is getting worse and worse. It is becoming increasingly dangerous to park my car and have had many very close incidents that could of been fatal</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(486) Local resident, (Wallingford, St Johns Road)	<p><b>Support</b> I am generally in favour of anything that will calm traffic and make walking and cycling more appealing. However I am not convinced 20mph speed limits really make a meaningful difference in comparison to proper investment in decent infrastructure. Wallingford is still a hugely car centric place and also used by many as a through route. More needs to be done to address this. I really want to see some bold and brave proposals that make the town a less hostile place for people walking and biking.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(487) Local resident, (Wallingford, St Johns Road)	<p><b>Support</b> St Johns Road frequently is dangerous to navigate due to speeding vehicles</p> <p>Travel change: <b>No</b></p>
(488) Local resident, (Wallingford, St John's Road)	<p><b>Support</b> Speeding in Wallingford is increasing. I want to feel safer in the town. Why don't these proposals cover St John's Road? If they don't, I fear speeds on SJR will get worse.</p> <p>Travel change: <b>No</b></p>

<p>(489) As a business, (Wallingford, St Mary's)</p>	<p><b>Support</b> If this cuts gridlock which currently cripples the town and puts off shoppers then it's a good thing. More people who can shop with quieter streets is a good thing in my eyes</p> <p>Travel change: <b>No</b></p>
<p>(490) Local resident, (Wallingford, St Mary's Street)</p>	<p><b>Support</b> I live in central Wallingford and regularly see vehicles driving too fast through the town.</p> <p>Travel change: <b>No</b></p>
<p>(491) Local resident, (Wallingford, St Nicholas Road)</p>	<p><b>Support</b> No speeding restrictions in St Nicholas Road. Speeding traffic all day long even during school drop off and pick up. Busy all around town. Centre congested with people. Pavements too narrow in town. Diversion routes around town needed.. and town and outskirts need traffic calming in terms of speed and quantity</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(492) Local resident, (Wallingford, Thames Street)</p>	<p><b>Support</b> I think it will make streets safer for pedestrians although not necessarily for cyclists</p> <p>Travel change: <b>No</b></p>
<p>(493) Local resident, (Wallingford, Thames Street)</p>	<p><b>Support</b> Studies show that pedestrians have a higher chance of surviving being hit by a car at 20 than 30mph. Pavements are narrow and uneven in central Wallingford increasing the chance of straying/falling into the road.</p> <p>Travel change: <b>No</b></p>

<p>(494) Local resident, (Wallingford, Thames Street)</p>	<p><b>Support</b> Safety Travel change: <b>Yes - cycle more</b></p>
<p>(495) Local resident, (Wallingford, Trenchard Close)</p>	<p><b>Support</b> Safety Travel change: <b>Yes - cycle more</b></p>
<p>(496) Local resident, (Wallingford, Walter Bigg Way)</p>	<p><b>Support</b> Safety Travel change: <b>No</b></p>
<p>(497) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> Improves the feel /atmosphere of town centre Travel change: <b>Yes - cycle more</b></p>
<p>(498) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> Too many people speeding Travel change: <b>No</b></p>
<p>(499) Local resident, (Wallingford, Wantage Road)</p>	<p><b>Support</b> Safety and environmental concerns Travel change: <b>No</b></p>

(500) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> Why isn't the 20mph being applied to the Wantage Road? Despite having speed bumps along the road drivers regularly speed beyond the current 30mph limit. This makes pulling out onto this road from my driveway frequently hazardous !</p> <p>Travel change: <b>No</b></p>
(501) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> Safer for cyclists and pedestrians.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(502) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> Road safety</p> <p>Travel change: <b>No</b></p>
(503) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> There is so much traffic on the road and going too fast down busy pedestrian areas</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(504) Local resident, (Wallingford, Wantage Road)	<p><b>Support</b> I witness speeding and dangerous driving in Wallingford regularly and I worry about the safety of my children and others</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(505) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Support</b> It will reduce noise, danger and pollution. It will encourage the use of the by-pass for through traffic. I would like to see the 20mph limit extended to the whole area of Wallingford.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(506) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Support</b> Will reduce noise, speedy dangerous drivers and reduce pollution.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(507) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Support</b> I support the idea of 20mph throughout Wallingford, yet I'm concerned that this is not addressing the real issue: our reliance to car! We should have consultation on increasing public transport, cycle ways and increasing the electric bike speed limit to 20mph</p> <p>Travel change: <b>No</b></p>
<p>(508) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Support</b> More and more children are playing out these days and people don't need to go faster than 20 in housing estates. Then there is the cats that get killed on a regular base too.</p> <p>Travel change: <b>Other</b> I'm disabled so need to use my car but do have a scooter that I can use to get into town</p>
<p>(509) Local resident, (Wallingford, Wilding Road)</p>	<p><b>Support</b> I am supporting as It's quite dangerous as we have kids and elderly, pets and everyone around us needs safety</p> <p>Travel change: <b>No</b></p>

