

*Divisions affected: Goring*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 MARCH 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

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

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 03 February 2023 and 03 March. A notice was published in the Henley Standard 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, Woodcote, and Goring Heath parish councils, and the local County Councillor representing the Goring division.

### **Statutory Consultee Responses:**

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company had no objections as they do not operate services within the village. Thames Travel Bus Company objected to the introduction of 20mph speed limits on the B471 Oxford Road, and on Reading Road from the east of the village to its junction with Greenmore – citing the lack of active frontages on these sections that would encourage, or lead to frequent and planned mixing between vulnerable road users and motorised traffic.

### **Other Responses:**

8. 53 online responses were received from members of the public: 40 in support, six with concerns, and seven expressing objections. Most objections considered the proposals a waste of money and not tackling the real problems. Problems of drivers breaking the law and being less focussed together with higher journey costs were also raised. Notably, one objector feared it leading to the loss of bus services.
9. 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

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	16 (30%)
Yes - cycle more	11 (21%)
No	24 (45%)
Other	2 (4%)

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

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

11. The main purpose of the scheme is to improve road safety and encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

12. The objections are comparable to those expressed and considered in earlier similar schemes and, given the explicit intention of the County Council's democratically agreed 20mph limit policy, were not considered to warrant a change in those previous proposals; as such they merit no further consideration.


Bill Cotton  
Corporate Director, Environment and Place

Annexes    Annex 1: Consultation plan  
    Annex 2: Consultation responses

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March 2023



<b>Woodcote Overview</b>		Revision 1.0			
<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Proposed 20 <span style="color: blue;">■</span></li> <li>Existing 20 <span style="color: yellow;">■</span></li> <li>Not within Highway Boundary <span style="color: red;">■</span></li> <li>Existing 30 <span style="color: magenta;">■</span></li> <li>Existing 40 <span style="color: green;">■</span></li> <li>Existing 50 <span style="color: cyan;">■</span></li> <li>Existing NSL <span style="color: grey;">■</span></li> <li>Not Public Highway <span style="color: black;">■</span></li> </ul>					
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<b>Rev.</b>	<b>Date</b>	<b>Purpose of revision</b>	<b>Drawn</b>	<b>Checked</b>	<b>Approved</b>
1.0	22.12.22	Proposal 1	C.R		
 <p>Oxfordshire County Council</p> <p><small>Owen Jenkins Director Infrastructure Delivery Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small></p>					
Project title: Woodcote 20mph Scheme					
Drawing title: Woodcote 20mph Scheme Overview					
Drawing Status					
Scale @ A3	Drawn by: C.R	Checked by: E.JB	Approved by:		
	Date drawn: 22.12.22	Date checked:	Date approved:		
Oxfordshire Project No. & File Ref					
Drawing No. 1.0					Revision 1.0

## ANNEX 2

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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> <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>
<p>(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p><b>No objection</b> – Stagecoach does not operate services in the settlements covered. We thus offer no formal objection.</p> <p>However, there are other bus operators in Woodcote. The proposals are likely to have some effect on these services, especially when considered cumulatively with those in other settlements along the line of what is a strategically significant and lengthy interurban route group.</p> <p>We would therefore urge the Council to pay particular attention to other operator responses. Material increases in service running time in rural areas can have a disproportionate impact on bus operating economics.</p>
<p>(3) Business Development and Partnerships Manager, (Thames Travel Bus Company)</p>	<p><b>Object</b> – Woodcote is served by the trunk X40 service between Oxford and Reading and also by the school-day only service BB3. Both services have recently had extra running time added with yet further additional running time due to be added to the X40 shortly.</p> <p>The new X40 timetable will require an extra bus to be added to the cycle in order to maintain the current frequency. Whilst there will be extra driver and bus costs it is highly unlikely that there will be any additional passenger revenue as the service frequency will remain the same. The longer journey times is actually likely to see a reduction in patronage as the service becomes less attractive compared to making the journey by car. In order to minimise the increase in bus and driver costs which result from this we had proposed to withdraw certain evening journeys when fewer people travel. We are grateful that the County Council is to temporarily provide funding to keep these journeys operating.</p>

