

Divisions affected: *Thame & Chinnor*

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

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Thame 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 Thame by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 26 October and 17 November 2023. 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, South Oxfordshire District Council, the local District Cllrs, Thame town council, and the local County Councillor representing the Thame & Chinnor division.

### **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. Thame Town Council seeks a blanket 20mph limit within the ring road but cited its response as a concern rather than an objection; it also sought a reduction from 40mph to 30mph on Tythrop Way while conceding that the existing limit had poor compliance. One of the local members reports receiving a message from the Chair of Governors at Lord Williams School seeking an extension of the proposals to encompass the road outside the school; he also reports an impassioned plea from a student addressing a Town Council meeting making the same request.

### **Other Responses:**

8. 354 online and five email responses were received. The 'Coalition for Healthy Streets & Active Travel' (CoHSAT) and 'Chinnor & Thame Friends of The Earth' (C&TFoE) seek a blanket 20mph limit within the ring road.
9. Support for the proposals was expressed by 144 local residents, 12 members of the public, three local Cllrs, and a group/organisation. Concerns were expressed by 51 local residents, five members of the public, and three local groups/organisations. Finally, objections were received from 120 local residents, 11 members of the public, and one local 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:

<b>View/Opinion</b>	<b>Number of responses</b>
Unnecessary	74
Will increase pollution	35
Waste of money	32
Increased congestion / longer journey times	31
Cannot / Will not be enforced	28
No safety justification	27
More dangerous (inc. from drivers focussed on speedometer)	23
Will not be respected	11
More extensive limits / blanket within ring road	17
Only outside schools / at school times	17
Only in centre / selected roads / less blanket approach	16
Driver frustration	15

20mph is too slow	8
Enforce existing limits instead	7
Negative effect on economy and local trade	6
Reduce ring road speed limits to 30mph	5
Will not promote increased public transport use	3
Worse for cyclists as mingling at car speeds	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	35 (10%)
Yes – cycle more	39 (11%)
No	255 (72%)
Other	25 (7%)

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'.
13. The 357 responses equate to 2.8% of the population with many concerns echoing those of previous 20mph limit consultations. The main consideration was initially thought to be the Town Council's wish, expressed now as a concern rather than objection, for a blanket 20mph limit within the ring road.
14. Students and governors at Lord William's School urge that the proposals be extended to encompass the school, a view shared by 'CoHSAT' and 'C&TFoE'. However only 16 other responses sought blanket or more extensive 20mph limits against 33 responses seeking a less blanket approach such as proposals being limited to the town centre or outside schools. Several supporters commended the balanced approach.

15. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                      Annex 2: Consultation responses

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

December 2023



Thame 20mph Overview

Revision 1.0

Legend	
Proposed 20	<span style="color: blue;">█</span>
Existing 30	<span style="color: red;">█</span>
Existing 40	<span style="color: green;">█</span>
Existing 50	<span style="color: magenta;">█</span>
Existing NSL	<span style="color: grey;">█</span>
Not Public Highway	<span style="border: 2px solid black; display: inline-block; width: 10px; height: 10px;"></span>

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	13.06.23	Proposal 1	C.R & C.W		


**OXFORDSHIRE COUNTY COUNCIL**  

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Project title: Thame 20mph Scheme

Drawing title:  
Thame 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 13.06.23	Date checked: 27.06.23	Date approved: 27.06.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><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 20mph 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) Thame Town Council	<p><b>Concerns</b> – Thame Town Council requests all roads within the ring road be 20mph and that OCC considers reducing the speed limit on Tythrop Way from 40mph to 30mph.</p> <p>Abstract from Thame Town Council's meeting minutes 14/11/2023:  "Last year the Town Council unanimously recommended to OCC that all areas within the ring road be made 20mph. Under the latest proposals, some roads within the ring road have been kept at 30mph, citing objections from bus operators.</p> <p>The council thanked the speakers earlier for their presentations and agreed with the points made about Oxford Road and Tythrop Way. It was confirmed that Lord Williams’s School had been made aware of the proposed 20mph consultation. Previous attempts to install a pedestrian crossing on Oxford Road had been unsuccessful, so 20mph would make the road safer. The Council felt it was important that areas around the schools are prioritised for 20mph, although concerns about enforcement were noted. Regarding Tythrop Way, the current 40mph was not adhered to or safe, and proposals at Moorend Lane could worsen this. The Council would welcome speed enforcement measures if the speed limit cannot be reduced.</p> <p>Overall, the latest 20mph consultation provided an opportunity to reiterate the request for all roads within the ring road to be 20mph, particularly given the concerns regarding the schools, and to request that OCC consider reducing the speed limit on Tythrop Way to 30mph. There was discussion as to whether these comments would delay the</p>

