

Divisions affected: *Shrivenham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

FERNHAM – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Fernham, as advertised.**

Executive Summary

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

Financial Implications

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

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 13 June and 05 July 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Fernham Parish Council, and the local County Councillor representing the Shrivenham division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection, citing that whilst the village is serviced by the No.68 route (which runs between Wantage and Faringdon), due to the nature of the village the proposed 20mph could be considered both appropriate and equally, reasonably self-enforcing, and thus effective.

Other Responses:

9. A further 62 responses were received via the online survey during the course of the formal consultation, comprising of: ten objections (16%), 45 in support (73%), and seven non-objections (11%).
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	16 (26%)
Yes - cycle more	4 (6%)
No	40 (65%)
Other	2 (3%)
Total	62

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

Officer Response to Objections/Concerns

12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also 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'.
13. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Fernham.
14. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.




Paul Fermer
Director of Environment & Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer - Vision Zero)
 Matt Archer (Portfolio Manager – Programme Delivery)

September 2024

Fernham 20mph Overview

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	05.12.23	Proposal 1	C.R		



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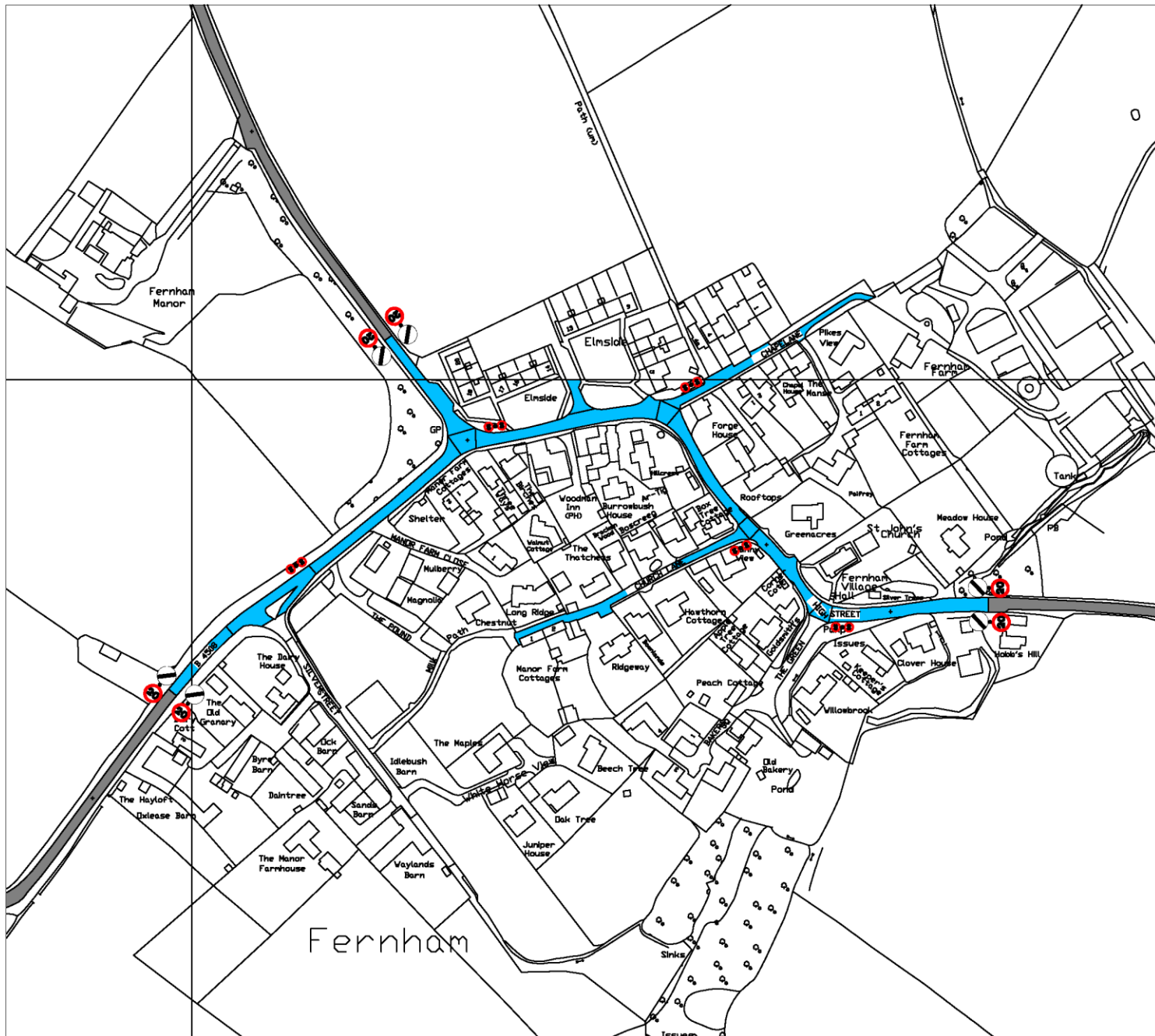
Project title: Fernham 20mph Scheme