	<p>We therefore have concerns that further reductions in speeds will make bus services even more unattractive to potential passengers. We have no problem with and support these proposals where they do not affect bus services. Given the nature of the roads we do not object to the proposals for Bridle Path, Whitehouse Road, Goring Road and for Reading Road between its junction with Goring Road to its junction with Greenmore.</p> <p>We object to the introduction of a 20mph speed limit on B471 Oxford Road, from the north of the village to just before its junction with Reading Road. There are minimal active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic and maintaining the existing 30mph limit would provide a buffer between the national speed limit and the 20mph limit. The bends along this section of road mean that buses and other traffic are unlikely to be traveling at 30mph but it is still possible to travel faster than 20mph.</p> <p>We object to the introduction of a 20mph speed limit on Reading Road from the east of the village to its junction with Greenmore. There are no active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic on this section of road. The new Darnell Place development rather than providing a footway along the Reading Road has been required to close off an existing entrance from the Reading Road and install a new fence line, hedge and with the grass verge and ditch to be reinstated. Therefore it is planned that pedestrians rather than walking along the Reading Road should walk through the new development coming out onto the Reading Road, on a section where we do not object to the proposals, near the east-bound Langtree School bus stop.</p> <p>Given its rural location just off the A4074 and the distances involved on the Oxford – Wallingford – Woodcote – Reading corridor it is unlikely that cycling or walking will make up significant mode share for journeys on this corridor. Therefore the council should be seeking to maximise support for public transport on this corridor to help achieve our decarbonisation aims.</p>
(4) Local Resident/Member of public, (Witney, Station Lane)	<p><b>Object</b> - Unnecessary big government bus</p> <p>Travel change: <b>No</b></p>
(5) Local Resident/Member of public, (Woodcote, Beech Lane)	<p><b>Object</b> - I object to the proposal because: I spend more time cycling than driving in Woodcote, and the most danger comes from pedestrians walking out across the road in front of you and not cars driving at 30mph, let alone 20mph. And as I cycle along at between 15 and</p>

20mph, I would much rather cars overtake me at 30mph rather than stay in the overtaking danger zone next to me for 3 to 5 times longer while travelling at 20mph.

The study by Queens University after 5 years of a 20mph limit in Belfast stated that "Analysis of all the data showed that when compared with the sites that had retained their speed limits, a 20 mph speed limit was associated with little change in short- or long-term outcomes for road traffic collisions, casualties, or driver speed".

So why on earth does the council rely on forecasts of impact to justify this project rather than use findings from a real life situation after the event. The Queens University findings are real evidence rather than fanciful predictions that are currently being used to back up the councils position on this.

After the ridiculously widespread imposition of a 20mph limit in nearby Checkendon we now have the situation where vehicles travelling at 20mph or less are being overtaken by other vehicles - this has reduced safety rather than increased it.

Fuel consumption rises - for cars, the optimum constant speed for fuel consumption is around 40mph, once under this speed, the slower you travel the less fuel efficient the vehicle.

Journeys take longer - more time = higher costs to business, which is invariably passed onto the consumer. If all 30mph were changed to 20mph throughout the country this would have a definite impact on costs to the consumer. More drivers will break the speed limit - this is widely acknowledged as a consequence. The more unjust restrictions that are brought in, respect for the law will decrease.

Roadusers will become less vigilant - In practice the average speed of vehicles is not reduced by 10mph - but because of the perception that it is, all road users are less vigilant than they otherwise would be.

This is one of those Vanity projects from highways dept (a few years ago we had the rash of pink tarmac across the county) and the money would be better spent on the numerous potholes that are mostly ignored by the highways dept now - when driving I have to constantly scan the road surface 10 to 15 metres ahead looking for for potholes to swerve around rather than focusing primarily on the medium distance and other types of potential hazard. This would be a much bigger contribution to road safety.