(510) Local resident, (Wallingford, Wilding Road)	<p><b>Support</b> I live on a very busy road in Wallingford. Two pet cats from neighbours have been run over through people speeding</p> <p>Travel change: <b>No</b></p>
(511) Local resident, (Wallingford, Wilding Road)	<p><b>Support</b> I support the 20mph limit. It will reduce danger ,noise and pollution. It will also hopefully encourage traffic passing through to use the bypass road. Wilding Road is currently used as a short cut through Wallingford and speeding along this road is very common. I would like to see 20 mph limits extended across the whole of Wallingford to discourage speeding and shortcuts through unsuitable residential areas.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(512) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> The roads are too narrow and the current speed limit is too high. The roads leading into Wallingford should also have the 20 mph restriction as noise from last minute braking is horrendous with drivers rev their engines needlessly and roads are often blocked.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(513) Local resident, (Wallingford, Winterbrook)	<p><b>Support</b> Think the areas don't go far enough. For example, on Winterbrook / Reading Rd the 20mph should go to Winterbrook Lane at least. The houses on that road only have single path to walk on, which needs crossing onto for several houses. Traffic needs to be slowed down before the Old Nags Head pub. I also feel additional signage/speed cameras etc are needed or drivers just ignore. Currently people drive in excess of 45mph on some parts of Winterbrook.</p> <p>Travel change: <b>No</b></p>

<p>(514) Local resident, (Wallingford, Winterbrook)</p>	<p><b>Support</b> The Reading road and other roads in Wallingford are used as a through way and it's rare that the 30mph limit is observed. Often around 11pm at night most nights you can hear cars racing up and down the Reading road. From a safety and noise pollution perspective I am fully supportive. I think Speed cameras would need to be added to ensure it is observed.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(515) Local resident, (Wallingford, Winterbrook)</p>	<p><b>Support</b> Reduce fast cars on Winterbrook.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(516) Local resident, (Wallingford, Reading Road)</p>	<p><b>Support</b> I am in total support We live at 33 Winterbrook and see speeding traffic constantly especially southbound out of town! As the road looks long and straight after the medical centre, motorists tend to speed up excessively to often 50 mph and above. 20mph speed limit is the minimum requirement Prefer some physical speed apparatus!</p> <p>Travel change: <b>No</b></p>
<p>(517) Local resident, (Wallingford, Winterbrook Lane)</p>	<p><b>Support</b> Extend along reading road to winterbrook</p> <p>Travel change: <b>No</b></p>
<p>(518) Local resident, (Wallingford, Winterbrook Lane)</p>	<p><b>Support</b> I am a cyclist, pedestrian and motorist. I would like motorists to abide by the speed limits and if they heed 20 mph then it will make to streets safer for everyone</p>



	Travel change: <b>Yes – walk/wheel more</b>
(519) Local resident, (Wallingford, Wintergreen Lane)	<b>Support</b> The centre of Wallingford is very congested and it is irresponsible to drive any faster than 20 mph  Travel change: <b>Yes - cycle more</b>
(520) Local resident, (Wallingford, Wood Street)	<b>Support</b> Something needs to be done to slow drivers down. As long as it can be implemented properly and fairly.  Travel change: <b>No</b>
(521) As part of a group/organisation, (Wallingford Community Speedwatch)	<b>Support</b> As the Group Co Ordinator of Wallingford Community Speedwatch, I have found in our six months of surveys to date that excess speed is used on the roads in Wallingford. Roads we have found to show considerable excess are: Winterbrook Hithercroft Road into St. John's Road Wantage Road into Station Road Shillingford Road into Castle Street It also has to be borne in mind that we have also witnessed and recorded excess speed on Wilding Road/St. George's Green/Andrew Road, which are 20mph limit areas. We would wholly support the implementation of a blanketwide 20mph limit across all roads within the A4130 curtilage.  Travel change: <b>Yes - cycle more</b>
(522) As part of a group/organisation, (Wallingford Cycling Group)	<b>Support</b> Safer for walkers and cyclists. Less speed less accidents and use of hospital facilities. Less pollution for local residents.  Travel change: <b>Yes - cycle more</b>