Drawing title:
Fernham 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 05.12.23	Date checked: 22.12.23	Date approved: 22.12.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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Fernham

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(2) Head of Built Environment and Infrastructure, (Go-Ahead Group)</p>	<p>No objection – I confirm that the proposal referenced above affects the 68 service which runs between Wantage and Faringdon, which is operated by our Pulhams Coaches business on behalf of the County Council.</p> <p>The proposals replace the entire 30mph limit with 20mph. However, the village is compact, and the built form is intimate. The nature of the context is such that 20mph can be considered both appropriate and equally, reasonably self-enforcing, and thus effective. The length of highway affected is also relatively short. The practical effect on bus journey speeds and times would be de minimis, compared to the current situation. Accordingly, we present no objection in this instance.</p>
<p>(3) Local resident, (Fernham, Chapel Lane)</p>	<p>Object – It is unnecessary, the village is narrow and tight enough that very few people speed here anyway. Would rather the money be put in to repairing the horrendous pot holes.</p> <p>Travel change: No</p>
<p>(4) Local resident, (Fernham, Chapel Lane)</p>	<p>Object – Fernham has survived since time immemorial without this ridiculous speed restriction. We do not even have a school.</p> <p>Travel change: No</p>

<p>(5) Local resident, (Fernham, Elmside)</p>	<p>Object – Absolute waste of time. There's no benefit for 20. Travel change: No</p>
<p>(6) Local resident, (Fernham, High Street)</p>	<p>Object – As the 20mph limit has no basis in science or reducing accidents, and the 30mph limit is not adhered to by many cars,I think it will be an expensive distraction from fixing the roads, especially in the High Street, Fernham Travel change: No</p>
<p>(7) Local resident, (Fernham, Silver Street)</p>	<p>Object – I have lived in Fernham for 4.5 years. I have not once heard of a road traffic accident or incident in the village. I can not see what the real concerns are about the 30 mph limit. Travel change: No</p>
<p>(8) Local resident, (Fernham, Silver Street)</p>	<p>Object – I feel it's unnecessary for our village, the village itself you can't speed through with the tight bends and narrow parts of the roads. The problem is the vehicles entering the village at speed. I strongly feel that the 20mph limit will not cure the issue but having a traffic right of way or calming would greatly reduce the speed of vehicles. Travel change: No</p>
<p>(9) Local resident, (Fernham, The Green)</p>	<p>Object – Total waste of time and dangerous. Current 30mph is not monitored or enforced so what difference will a 20mph limit make? Also as a driver 20mph is so slow that you are focused on your speed and not the pedestrians that you are supposed to be saving. The money spent on imposing these restrictions would be much better spent repairing the diabolical state of the roads in Fernham and surrounds. The numerous pot holes, craters and subsiding road surface do a better job of reducing speed than any sign would ever do Travel change: No</p>