Travel change: **Other**

I would cycle less because it will become more dangerous



<p>(6) Local Resident/Member of public, (Woodcote, Bridle Path)</p>	<p><b>Object</b> - 1. I can understand city center 20mph zones from an environmental point of view but the pollution concerns are not the same in Woodcote.  2. Driving at 20 mph makes you complacent, looking around at the scenery / houses is far easier therefore more dangerous.  3. Speed limits are usually adjusted when there has been a series of accidents - there have been none, or minimal, in Woodcote. What is the justification for this?  4. This would have a knock-on effect on our bus service which we may lose.  5. Money would be far better spent repairing the pavements to make walking safer for children, the elderly, and those with pushchairs, wheelchairs or other walking aids (not to mention those wearing high heels). The pavements are in a dangerous state in parts of the village.  6. In the Project Consultation run last summer, a reduction in speed limit came 4th out of the 10 projects asked about.</p> <p>Travel change: <b>No</b></p>
<p>(7) Local Resident/Member of public, (Woodcote, South Stoke Road)</p>	<p><b>Object</b> - Too expensive. Not genuinely aimed at the perceived problem of bike and pedestrian safety. Safety actually requires SODC to maintain the road surface and pavements. Removing and filling in potholes and reinstating pavements. Given the sight lines and the poor road surface most drivers keep well below the speed limit and those few that don't won't if you change the speed limits. The real hazard is cyclist who are forced to weave around potholes and pedestrians obliged to walk along steep grassed verges or uneven pavements</p> <p>Travel change: <b>No</b></p>
<p>(8) Local Resident/Member of public, (Woodcote, Summit House Close)</p>	<p><b>Object</b> - Need to work on peoples common sense instead of lowering the speed limit, 30 is fine for the majority of Woodcote, people just need to think when it would be better to go slower...fog, snow, school at pick up/drop off...</p> <p>Travel change: <b>No</b></p>
<p>(9) Local Resident/Member of public, (Woodcote, Bensgrove Close)</p>	<p><b>Object</b> - The present 30 mph is sufficient if it were observed and enforced. Making it 20 mph is unfair on those who already observe the present speed limit and would make no difference to those who ignore it.</p> <p>Travel change: <b>No</b></p>

(10) Local Resident/Member of public, (Woodcote, Bridle Path)	<p><b>Object</b> - 1. There have been relatively few accidents in Woodcote, a rarity since I've been a resident here since 2004. Why waste time and money doing this</p> <p>2. Restricting the speed is likely to have those drivers who do slow down become more complacent and distracted, increasing the likelihood of an accident</p> <p>3. There are far more important things that money needs to be spent on ... most importantly for Woodcote, our schools. With inadequate funding for education as is, this is a way more deserving cause. Please do not waste my money putting 20mpb signs up. This is utterly ludicrous.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident/Member of public, (Emmer Green, Blaenant)	<p><b>Concerns</b> - Tidmore Lane is still showing as NSL even though it's single track, I feel this should be included in the plans.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident/Member of public, (Woodcote, Goring Road)	<p><b>Concerns</b> - More important would be to enforce the existing limits. Reducing the limit without enforcement will encourage drivers to break the limit, which then becomes a habit. Install average speed cameras at each entrance to the village -- this will be much more effective. 20 limit may be good where roads are culdesacs and kids liable to be playing outside.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident/Member of public, (Woodcote, Grimmer Way)	<p><b>Concerns</b> - The current 30 mph limit is not enforced and therefore ignored by many individuals. Why would a 20 mph limit improve safety if also not enforced and consequently ignored by those that ignore the 30 mph limit?</p> <p>Travel change: <b>No</b></p>