	implementation of 20mph, however it was agreed that the Town Council is just being asked for a consultation response."
(3) Local resident, (Aylesbury, Grimmer Close)	<p><b>Object</b> – 20mph is too slow to drive safely at. Motorists will be looking down at their speedometer instead of the road ahead, which will cause accidents.</p> <p>Travel change: <b>No</b></p>
(4) Member of public, (Aylesbury, Anton Way)	<p><b>Object</b> – When people drive at 30mph they watch the road. When people drive at 20mph they watch their speedometer instead. It's actually more dangerous.</p> <p>Travel change: <b>Other</b> I'd no longer visit Thame.</p>
(5) Member of public, (Aylesbury, Ellen Road)	<p><b>Object</b> – I agree that some areas, like the high street or near the various schools, would benefit from a 20 mph restriction but it seems unnecessary to change most of the 30 mph. Better street lighting, fixing the pot holes, getting a Post office back in town, would come higher on my list of priorities.</p> <p>Travel change: <b>No</b></p>
(6) Local resident, (Chinnor, Emmington)	<p><b>Object</b> – Thame serves a rural community where the car is often the only transport option, so trying to exclude cars is not serving the wider community. On many roads 20mph is not environmentally friendly, cars are less efficient at this speed.</p> <p>On some roads such as the High Street, where pedestrian footfall is high, 20mph would be a good safety improvement, elsewhere I fear drivers will get impatient and more dangerous driving could occur - as in Chinnor since it introduced 20mph throughout the village.</p> <p>Travel change: <b>No</b></p>



<p>(7) Local resident, (Chinnor, Glynswood)</p>	<p><b>Object</b> – The introduction of 20mph speed limits on main approach roads and thoroughfares is a major cause of increased pollution. It unnecessarily increases the time spent for vehicles to cover the distance where the lower limit is imposed by 50% and forces many cars to drive in lower gear at increased engine revs, increasing fuel consumption to boot.</p> <p>By all means, impose lower limits outside schools and where elderly people need to cross roads (although a crossing point would be a much better solution) and in residential areas but keep traffic flowing on the main roads in and out of the town.</p> <p>Travel change: <b>Other</b> Less likely to travel into town for shopping and leisure</p>
<p>(8) Member of public, (Chinnor, Littlemoor Field)</p>	<p><b>Object</b> – No one has voted to reduce speed limits to 20mph, you cant get anywhere driving at that speed. Stop constantly taking from us tax payers!!!!</p> <p>Travel change: <b>No</b></p>
<p>(9) Local resident, (Chinnor, Oak End Way)</p>	<p><b>Object</b> – After witnessing the 20mph zones elsewhere I find cars go along in a slow moving train with no gaps for cars trying to get out of side roads or around parked cars. Lots of frustration. There is nothing wrong with 30mph.</p> <p>Travel change: <b>No</b></p>
<p>(10) Local resident, (Chinnor, Oakley Lane)</p>	<p><b>Object</b> – As seen in other villages, such as Chinnor, it reduces average speeds marginally but does nothing to stop those who currently exceed the 30 limit. It simply increases the amount they are exceeding the limit by. As for safety, how many accidents that have resulted in death or injury are ascribed to vehicles travelling within the current 30 limit?</p> <p>This money would serve a much greater safety benefit if spent on enforcement of current limits</p> <p>Travel change: <b>No</b></p>

<p>(11) Local resident, (Chinnor, Siareys Close)</p>	<p><b>Object</b> – I live in Chinnor, which has already had 20mph speeds imposed. There's now far more traffic, longer queue times and notably higher levels of road rage and overtaking, making the village much more dangerous for pedestrians. I can not wait for these ridiculous limits to be removed. I'm yet to meet a single person who supports them and I dread to think how much money is being wasted imposing them. Money that could fix all the pot holes or actually be used to improve residents lives rather than cause us grief</p> <p>Travel change: <b>No</b></p>
<p>(12) Local resident, (Chinnor, Vandiemens Close)</p>	<p><b>Object</b> – Completely unnecessary, causes more congestion.</p> <p>Travel change: <b>No</b></p>
<p>(13) Member of public, (Fleet, Hampshire)</p>	<p><b>Object</b> – I can see the potential for having a 20 mph limit in the town centre on the upper and lower high streets but I wouldn't support any other changes unless they are supported by data on actual accidents or near misses and evidence of speeding. Better parking enforcement to prevent parking in unauthorised areas for example on the approach to pedestrian crossings, perhaps making the unauthorised crossings in the high street, formal crossing places. Internal roads in Thame are narrowed by parking at the sides of the road and control of this would allow better flow of vehicles. The use of other speed control methods should be considered that allow free flow of vehicles at 30mph , but discourage driving at speeds higher than this. Also additional speed limit signs and the use of speed indication signs, especially at points entering the 30mph limit from higher speed limits.</p> <p>Travel change: <b>Other</b> No, I drive in, park and visit my mother. I walk to the shops</p>
<p>(14) Member of public, (Ickford, Bulls Lane)</p>	<p><b>Object</b> – There is hardly any saving on omissions by driving at 20 it will just back up traffic even more</p> <p>Travel change: <b>No</b></p>
<p>(15) Local resident, (Long Crendon, Bicester Road)</p>	<p><b>Object</b> – The current 30mph limit needs proper enforcement before it makes sense to introduce a lower limit. Much better to spend the money on traffic calming measures etc.</p>