<p>(10) Local resident, (Fernham, Chapel Lane)</p>	<p>Object – Absolutely ridiculous waste of money, nobody has been injured in the time I have lived here since 1983, and the appalling state of the roads and lanes around the village would be a much more sensible and useful way to spend the exorbitant amount of money that these 20 limits seem to cost to put in place.</p> <p>Travel change: No</p>
<p>(11) Local resident, (Fernham, Longcot Road)</p>	<p>Object – There is no need to reduce the limit. People don't tend to speed through the village so it would not add any advantage.</p> <p>Travel change: No</p>
<p>(12) Local resident, (Fernham, Bakers Square)</p>	<p>Object – At a time of austerity wasting council time resources and money on a woke project is irresponsible- particularly in the light that there are no incidents on the road through Fernham. I have lived here for 35 years and we simply do not need such a irrelevant scheme</p> <p>Travel change: No</p>
<p>(13) Local resident, (Fernham/Little Coxwell, Fernham Road)</p>	<p>Support – 30mph is too fast for the village- I would also like to see the speed limit changed to 40mph on road between Fernham and Little Coxwell</p> <p>Travel change: No</p>
<p>(14) Local resident, (Fernham, Chapel Lane)</p>	<p>Support – The main road through Fernham has no pavement at all in places and when there is it is only wide enough for one person. As village pedestrians we dodge oncoming traffic just getting from A-B and much of it is travelling in excess of 40mph. With two sharp blind corners on the main road it's a miracle that no-one has been seriously injured or killed and with silent electric cars the chances of that have risen.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(15) Local resident, (Fernham, Chapel Lane)</p>	<p>Support – The Main Road through Fernham has three bends and from the Church upwards to the left hand bend is narrow. The pathway is particularly narrow on the Main Road going up hill from Church Lane to the left hand bend. If you want to go down hill from Chapel Lane to the Green you need to cross the Main Road a total of three times. A reduction in speed through the village would help pedestrians cross the Main Road more safely.</p> <p>Travel change: Other Within the village I would always walk regardless of the speed limit. I would hope a 20 mph it would help to make it a better experience and certainly safer.</p>
<p>(16) Local resident, (Fernham, Chapel Lane)</p>	<p>Support – Traffic regularly travels too fast through the village, especially through the narrow winding section up from the church to the pub.</p> <p>Travel change: No</p>
<p>(17) Local resident, (Fernham, Chapel Lane)</p>	<p>Support – With narrow pavements and only a short distance through the village it makes sense to restrict the speed limit to 20mph. Also I have a young daughter who likes walking around the village her safety is a priority for me and restricting the limit will provide some additional safety.</p> <p>Travel change: Yes - cycle more</p>
<p>(18) Local resident, (Fernham, Chapel Lane)</p>	<p>Support – Need to slow through traffic.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(19) Local resident, (Fernham, Church Lane)</p>	<p>Support – Try to keep children & pets safe as too many pets have been killed in Fernham on the road .</p> <p>Travel change: No</p>

<p>(20) Local resident, (Fernham, Church Lane)</p>	<p>Support – Fernham has many blind bends, road junctions and hills. We have difficulty exiting from Church Lane due to a blind bend to our near side.</p> <p>Travel change: No</p>
<p>(21) Local resident, (Fernham, Church Lane)</p>	<p>Support – Lots of cars coming through Fernham drive far too fast. Difficult to cross the road safely.</p> <p>Travel change: No</p>
<p>(22) Local resident, (Fernham, Church Lane)</p>	<p>Support – Many motorists already ignore the 30mph limit as it is especially on entering and exiting the village. As a parent with children who walk and cycle around our village I want to ensure that every measure is taken in keeping them safe! Fernham has long been used as a diversion route which when in use increases the amount of speeding traffic through our village, it is only a matter of time before there is serious injury or a fatality because of a speeding motorist!</p> <p>Travel change: Yes - cycle more</p>
<p>(23) Local resident, (Fernham, Elmside)</p>	<p>Support – Vehicles travel much too fast through our village. They totally ignore the 30 mile an hour as it is.</p> <p>Travel change: No</p>
<p>(24) Local business, (Fernham, High Street)</p>	<p>Support – I am the owner of a business in Fernham. Our entrance is just after a sharp bend coming from the direction of Shellingford and is very dangerous trying to get out or into if traffic flies around the corner at fast speeds. The road through Fernham is narrow and has two difficult bends. If the A420 is closed it is virtually impossible to get two heavy vehicles past each other through parts of the village and they damage the verges and the side of the road itself. The pavement is not continuous on both sides of the road near the church and forces the pedestrian to cross the road close to bend, a risky procedure if traffic is going too fast. I strongly support a 20mph speed limit for Fernham.</p> <p>Travel change: No</p>