<p>(14) Local Resident/Member of public, (Woodcote, Reading Road)</p>	<p><b>Concerns</b> - I support the proposals but have concerns that Tidmore Lane has not been included within the area. Tidmore Lane is currently has a national speed limit but is an unlit single track, technically bridleway, with no pavement on either side. Many people walk and cycle along this route and the fact that it remains 60mph and does not come down to 20mph along with other roads within the village is a huge oversight and lacks common sense.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(15) Local Resident/Member of public, (Woodcote, Reading Road)</p>	<p><b>Concerns</b> - I support the introduction of 20mph for the areas shown on the map. However, I am extremely disappointed that Tidmore Lane has not been included. As a regular walker I have been nearly mown down in this lane but vehicles doing excessive speeds - with no pavements to walk along. It is part of the footpath network with people directed to walk here. The fact that this single track 'road' without any pavement or lighting is designated as national speed limit is absolute madness. This is the ideal opportunity to lower the speed limit on Tidmore Lane to match the speeds of the roads it adjoins on Oxford Road. I also understand the 30mph speed limit is/was proposed to be extended further out on Reading Road, to be nearer the A4074 as a result of the new housing development at Chiltern Rise/ Darnell Place. This would mean that the speed limit would be lower at both roads that Tidmore Lane connects. It should not be that an accident, injury or fatal accident has to take place BEFORE action is taken.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(16) Local Resident/Member of public, (Woodcote, Tidmore Lane)</p>	<p><b>Concerns</b> - Support this in principle but am concerned that Tidmore Lane is not included. It has a tarmac surface and is sometimes driven along too fast or as a cut through even though it is a restricted byway which is used by walkers and cyclists.</p> <p>Travel change: <b>No</b></p>
<p>(17) Local Resident/Member of public, (Cray's Pond, Beechwood Close)</p>	<p><b>Support</b> - The roads in Woodcote are often busy and are used as a through route, with so many children living and going to school in the village it makes sense to make it as safe as possible.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(18) Local Resident/Member of public, (Woodcote, Ashlee Walk)</p>	<p><b>Support</b> - Woodcote is often used as a rat run for business drivers. We have both a primary and secondary school in the village and I often see motorists speeding through the village. If we reduce the speed limit I hope that will slow them down!</p> <p>Travel change: <b>No</b></p>
<p>(19) Local Resident/Member of public, (Woodcote, Beech Lane)</p>	<p><b>Support</b> - 30mph, which is often ignored, is not slow enough. The route from A4074 is used as a 'run' to Oratory Prep and Pangbourne/further by non residents who frequently speed. Need calming measures, too. Speed bumps/min-roundabouts etc. to reinforce this, particularly at the pedestrian crossing which has seen many a near miss.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(20) Local Resident/Member of public, (Woodcote, Behoes Lane)</p>	<p><b>Support</b> - Because I wish to visit should become a safer and more pleasant place for people to be to walk and/or cycle around about the danger posed by vehicles going at up to 30 mph and, at times, more.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(21) Local Resident/Member of public, (Woodcote, Bridle Path)</p>	<p><b>Support</b> - Safety reasons</p> <p>Travel change: <b>No</b></p>
<p>(22) Local Resident/Member of public, (Woodcote, Croft Way)</p>	<p><b>Support</b> - I walk around the streets of Woodcote and its environs every day, as a dog walker, the speed of many of the cars is often so dangerous and quite frightening. I often do not feel safe. Higher speeds generate more noise and more pollution. The problem is exacerbated by cars swerving to avoid the increasing number of pot holes and losing traction during icy weather. Walking along the B471 to access a friend's house and to access Dean Woods is extremely treacherous.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(23) Local Resident/Member of public, (Woodcote, Folly Green)</p>	<p><b>Support</b> - Living in the village, I feel traffic needs to be slowed considerably.</p> <p>Travel change: <b>No</b></p>
<p>(24) Local Resident/Member of public, (Woodcote, Folly Green)</p>	<p><b>Support</b> - We need to take action to slow drivers down on roads. They are fast and dangerous when walking my little girls to school and walking the dog</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(25) Local Resident/Member of public, (Woodcote, Goring Road)</p>	<p><b>Support</b> - I live on Goring Road in Woodcote and frequently walk down the road with my 3 year old son and the speeding on this road is concerning. At every time of the day there are speeding cars which make walking as a pedestrian on the pavement dangerous and on multiple occasions cars have hit the curb when travelling too fast and meeting wide oncoming traffic whilst I have been walking with my son. If the speed was dropped to 20 mph I believe it would make it a safer environment for people to walk around the village and it would feel less dangerous as a parent walking with young children.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(26) Local Resident/Member of public, (Woodcote, Greenmore)</p>	<p><b>Support</b> - Unless the speed limit is reduced, someone is going to be killed. I live on Greenmore and observe that some motorists and motorbike riders race along the straight stretches at speeds well in excess of 30 mph. Some of them have no hope of stopping in time if they need to. Failure to reduce the speed limit to 20 mph will cost lives.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(27) Local Resident/Member of public, (Woodcote, Greenmore)</p>	<p><b>Support</b> - I think the speed people drive through the village is dangerous so a 20 mph limit will be beneficial for pedestrians and villagers.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(28) Local Resident/Member of public, (Woodcote, Grimmer Way)</p>	<p><b>Support</b> - To help stop excess speeding. Needs extending to Long Toll as this is a busy area for walkers and riders. At 60mph this is dangerously high and ridiculous given the high volume use crossing or walking along the road.</p> <p>Travel change: <b>No</b></p>
<p>(29) Local Resident/Member of public, (Woodcote, Hagbourne Close)</p>	<p><b>Support</b> - Safer for pedestrians (especially children)</p> <p>Travel change: <b>No</b></p>
<p>(30) Local Resident/Member of public, (Woodcote, Hagbourne Close)</p>	<p><b>Support</b> - Child safety</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(31) Local Resident/Member of public, (Woodcote, Hagbourne Close)</p>	<p><b>Support</b> - I have young children</p> <p>Travel change: <b>No</b></p>
<p>(32) Local Resident/Member of public, (Woodcote, Long Toll)</p>	<p><b>Support</b> - Cars pass my house much faster than the 30mph limit, there are lots of children living here and it shouldn't be this dangerous</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(33) Local Resident/Member of public, (Woodcote, Long Toll)</p>	<p><b>Support</b> - Lots of fast driving through the village with lots of young children walking to and from school. Some of the paths are so narrow or cars are parked over the path that you have to step into the road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(34) Local Resident/Member of public, (Woodcote, Oxford Road)</p>	<p><b>Support</b> - Woodcote is seen as a rat run for some car, where they want to cut through as quick as possible. They are in tunnel mode, and switched off to village driving and aren't prepared for unexpected things like kids falling off kerbs, balls being kicked into the road, families cycling around the village. At the moment going rd, Oxford Rd and reading rd are very dangerous with cars edging 40mph next to families walking on pavements. This shouldn't be the case in a village, especially where there is a viable alternative route along the B4526 to the B4074. Efforts to divert traffic on the route would be an all round positive. I live on a section of road that doesn't have a pavement so according to the Highway Code I can walk in the main carriageway, I do this especially when I'm walking with the kids. This is effective as slowing cars down, some however never break and swerve abruptly around me. Most cars are happy with my actions and smile and wave, some aren't! I grew up in a village where cars and pedestrians share the roads and when clearly marked this works very well. The 20mph limit is a good start, I would like to see the roads clearly designated as shared spaces for cars, cycles and pedestrians. This would help make Woodcote a better more forgiving place to raise children, and therefore better for the community and county</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(35) Local Resident/Member of public, (Woodcote, Oxford Road)</p>	<p><b>Support</b> - I live on Oxford road and have 3 young children who my husband and I walk to school every day. There is no safe path for us and we have to walk along the road. The road currently has a 30 mph speed limit, and the cars fly past us driving either 30 mph or over. In the last few months there have already been 2 car crashes near our house and thank goodness no pedestrians were involved, but I'm worried that one day there will be. A 20 mph speed limit will definitely make the road safer for pedestrians and cyclists. Woodcote is a village with a lot of school age children as well as elderly and a lower speed limit will make it safer for all.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(36) Local Resident/Member of public, (Woodcote, Potkilm Lane)</p>	<p><b>Support</b> - We live in Woodcote by the woods and speeding cars are regular despite walkers, horses etc.</p> <p>Travel change: <b>No</b></p>
<p>(37) Local Resident/Member of public, (Woodcote, South Stoke Road)</p>	<p><b>Support</b> - I support this. Our roads are used by lots of users not just cars and 30mph is too fast. Our road we live on in woodcote does not have a footpath. Myself, and my children have to share the road with drivers going to fast along it.</p>