	Travel change: <b>No</b>
(16) Local resident, (Long Crendon, Bicester Road)	<b>Object</b> – I feel the 30th is fine as it is. Travel change: <b>No</b>
(17) Local resident, (Long Crendon, Burts Lane)	<b>Object</b> – It's actually difficult to stick to 20mph in modern cars, especially electric ones. I don't want to risk getting a speeding fine between 20 and 30mph Travel change: <b>No</b>
(18) Local resident, (Long Crendon, Coltman Avenue)	<b>Object</b> – Thame appears to be a very safe space. I have never witnessed what I believe to be a speed problem in the town. Travel change: <b>No</b>
(19) Member of public, (Marsh, Marsh Lane)	<b>Object</b> – The majority of cars already drive circa 20mph or we'll below the speed limit in built up areas Travel change: <b>No</b>
(20) Local resident, (Moreton, Road running through Moreton)	<b>Object</b> – The proposal will significantly increase journey times for local residents. Travel change: <b>No</b>
(21) Member of public, (unknown)	<b>Object</b> – no one sticks to them, they cause road rage, there is no clear need. Travel change: <b>No</b>

<p>(22) Local resident, (Oakley, Bicester Road)</p>	<p><b>Object</b> – A 20mph speed limit will increase the traffic that builds up particularly at rush hour times which already makes it difficult to get through the town. There is not viable reason for the change</p> <p>Travel change: <b>No</b></p>
<p>(23) Member of public, (Queens Road)</p>	<p><b>Object</b> – I travel through many boroughs that have introduced 20mph and while I understand the safety reasons, I do find that drivers are constantly looking at the speedos as maintaining 20mph is quite hard especially on downhill gradients</p> <p>Travel change: <b>No</b></p>
<p>(24) Local resident, (Shabbington, Ickford Road)</p>	<p><b>Object</b> – There is no need for this change. Most people will drive through Thame at 20mph as it is a sensible speed especially with so many humps. Those (mostly) young men who take no notice of 30 will no more take notice of 20. It's called testosterone. In other words this proposed change is completely unnecessary and simply virtue signalling by the wokerati in occ. Thame councillors have an opportunity to show some spine</p> <p>Travel change: <b>No</b></p>
<p>(25) Member of public, (Stone, Chiltern Avenue)</p>	<p><b>Object</b> – Why do you need 20mph apart from to make more money on speeding fines. 30mph is safe and has been for years!!!!</p> <p>Travel change: <b>No</b></p>
<p>(26) Member of public, (Stone, Bucks)</p>	<p><b>Object</b> – Reducing speed to 20 increases pollution and makes car engines (designed to run at higher revs) inefficient. If people kept to 30 it would solve the problem. Money spent on reducing limit should have been spent on enforcement of 30mph.</p> <p>Travel change: <b>Other</b></p> <p>I am disabled and without the use of a car I am housebound. So I cannot walk/cycle/scoot.</p>

<p>(27) Local resident, (Tetsworth, Swan Gardens)</p>	<p><b>Object</b> – Lower speed, lower gear, higher pollution for going same distance. Some residential areas and near schools OK for 20 limit but generally 30 limit safe.</p> <p>Travel change: <b>No</b></p>
<p>(28) Local resident, (Tetsworth, Swan Gardens)</p>	<p><b>Object</b> – Slower speeds = lower gears and therefore higher carbon monoxide and pollution. This affects both pedestrians and drivers.</p> <p>Travel change: <b>No</b></p>
<p>(29) Member of public, (Tetsworth, Swan Gardens)</p>	<p><b>Object</b> – vehicles produce higher levels of pollution with low speeds and higher revs in low gears.</p> <p>Travel change: <b>No</b></p>
<p>(30) Local resident, (Thame, Arnold Way)</p>	<p><b>Object</b> – One of the biggest problems with 20mph limits is that almost nobody obeys them. Official Government statistics show that in 2021, 87% of drivers broke 20mph speed limits. Compare that to 30mph limits, where 51% of drivers exceeded that speed, and it's clear that compliance in 20mph limits is poor.</p> <p>Furthermore, changing a speed limit to 20mph from 30mph brings about only a very small reduction in speed. The 2018 study for the DfT – described at the time as “the largest, most comprehensive and sophisticated study into the effects of 20mph speed limits to be undertaken in the UK” – found that drivers’ median speed fell by just 0.7mph in residential areas, and 0.9mph in city centre areas where limits had been dropped from 30mph to 20mph. The study also found “no significant change in short term in collisions and casualties in the majority of case studies”, while reporting that the majority of residents “have not noticed a reduction in the speed of vehicles, and do not perceive there to be fewer vehicles driving at excessive speeds”.</p> <p>The same study found the introduction of 20mph limits increased journey times by 3% in residential areas, and 5% in city-centre areas.</p>