<p>(25) Local resident, (Fernham, High Street)</p>	<p>Support – We are a very small village with nasty bends and already many potholes - this can only help. Travel change: Yes - cycle more</p>
<p>(26) Local resident, (Fernham, High Street)</p>	<p>Support – My children cross the road everyday to collect their school bus. This crossing is near a bend where cars come round regularly at over 30mph. Travel change: No</p>
<p>(27) Local resident, (Fernham, Hobbs Hill)</p>	<p>Support – Vehicles (cars, lorries and even tractors) regularly pass through the village at speeds well in excess of the current 30mph limit. There is limited visibility when exiting our driveway, so fast moving vehicles make is especially hazardous. Many houses in the village have pets and there have been a number of cats killed on the road by traffic that has subsequently not then stopped. The pavements alongside the B4508 are not very wide (particularly around the church) and again fast moving vehicles can make it hazardous to walk along the pavement Travel change: No</p>
<p>(28) Local resident, (Fernham, Hobbs Hill)</p>	<p>Support – I live on the road through Fernham and have witnessed many vehicles dangerously exceeding the limit around a blind corner. Walking through Fernham is not safe owing to the narrow road, lack of continuous pavement and speeding vehicles. Travel change: Yes – walk/wheel more</p>
<p>(29) Local resident, (Fernham, Longcot Road)</p>	<p>Support – We frequently walk into the village via Longcot Road and many drivers don't even heed the 30 mph signs. Hoping a newly imposed 20 mph may get their attention. Travel change: Yes – walk/wheel more</p>

<p>(30) Local resident, (Fernham, Longcot Road)</p>	<p>Support – Traffic does not slow down on entering the village. Road through village also used a lot when problems on A420 . Speed of traffic makes road through village hard to cross where corners and no visibility. Reduced speed would benefit safety of other road users and residents.</p> <p>Travel change: No</p>
<p>(31) Local resident, (Fernham, Manor Farm Close)</p>	<p>Support – Fernham suffers with increasing levels of traffic. This is escalated when there is a problem on the A420, which is not infrequent, and the village becomes a rat run. There are two major bends in the road as it traverses the village which makes crossing the road difficult and hazardous if traffic is driving too fast. Traffic often accelerates as it travels west out of the village towards Longcot making exit from Manor Farm Close, The Pound and Silver Street especially difficult and dangerous. If the speed limit was reduced to 20 it might be that people would drive under 30 rather than over 30 as at present.</p> <p>Travel change: No</p>
<p>(32) Local resident, (Fernham, Manor Farm Close)</p>	<p>Support – Too many cars speeding in the village</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(33) Local resident, (Fernham, Road through Fernham)</p>	<p>Support – The village is widely used as a cut through and the section of road is particularly narrow from Chapel Lane to the Green (with the narrowest pavement available). It is treacherous using that section of pavement under regular conditions and even more so when vehicles which are too big for the village use it as a cut through. Imposing a 20mph limit may dissuade the numbers of drivers from using it as a "quick" alternative.</p> <p>Additionally, as the B4508 dissects the village, it is widely used by pedestrians, parents and children, dog walkers, the elderly to access different sectors of the community and it goes without saying that a 20mph limit will provide a safer walking environment.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(34) Local resident, (Fernham, Silver Street)</p>	<p>Support – The road is very bendy and has several serious potholes which were reported for repair months ago and alas are not repaired yet. Fernham has a nursery school for toddlers at StJohns Church Monday to Friday and the village has many elders.</p> <p>I think slowing the traffic to 20 mph is helpful for this village and particularly when the A420 is closed and we then have a large volume of diverted traffic.</p> <p>We also need more footpaths on the Fernham Road either side of the village and most definitely in the road towards A420 and Faringdon which is highly dangerous to walk. Thank you</p> <p>Travel change: No</p>
<p>(35) Local resident, (Fernham, Silver Street)</p>	<p>Support – The village has a really tight corner in the middle which is very dangerous when cars go too fast.</p> <p>Travel change: No</p>
<p>(36) Local resident, (Fernham, Silver Street)</p>	<p>Support – This is a tiny village with a windy road going through it - too many people drive through quickly and dangerously: 20mph is needed.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(37) Local resident, (Fernham, Silver Street)</p>	<p>Support – Fernham is a small rural village with a high frequency of speeding drivers. Anything that can be done to reduce this will be welcome by the residents.</p> <p>Travel change: No</p>
<p>(38) Local resident, (Fernham, Silver Street)</p>	<p>Support – This is a village that often gets used as a diversion when the a420 is closed and it can get very dangerous for residents going about their usual business along the windy main road that is not brilliantly supported by footpaths. I for one</p>