	<p>The change will need signage and enforcement though.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(38) Local Resident/Member of public, (Woodcote, South Stoke Road)</p>	<p><b>Support</b> - Traffic drives through the village at speeds that risk the safety of pedestrians. As a village with two schools, it is often children most at risk. I live on South Stoke Road which is narrow and has no footpaths for most of its length. Traffic frequently drives too fast putting children at risk.</p> <p>Travel change: <b>No</b></p>
<p>(39) Local Resident/Member of public, (Woodcote, The Close)</p>	<p><b>Support</b> - Happy to support any proposal that will improve the safety of the roads in our village</p> <p>Travel change: <b>No</b></p>
<p>(40) Local Resident/Member of public, (Woodcote, The Oratory Drive)</p>	<p><b>Support</b> - The village can become very busy at times with traffic, and also cars parked along the roads, and there are some narrow pathways or even no pathways at times. I walk the village very frequently- multiple times a day and often with my four young children, and so i would welcome a 20mph speed limit for the safety of myself and family and for the benefit of the whole village! Thank you.</p> <p>Travel change: <b>No</b></p>
<p>(41) Local Resident/Member of public, (Woodcote, Wayside Green)</p>	<p><b>Support</b> - Anything that makes the roads through Woodcote safer for other road users i.e cyclists, runners, pedestrians etc, is of benefit to the safety and health of people. I offer wholehearted support for the proposed reduction of speed to 20mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(42) Local Resident/Member of public, (Woodcote, West Chiltern)</p>	<p><b>Support</b> - There are areas in Woodcote where the current 30mph limit is unsafe, e.g. outside the primary and secondary schools on Reading Road and in the environs of the zebra crossing on Goring Road. There was a fatality due to a RTA recently in South Stoke Road where a 20mph limit might have prevented this.</p>