	<p>Another issue surrounding 20mph limits is that because they are so widely flouted, they have the potential to undermine the rules of the road. After all, if almost everyone is breaking the law, what does that say about the strength of and respect for the law on a wider basis?</p> <p>During consultation to introduce 20mph limits in Witney, Oxfordshire, a traffic management officer working for Thames Valley Police warned: “compliance with 20mph limits is a challenging issue”, and added: “If a speed limit is set too low and is ignored then this... could bring the system of speed limits into disrepute.” The officer also warned setting limits too low “can also cause a disproportionate number of drivers to criminalise themselves.”</p> <p>Guidance from the DfT, meanwhile, states that introducing a 20mph limit is most effective when average vehicle speeds are already 24mph or less, indicating that they may not be effective as a universal urban limit.</p> <p>Travel change: <b>No</b></p>
(31) Local resident, (Thame, Arnold Way)	<p><b>Object</b> – I see no benefit in reducing the speed limit.</p> <p>Travel change: <b>No</b></p>
(32) Local resident, (Thame, Arnold Way)	<p><b>Object</b> – I don’t believe a 20 mph limit is necessary in Thame. Most drivers drive carefully. Those who don’t will ignore a 20 mph speed limit just as they ignore the current 30 mph speed limit. Apart from the two speed cameras in Thame, no attempt is made to enforce the current speed limit in town, so I cannot see how a 20 mph limit will be enforced.</p> <p>Travel change: <b>No</b></p>
(33) Local resident, (Thame, Arnold Way)	<p><b>Object</b> – I understand the need for a 20mph limit in the centre of the town, but not in the residential areas where the layout and condition of the roads dictate a sensible speed.</p> <p>Travel change: <b>No</b></p>

<p>(34) Local resident, (Thame, Ashley Road)</p>	<p><b>Object</b> – It's pointless because there will be no enforcement. Waste of money</p> <p>Travel change: <b>No</b></p>
<p>(35) Local resident, (Thame, Aylesbury Road)</p>	<p><b>Object</b> – I support the general aim to reduce the speed limit but I object to this actual proposal because I strongly believe it would be safer to have a 20mph limit throughout Thame. Everyone would understand this plan; there would be no significant danger zones such as the area outside the Lord William School, and near the Pelican crossing on Aylesbury Road where I live.</p> <p>I was once knocked over by a motorbike travelling at 30mph and I was very lucky to survive - I still have to deal with the effects of this, and the issue of traffic speed is therefore very real to me.</p> <p>I feel a compromise approach, which is how I see the design of this plan, creates dangers rather than solutions.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(36) Local resident, (Thame, Bannister Road)</p>	<p><b>Object</b> – higher pollution (lower gears) and unnecessary policing requirement...</p> <p>Travel change: <b>No</b></p>
<p>(37) Local resident, (Thame, Berkeley Road)</p>	<p><b>Object</b> – From driving thru other 20mph areas it's causing congestion and utter chaos. Thame does not a 20mph speed limit, to do 20 will cause further pollution, also the government said no more 20mph zones.</p> <p>Travel change: <b>No</b></p>
<p>(38) Local resident, (Thame, Blackthorn Grange)</p>	<p><b>Object</b> – University studies in the UK and Sweden have proven that 20mph limits do very little to improve safety in urban areas. Also, 20mph is further away (than 30mph) from the efficient operating point of all internal combustion engines thereby increasing emissions. Also, as the cars will be travelling slower...they'll be emitting for longer. I object to 20mph limits on all fronts including the expense.</p>

	Travel change: <b>No</b>
(39) Local resident, (Thame, Blackthorn Grange)	<p><b>Object</b> – I find the environments basis is flawed due to the new speed limit being further away from a cars best efficiency point than 30mph. Numerous studies from uk and Swedish universities have proven that there is minimal benefit with the proposed changes.</p> <p>In addition to this in a world where budgets have been squeezed to breaking point in areas such as education and non-hospital medical scenarios (mental health, elderly care etc) I find it mind boggling that this money can be spent on a scheme that reduces the speed limit by 4mph even though the speed limit has dropped by 10mph. The maths doesn't add up.</p> <p>In Thame if you really want to get people walking and cycling more maybe investing in the footpaths and improving various cycle routes into town (ie not just relying on the phoenix trail).</p> <p>Travel change: <b>No</b></p>
(40) Local resident, (Thame, Brookside)	<p><b>Object</b> – The speed limit would be unenforceable, would increase exhaust emissions due to having to use a lower gear hence higher RPM Journey times would increase by approx 30% also increasing emissions. Drivers will spend more time looking at their speedometers and dodging pot holes than concentrating on the position of other road users. I doubt that the average speed in Thame is over 20MPH due to condition of roads and congestion. Complete waste of money. Spend the money on improving the condition of roads.</p> <p>Travel change: <b>No</b></p>
(41) Local resident, (Thame, Cavalier Road)	<p><b>Object</b> – I don't agree with the proposed idea</p> <p>Travel change: <b>No</b></p>