	<p>walk my large dog through the village and am often concerned by the speed of cars going through especially near the pub where a sharp bend makes for a blind crossing to the footpath.</p> <p>Travel change: Yes – walk/wheel more</p>
(39) Local resident, (Fernham, Silver Street)	<p>Support – Many people continue to drive quickly through the village. The road is windy and tight in some places. Furthermore, our residents footpath is just beside the road - it is somewhat narrow at parts and people traveling fast may not respond in time to pedestrians on or adjacent to the road.</p> <p>Travel change: Yes – walk/wheel more</p>
(40) Local resident, (Fernham, Silver Street)	<p>Support – The road through Fernham is narrow and winding. Cars travel far too fast through the village and, as a consequence, there is a high potential of a serious accident.</p> <p>Travel change: No</p>
(41) Local resident, (Fernham, Silver Street)	<p>Support – People drive too fast through the village. It can be very difficult to get out of the side street. The 'S' bend in the centre of the village can be extremely dangerous</p> <p>Travel change: No</p>
(42) Local resident, (Fernham, The Green)	<p>Support – Pedestrian safety: The pavements through Fernham alongside the B4508 are the primary way that residents walk through the village to visit neighbours and reach the village's amenities: the pub, the adventure playground, the village hall/church. The pavements are narrow and cross from side of the road to another on a blind bend. There is also a second popular crossing point on another blind bend. We often have to rely on listening when we can't see far enough, and this is more risky given the increase in electric cars. Slower traffic would increase pedestrian safety.</p> <p>Road safety: Cars entering the village from both ends regularly exceed the 30mph limit and all the side roads in the village branch off the B4508. A slower speed would increase reaction time for drivers who must break for turning traffic. Also neighbours whose drives exit directly onto the B4508 report that they have difficulty pulling out owing to speeding traffic.</p>

	<p>The route through Fernham is also used as an alternative route when there's an accident on the A420 and this can result in large lorries driving through the village in both directions at the same time and meeting on the tight bends. A slower speed would help drivers to anticipate and avoid possible accidents.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(43) Local resident, (Fernham, The Green)</p>	<p>Support – The nursery school that is in the church is right on the corner of the main road that runs through the village. It would be dreadful if a child was hurt by a speeding car.</p> <p>As is now agreed science a car hitting a child at 20 does a lot less damage than a car doing 30! Thank you</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(44) Local resident, (Fernham, unnamed road from Fernham junction)</p>	<p>Support – drivers still going too fast around corners in Fernham and that goes for some cyclists as well who treat it the route as a time trial</p> <p>Travel change: No</p>
<p>(45) Local resident, (Fernham, Chapel Lane)</p>	<p>Support – Cars speeding through the village are problematic</p> <p>Travel change: No</p>
<p>(46) Local resident, (Fernham, Chapel Lane)</p>	<p>Support – Road safety reasons</p> <p>Travel change: No</p>
<p>(47) Local resident, (Fernham, Chapel Lane)</p>	<p>Support – Vehicles drive through the bends in the village far in excess of the 30 mph signs making a danger to cross the road</p>

	Travel change: Yes – walk/wheel more
(48) Local resident, (Fernham, Church Lane)	Support – Dangerous bends on narrow road on High Street at bottom of Church Lane. There are very few places pedestrians and cyclists can cross safely. Diversion routes through village when A420 is blocked needs consideration. Lorries trying to pass in opposite directions get stuck. Travel change: Yes - cycle more
(49) Local resident, (Fernham, Elmside)	Support – To reduce traffic speed Travel change: No
(50) Local resident, (Fernham, Elmside)	Support – Slow down traffic as Fernham is a rat run Travel change: No
(51) Local resident, (Fernham, Elmside)	Support – Slow down the traffic that races though Travel change: No
(52) Local resident, (Fernham, Elmside)	Support – For safety and noise reduction reasons Travel change: No
(53) Local resident, (Fernham, Hobbs Hill)	Support – I live on Hobbs Hill and the traffic coming from Shellingford/Uffington currently comes into the village too quickly due to the 30mph and the speed limit signs being placed too close to House/ church accesses in the village. They should be closer to the Shellingford/ Uffington junction