(523) Local resident, (Wallingford resident, St Johns)	<p><b>Support</b> Consistent approach for all Wallingford roads</p> <p>Travel change: <b>Yes - cycle more</b></p>
(524) Local resident, (Wallingford, Wilding Road)	<p><b>Support</b> Safer and quieter. Majority of road users rarely stick to 30mph anyway.</p> <p>Travel change: <b>No</b></p>
(525) Local resident, (Wallpaper, Norries Drive)	<p><b>Support</b> I live on Norries Drive near Shillingford Road/Castle St. many drivers use this route as a cut through to Didcot, usually at high speeds. Due to the number of children and pets in the area, 20 mph should be the limit to limit the number of fatalities. I myself gave had 3 cats killed.</p> <p>Travel change: <b>No</b></p>
(526) Local resident, (Wallingford, Reading Road)	<p><b>Support</b> I agree that many vehicles go too fast on this road. Trying to cross as it has a discontinued pavement is dangerous.</p> <p>Travel change: <b>No</b></p>
(527) Local resident, (Wallingford, Reading Road)	<p><b>Support</b> I fully support any proposals to make the roads in Wallingford safer BUT the drivers who currently ignore the 30mph limit in Winterbrook will pay even less attention to a 20mph limit. The only way to increase safety on the roads is ENFORCEMENT of the speed limits, whatever they are. The Police need to make FREQUENT speed checks and a couple of Cameras need to be installed (for monitoring both directions through Winterbrook). Just consider how the</p>

	<p>20mph limits are totally ignored through central Wallingford, North Stoke, South Stoke and Goring. I repeat, speed limit ENFORCEMENT is the answer.</p> <p>Travel change: <b>No</b></p>
<p>(528) Local resident, (Wallingford, Winterbrook Lane)</p>	<p><b>Support</b> This will create a safer and more pleasant environment for walkers and pedestrians. This is of much greater importance with the growth of the town and with more younger and older people around.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(529) Local resident, (Wallingford, Reading Road &amp; Winterbrook Lane)</p>	<p><b>Support</b> Specifically about the Reading Road, but comments apply equally to other routes to town centre from the previous bypass which is now a housing access route. Traffic density has increased hugely over the last twenty years including heavy construction traffic. The speed of traffic through Winterbrook, an increasingly densely populated residential area is generally above 30mph. Pedestrians are obliged to cross this road twice when walking to town (which I often do) which is made more difficult and dangerous by traffic speed. Cycling to town (which I often do) is increasingly hazardous particularly around parked cars which are increasing. The Reading Road requires traffic calming a 20mph limit with enforcement is a good foundation, but chicanes and humps would also be helpful on this road which is increasingly used for through traffic as the bypass becomes congested, slower and subject to frequent hold-ups. It is a little bit absurd that many villages are now 20mph throughout but the old hamlet of Winterbrook and its conservation area are not.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(530) Local resident, (Woodcote, The Close)</p>	<p><b>Support</b> I live in Woodcote and regularly travel to Wallingford for leisure purposes (going to the Corn Exchange, restaurants, visiting friends who live there, etc.). Woodcote recently introduced 20 mph speed limits around the village, and I really like them. I mostly travel around the village on foot and find that the 20 mph limit makes this much safer, especially on sections of road which lack pavements. As an expectant father, I really appreciate the reduction in the vehicle speed for safety reasons and would</p>

	<p>support rolling out the reduced speed limit in all residential or leisure areas. I have friends in Wallingford who have a toddler, and expect he will be safer walking or riding to the park with reduced speed limits. In addition, the reduced speed has really reduced the traffic noise in the village, making it more pleasant to live or spend time here. I hope the residents of Wallingford would also get to enjoy the reduced traffic noise.</p> <p>Travel change: <b>No</b></p>
<p>(531) Member of public, (Chipping Norton)</p>	<p><b>No opinion</b> Where are the proposals for 20mph in Chipping Norton?</p> <p>Travel change: <b>Other</b> 20mph for Chipping Norton.</p>
<p>(532) Local resident, (Cholsey, Ashfield Way)</p>	<p><b>No opinion</b> I don't find people speed too much at the moment, however, I see the benefits to public safety.</p> <p>Travel change: <b>No</b></p>
<p>(533) Local resident, (Wallingford, Fir Tree Avenue)</p>	<p><b>No opinion</b> Think that parking is more of a safety issue on major routes into Wallingford although I support 20mph close to schools</p> <p>Travel change: <b>No</b></p>
<p>(534) Local resident, (Wallingford, St Johns Terrace)</p>	<p><b>No opinion</b> All depending on the road</p> <p>Travel change: <b>No</b></p>

<p>(535) Member of public, (Wallingford, Croft Road)</p>	<p><b>No opinion</b> It's a safer because of the school kids going to school Travel change: <b>No</b></p>
<p>(536) Local resident, (Wallingford, Millington Road)</p>	<p><b>No opinion</b> Some people will object, some will benefit but I genuinely believe that most people will ignore it...as most do in the Wallingford 20mph areas currently. I therefore feel that it will be a waste of money. Travel change: <b>No</b></p>