<p>(42) Local resident, (Thame, Cedar Crescent)</p>	<p><b>Object</b> – Travelling at 20mph increases the amount of time a vehicle stays in the vicinity thereby adding to the pollution of the area.</p> <p>Travel change: <b>No</b></p>
<p>(43) Local resident, (Thame, Charles Drive)</p>	<p><b>Object</b> – As a driver, I find that a 20 mile an hour speed limit focuses my attention on the speedometer, not the road as this is a very difficult speed to maintain. This is in my opinion detrimental to the aim of this reduction and creates a bigger danger than actually driving 30 mph.</p> <p>Travel change: <b>No</b></p>
<p>(44) Local resident, (Thame, Chowns Close)</p>	<p><b>Object</b> – As far as I am aware there have been no traffic accidents in Thame in a long time so I do not see the point of changing the speed limits. Spend the money dealing with pot holes and the ever subsiding Thame Park Road.</p> <p>Travel change: <b>No</b></p>
<p>(45) Local resident, (Thame, Church Road)</p>	<p><b>Object</b> – 30 is enough</p> <p>Travel change: <b>No</b></p>
<p>(46) Local resident, (Thame, Clarendon Drive)</p>	<p><b>Object</b> – I am both a resident and owner of a Thame business. Widespread 20 Mph (like London &amp; Wales that I travel around frequently) zones are a disaster. It slows everything down unnecessarily.</p> <p>I can agree that 20 mph in Thame High Street &amp; Upper high street, and immediately outside the schools would be sensible, but introducing a town wide 20 mph limit would be ridiculous. A 20 mph zone would make little difference (in my opinion) unless it is rigorously enforced by the Police . Conclusion: Don't spend public money on this ridiculous scheme..!</p> <p>Travel change: <b>No</b></p>

<p>(47) Local resident, (Thame, Coombe Hill Crescent)</p>	<p><b>Object</b> – Why do we need to slow everyone down? The roads are already an obstacle course with speed humps, chicanes, cars parked everywhere and anywhere and pot holes that don't get fixed. Are the roads so dangerous and littered with accident victims or is this just a "good" idea that makes some lefty councillor feel good about themselves? It's also seems to be easy to ignore, who is going to enforce the speed limit? Nobody does it now so can only assume you'll be employing a lot more police or someone to do that for you or maybe not.</p> <p>Travel change: <b>No</b></p>
<p>(48) Local resident, (Thame, Cotmore Gardens)</p>	<p><b>Object</b> – There has been no reason put forward for making this change. Having downloaded the documents, I can't see a single case made for changing the speed limit in Thame. Therefore, I object to it purely based on cost alone - what a waste of money. Never mind the eventual speed humps, speed measuring devices, and speed cameras that will follow. The noise of cars driving in lower gears and the increases in car pollution should also suggest that you should not do this. How about making the 20mph limit around the schools only? Or in the high street only?</p> <p>Travel change: <b>No</b></p>
<p>(49) Local resident, (Thame, Cotmore Gardens)</p>	<p><b>Object</b> – Traffic congestion will increase and areas which have already adopted 20mph limits do not show a statistically relevant decrease in accidents</p> <p>Travel change: <b>No</b></p>
<p>(50) Local resident, (Thame, Cotmore Gardens)</p>	<p><b>Object</b> – Putting 20 mph in front of schools is a very sensible idea and one that everyone would agree to and abide by. Widening this to the majority of street s in Thame will have the opposite impact. People will not stick to this speed limit as it is painfully slow for a car to drive at 20. This may then mean that people are generally annoyed so will then ignore this in the school area too!</p> <p>Travel change: <b>No</b></p>
<p>(51) Local resident, (Thame, Croft Close)</p>	<p><b>Object</b> – Lower gear required to travel at 20 mph more air pollution Looking at your speed rather than on the road in front</p>