	Travel change: Yes – walk/wheel more
(54) Local resident, (Fernham, The Green)	<p>Support – The speed of the traffic going through Fernham is too fast at present. It has become dangerous to walk through Fernham given that there are only partial pavements provided. To reach the postbox from my house I have to cross the road three times to stay on the pavement. Two of these crossings are at blind bends. The situation is made worse when the A420 is closed and the traffic is then diverted through our small village.</p> <p>Travel change: Yes – walk/wheel more</p>
(55) Local resident, (Fernham, near Faringdon, chapel lane)	<p>Support – No continuous pavement so have to cross the main road twice to stay on the pavement. Bend in the road makes visibility bad and there is an ever increasing volume of traffic through the village, often driving too fast. Fernham has an ageing population, many of whom can't cross the road quickly.</p> <p>Travel change: No</p>
(56) Local resident, (Fernham, near Faringdon, The Green)	<p>Support – Hazardous walking around the village with fast cars and bends. Husband is totally dependent upon a wheelchair and pavements too narrow so he has to use the road. Can be really dangerous.</p> <p>Travel change: No</p>
(57) Local resident, (Westcot, Westcot lane)	<p>Support – The roads are very narrow and windy throughout the village so it will help with safety to reduce the limit.</p> <p>Travel change: No</p>
(58) Local resident, (Fernham, Church Lane)	<p>No objection – I fail to see how the enforcement of a lower speed limit will improve safety. Those who speed generally do so regardless of the speed limit and so those currently speeding over 30mph in this zone (and causing the majority of problems) will continue to do so. Enforcement of the current (or future) limit is more important than the limit and this can only be achieved via cameras and/or road furniture.</p>

	Travel change: No
(59) Local resident, (Fernham, Church Lane)	<p>No objection – As with most small villages the increase in traffic is alarming. Therefore we desperately need a 20MPH limit.</p> <p>Travel change: No</p>
(60) Local resident, (Fernham, High Street)	<p>No objection – More than more vehicles speeding through the village</p> <p>Travel change: Yes – walk/wheel more</p>
(61) Local resident, (Fernham, High Street)	<p>No objection – I live in Fernham village and see cars speeding through it on a daily basis. We have 2 blind bends and a junction which makes it very dangerous for walkers and cyclists and for children, when trying to cross the road . It is also very dangerous for drivers trying to exit their drives onto the road, especially on a blind bend., a speeding car will not be able to stop in time. I live on one of the blind bends and frequently have narrow misses when exiting in my car onto the road. I fully support the 20 mile an hour limit through our village, it has worked for our neighbours in Shellingford and I would like it to be implemented in Fernham to make it a safer place to live.</p> <p>Jan Egginton</p> <p>Travel change: Yes – walk/wheel more</p>
(62) Local resident, (Fernham, High Street)	<p>No objection – A high proportion of several hundred vehicles (cars, motorbikes, Lorries and vans) passing through Fernham daily exceed the speed limit - some of them by a large margin. This has been getting steadily worse over the past 10 years. The volume of traffic has also increased, especially when there are delays or closures on the nearby A420. The speeding makes it dangerous to walk through the village (the footpath is not continuous), and in my case, to pull out of my driveway onto the road.</p> <p>Travel change: Other</p> <p>Walk a little more in the village however I rely on the car due to lack of public transport and personal health reasons.</p>

<p>(63) Local resident, (Fernham, Church Lane)</p>	<p>No objection – I don't object to the proposal but don't think that traffic is that fast going through the village. I would prefer that fixing the potholes is prioritised.</p> <p>Travel change: No</p>
<p>(64) Local resident, (Fernham, Manor Close Farm)</p>	<p>No objection – Cars drive way above the 30mph limit already, so hopefully getting a 20mph limit will reduce their speeds a lot further</p> <p>Travel change: No</p>