	Travel change: <b>Yes – walk/wheel more</b>
(43) Local Resident/Member of public, (Woodcote, Wittenham Close)	<p><b>Support</b> - Woodcote is a rural village with a lot of foot traffic but is often used as a cut-through for other communities to get too and from the adjacent A4074. This reduction in speed limit across the village will help support the foot traffic within our community.</p> <p>However it is extremely disappointing that OCC is not including Tidmore Lane in this proposal. Tidmore Lane is a single-track lane without footpaths and is very popular with pedestrians and cyclists. There are very few houses along this road, and no businesses that I am aware of, however cars travel at high speed along it with some using it as a rat-run to bypass the front of the schools on Reading Road during peak times. It is currently labelled as a national speedlimit road which is completely unsuitable for the type of road and the way it is currently used, having no protection for non-vehicular users.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(44) Local Resident/Member of public, (Woodcote, Woodgreen)	<p><b>Support</b> - There are a lot of children, pets, wild animals and older people using our roads. We have just one designated road crossing in the village. Everywhere else Crossing the road is hazardous as many drivers do not appear to stick to the speed limit or know the highway code.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(45) Local Resident/Member of public, (Woodcote, Beech Lane)	<p><b>Support</b> - Busy residential area with children, elderly amongst the population. School, zebra crossing, shops, bendy roads, driveways onto the roads. 20mph is sensible.</p> <p>Travel change: <b>No</b></p>
(46) Local Resident/Member of public, (Woodcote, Beech Lane)	<p><b>Support</b> - Speeding traffic</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(47) Local Resident/Member of public, (Woodcote, Bridle Path)</p>	<p><b>Support</b> - To make the village safer for pedestrians.</p> <p>Travel change: <b>No</b></p>
<p>(48) Local Resident/Member of public, (Woodcote, Folly Green)</p>	<p><b>Support</b> - Having lived in the lovely village of Woodcote for 41 years, I do have increasing concerns for the safety of the village residents, given that both the volume of traffic and the speed with which vehicles pass through the village, has very much risen over these years. I would therefore be very grateful if a 20mph speed limit could be put into place, please.</p> <p>Travel change: <b>No</b></p>
<p>(49) Local Resident/Member of public, (Woodcote, Folly Green)</p>	<p><b>Support</b> - Something needs to show the traffic down through the village</p> <p>Travel change: <b>No</b></p>
<p>(50) Local Resident/Member of public, (Woodcote, Grimmerway)</p>	<p><b>Support</b> - I heavily support this - well overdue hopefully it happens</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(51) Local Resident/Member of public, (Woodcote, Hagbourne Close)</p>	<p><b>Support</b> - I have two young children who attend Woodcote primary. At both ends of the school drop off, it's not unusual to see drivers exceeding the 30mph limit. Sooner or later, this could end badly; prevention is always better than cure.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(52) Local Resident/Member of public, (Woodcote, Reading Road)</p>	<p><b>Support</b> - With 2 secondaries, a, primary and two preschools we have lots of children and cars in Woodcote. The two don't mix. People often drive faster than 30mph so reducing to 20 might save lives and make it safer for all..</p> <p>Travel change: <b>No</b></p>

(53) Local Resident/Member of public, (Woodcote, South Stoke Road)	<p><b>Support</b> - I support this so that hopefully it will be safer walking and driving in and around the village. But any speed limits need to be enforced.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(54) Local Resident/Member of public, (Woodcote, The Close)	<p><b>Support</b> - People drive too fast though the village. I am concerned for my family</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(55) Local Resident/Member of public, (Woodcote, Wayside)	<p><b>Support</b> - Children's safety</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(56) Local Resident/Member of public, (Woodcote, Wood Green)	<p><b>Support</b> - Fast cars on roads with lots of families walking and cycling is so dangerous.</p> <p>Travel change: <b>Yes - cycle more</b></p>