	<p>Cost of all 20mph signs How many people have been killed or injured in oxfordshire in 30 mph limits</p> <p>Travel change: <b>No</b></p>
(52) Local resident, (Thame, Croft Road)	<p><b>Object</b> – I think it will add travel time and make travelling too long within the town.</p> <p>Travel change: <b>No</b></p>
(53) Local resident, (Thame, Dunbar Drive)	<p><b>Object</b> – Driving so slow creates more danger.</p> <p>Travel change: <b>No</b></p>
(54) Local resident, (Thame, East Street)	<p><b>Object</b> – Total waste of money, time and effort. Until the local police force starts enforcing the current 30mph limit I see no benefit in spending a load of money that will not be enforced. Plus, I've noticed, driving through Stadhampton that as a driver you spend most of the stime keeping an eye on the speedometer, rather than on the road. Engines are running at higher revs, increasing pollution.</p> <p>Unless the local police force start enforcing the current limit, I strongly object to tax payers money being wasted on a scheme that will clearly not be enforced.</p> <p>Travel change: <b>No</b></p>
(55) Local resident, (Thame, East Street)	<p><b>Object</b> – Difficult for motorists to drive at &amp; maintain 20mph speed. Would probably cause an increase in accidents. Would cause confusion for motorists over which roads the lower speed applies to.</p> <p>Travel change: <b>No</b></p>
(56) Local resident, (Thame, East Street)	<p><b>Object</b> – Unnecessary</p>

	Travel change: <b>No</b>
(57) Local resident, (Thame, East Thame)	<p><b>Object</b> – People should drive according to the road conditions and use common sense no be dictated to about driving 20 mph on a clear open straight piece of road . For instance 15 - 20 mph is plenty on the bridge over the phoenix trail at the junction of Cotmore gardens and other narrow roads where visibility is not good, but drivers should know this already .</p> <p>Travel change: <b>No</b></p>
(58) Local resident, (Thame, Fairfax Close)	<p><b>Object</b> – Money implementing and enforcing a 20mph could be better spent. For example enforcing the 30mph speed limits we already have.</p> <p>Travel change: <b>No</b></p>
(59) Local resident, (Thame, Fanshawe Road)	<p><b>Object</b> – I don't think 20 mph speed limits will make a significant difference to road safety whereas reducing the speed limit on the bypass from 40 to 30;would do.</p> <p>Travel change: <b>No</b></p>
(60) Local resident, (Thame, Fanshawe Road)	<p><b>Object</b> – I am rejecting to this proposal because to reduce the speed limit of the suggested area will NOT be achieved. For a start WHO is going to monitor the speed restrictions ? We have at the moment, a 40mph speed restriction on the bypass road. I can assure you my property runs along the bypass road and the speed of the traffic is in excess of 50 to 60mph unless there is a traffic jam. The is nobody checking the speed limit or making anybody accountable. Oxford County Council comes up with the bright ideas but refuses to install speed cameras. My daughter, in the past has had 2 car's written off because , when trying to exit Fanshawe Road we have cars overtaking one another on the wrong side of the road. When you complain to the police you are told." You need to speak to the council "Highways Dept". It is an absolute joke. I am using this example of the bypass road to explain to you why I have no confidence whatsoever this will work by reducing the speed limit in the 30mph areas to 20mph. Who or What is going enforce these speed restrictions. We have had, in the past, 4 properties in this area where drivers have been</p>

	<p>travelling too fast and have ploughed into and through the wall of these properties and still nothing and nobody is held accountable.</p> <p>What I would suggest is that , instead of reducing the speed limit in the 30mph areas you leave it as it is but Enforce Drivers/Delivery drivers/Workforce and the public to stop parking their vehicles on the pavements and forcing pedestrians to have to walk in the road, some with women pushing prams and taking children to school being forced into the road because they cant get through. because the cars have their 2 wheels on the pavement. I don't know about it being Enviromentally good but at least the pedestrians would be safer.</p> <p>When ever there is a function ie Bonfire night, Fanshawe Road was used as an overflow car park because driver couldn't be bothered to park in the rugby club. I came out of my house and couldn't use the pavement because 3 cars were parked on the pavement.</p> <p>So Oxfordshire County council stop wasting the residence of Thame time and money on this Useless Survey and if there is excess money to spend then reduce our council tax.</p> <p>Travel change: <b>No</b></p>
<p>(61) Local resident, (Thame, Glenham Road)</p>	<p><b>Object</b> – This will possibly hinder trades people, delivery drivers, and the school drop-off, putting working people under more pressure.</p> <p>The town is quite congested anyway with traffic flowing at less than 30mph on most days. Having even more zones of speed-limit changes will be confusing and maybe dangerous, as people switch between what was a 30mph to a 20mph and maybe back again.</p> <p>Travel change: <b>No</b></p>
<p>(62) Local resident, (Thame, Glenham Road)</p>	<p><b>Object</b> – There is no need to reduce the 30mph limit, its ridiculous.</p> <p>Travel change: <b>No</b></p>

<p>(63) Local resident, (Thame, Glenham Road)</p>	<p><b>Object</b> – 30mph speed limits have been in place for years and with vehicle capabilities of stopping much quicker and anti collision functionality, I do not understand the rationale of reducing limits</p> <p>Travel change: <b>No</b></p>
<p>(64) Local resident, (Thame, Goffe Close)</p>	<p><b>Object</b> – The infrastructure is geared to a 30mph limit, so let's stick with it!</p> <p>Travel change: <b>No</b></p>
<p>(65) Local resident, (Thame, Goffe Close)</p>	<p><b>Object</b> – All the infrastructure, and build of cars etc are for a speed of 30mph. 20 mph will probably use a lot more petrol, and people will tend to ignore the 20 mph limit, leading to increased safety problems, and probably more emissions. Currently, traffic in the High Street tends to be around 20mph when it is busy, anyway.</p> <p>Travel change: <b>No</b></p>
<p>(66) Local resident, (Thame, Hampden Ave)</p>	<p><b>Object</b> – I will have to use my car in a lower gear using higher revs which will pollute the environment more and as a concerned citizen of Thame I don't want any more damage to the local environment</p> <p>Travel change: <b>Other</b> I will drive more</p>
<p>(67) Local resident, (Thame, Hampden Avenue)</p>	<p><b>Object</b> – 20mph is just too slow. Cyclists can now go faster making it hard to cars to take control and put a safe distance between them! Especially if they are undertaking. More protected cycle lanes are the way to go like in London and most other parts of the country. It's a shame there can't be a compromise on 25mph? Taking health and safety down to the lowest common denominator is bad for productivity. Something the country is suffering from!</p> <p>Travel change: <b>No</b></p>

<p>(68) Local resident, (Thame, Hawthorn Avenue)</p>	<p><b>Object</b> – Because at 20 mph cars have to drive in 2nd gear instead of 3rd gear and thus are less efficient and more polluting. This is a fact, I am an engineer so don't try to say they don't as I have proof and used tests to prove this. The pollution would also be for longer as the vehicles would be in the vicinity for longer.</p> <p>Travel change: <b>No</b></p>
<p>(69) Local resident, (Thame, Hazelrig Drive)</p>	<p><b>Object</b> – One of the main reasons Thame is so beloved by its residents is that it has remained refreshingly free of ideological car hostility. The high street with its free one hour parking is an absolute delight, retaining convenience and charm. Furthermore there seems to be no apparent problem with speeding, there is already ample pedestrian space along with provision for cyclists along the Phoenix Trail.</p> <p>This is a 'solution' to a non problem and is clearly ideologically motivated. Thame Residents should resist it as strongly as possible or risk ending up like the chaotic dystopian mess that Oxford has become.</p> <p>Travel change: <b>No</b></p>
<p>(70) Local resident, (Thame, Hazelrig Drive)</p>	<p><b>Object</b> – Thame is a charming car friendly town. One of the reasons for its thriving High Street is that people can easily drive into town and have free parking in various car parks and parking bays by the shops. As far as I can see, there isn't an issue with speeding cars and I think the 30mph speed limit should stay as it is if the limit goes down to 20mph it will deter motorists because no one wants to drive at such excruciatingly slow speeds. This will adversely affect the businesses in town. When the proposal states that limiting the speed will make the town more pedestrian and cycle friendly, they do not take into consideration the fact that for a large part of the year the weather is so bad that walking and cycling is not necessarily an option. If the town does not keep the sensible speed limit of 30mph it will have an adverse effect on the economy of Thame.</p> <p>Travel change: <b>Other</b> I would not go into town as often by any mode of travel.</p>
<p>(71) Local resident, (Thame, Henry Blyth Gardens)</p>	<p><b>Object</b> – I don't feel that there is enough evidence provided to demonstrate positive impact from other areas that have already implemented this scheme.</p>

	Travel change: <b>No</b>
(72) Local resident, (Thame, High Street)	<b>Object</b> – it's ludicrous and entirely unnecessary Travel change: <b>No</b>
(73) Local resident, (Thame, High Street)	<b>Object</b> – OCC is anti motorist. There is no need for a blanket 20 mph limit. Outside education establishments would suffice. Anti -fas? OCC should listen to the public. Vegan meals only! Travel change: <b>No</b>
(74) Local resident, (Thame, Lambert Walk)	<b>Object</b> – Modern cars are less polluting. Cars are technically safer with braking. Having seen the results in Oxford it just seems a way to stop cars. Residents in Oxford have not been listened to. Travel change: <b>No</b>
(75) Local resident, (Thame, Ludsdan Grove)	<b>Object</b> – Waste of money police state they cannot enforce it. I drive at 20 and get o retaken in 20 limits Travel change: <b>No</b>
(76) Local resident, (Thame, Lumsden Grove)	<b>Object</b> – This is unenforceable Travel change: <b>No</b>
(77) Local resident, (Thame, Markus Avenue)	<b>Object</b> – There are adequate traffic calming measures in place that negate the need to impose a reduced speed limit. Plus enforcement of this would be impossible Travel change: <b>No</b>



(78) Local resident, (Thame, Marston Road)	<p><b>Object</b> – I strongly object on the costs alone. I don't see why we should have taxpayers' money spend on a political whim of a corrupt county council. Having looked at the map, the area of the proposed roads for 20mph is a complete waste of public money. It is not possible to do more than 20mph on these roads in the first place. And that includes all the roads on the Lea Park estate of which I have lived on for 37 years and in the immediate area for life. There have never been any incidents on this housing estate. Most of the estate are deadends so has no through traffic. As for the rest of the town centre it is already congested so speeds higher than 20mph or more is never an option. I can assure you these speed limits will be mostly ignored. As for encouraging walking and cycling it makes no difference. I and others will not be walking or cycling because of this farce.</p> <p>Travel change: <b>No</b></p>
(79) Local resident, (Thame, Marston Road)	<p><b>Object</b> – Further increase traffic throughout Thame which will have an effect on the health of its residents. The neighbouring town of Chinnor has had a 20mph limit imposed which the residents say has made aggressive driving worse and causes increased traffic throughout their busy streets.</p> <p>Travel change: <b>No</b></p>
(80) Local resident, (Thame, Marston Road)	<p><b>Object</b> – I strongly object to this proposal - It is not warranted - the number of collisions over the last 6 years has more likely been down to careless driving rather than speed - it's minimal and doesn't justify the amount of tax payers' money needed to enforce and which could be spent on something more worthwhile to the community</p> <p>Travel change: <b>No</b></p>
(81) Local resident, (Thame, Marston Road)	<p><b>Object</b> – I object to the wholesale imposition of 20mph speed limits throughout Thame as being unnecessary and yet another policy strategy of the green lobby that is clearly intending to make car ownership impractical. I can support their introduction where appropriate but a large proportion of Thame roads are quite capable of handling vehicle movement at up to 30 mph. Indeed, if all drivers acted responsibly, there would be little benefit in imposing speed limits at all, especially where roads are clearly not safely capable of speeds in excess of 20/30/40 mph.</p>

	Travel change: <b>No</b>
(82) Local resident, (Thame, Mercian Road)	<b>Object</b> – Unnecessary change of speed limit. Travel change: <b>No</b>
(83) Local resident, (Thame, Mercian Road)	<b>Object</b> – It is fine for peak hours ie 7 - 9am and 3 - 6 but I absolutely do not agree with this being enforced 24/7 Travel change: <b>No</b>
(84) Local resident, (Thame, Michael's Road)	<b>Object</b> – We have found that drivers are so busy watching their speedometer that they do not pay attention to what is going on around them 20 miles an hour is dangerous Travel change: <b>No</b>
(85) Local resident, (Thame, Montrose Way)	<b>Object</b> – I don't believe it will make a difference more police is what's needed to get motorists to observe driving conditions Travel change: <b>No</b>
(86) Local resident, (Thame, Montrose Way)	<b>Object</b> – In all my years of living in Thame, 7 years, any issues with current speed of traffic passing through the town. Indeed, I find Thame drivers courteous to other drivers and public in general.  I think that reducing the speed limit of 20mph is more than likely to introduce a frustrating element to driver behaviour. This cannot be good. Also, there is no evidence that lower speed of 20 has any environmental impact, other than wishful thinking on the part environmental activists.

	Travel change: <b>No</b>
(87) Local resident, (Thame, North Street)	<p><b>Object</b> – This will slow up traffic and create more emissions which are bad enough already. Cars are not designed to travel at ultra low speeds for protracted periods. Moreover, safety concerns do not require this scheme.</p> <p>Travel change: <b>No</b></p>
(88) Local resident, (Thame, North street)	<p><b>Object</b> – We've managed with a 30mph limit in built-up areas since the introduction in 1934, and with the incredible technological advances in road vehicles since that time, I fail to see how reducing the speed limit to a 'crawl' will only result in increased frustration on the road. A 2pm-h limit outside of schools is of course perfectly acceptable, but everywhere else is pure stupidity.</p> <p>Travel change: <b>No</b></p>
(89) Local resident, (Thame, Onslow Drive)	<p><b>Object</b> – 20mph is too slow. 30mph is absolutely fine. How many people have been run over in Thame and how many of these would have been prevented with 20mph limit. Little or none. It will be more detrimental to members of the public if they expect 20mph and the people driving don't realise it's just 20mph and so will be speeding by accident. The public will pay less attention to crossing the road etc as they think cars will be poollling around.</p> <p>Travel change: <b>No</b></p>
(90) Local resident, (Thame, Oxford Road)	<p><b>Object</b> – “20mph speed restrictions are being used to promote alternative modes of transport for local travel” - There is a limited amount of evidence from recent UK studies that suggest 20mph limits are effective in encouraging other modes of transport.</p> <p>The road layouts and level of on road parking within Thame are such that a 20mph limit may increase congestion and counteract any reduction in pollution.</p> <p>What are the rates of road traffic incidents within Thame? How does this compare to other local areas? How does this compare to other similar locations who have already got a 20mph limit imposed?</p>

	<p>Whilst this is at no cost to local towns or parish councils, I suspect that compliance will be an issue (as it has been in other areas with a newly imposed 20 mph limit) and as such, more money will need to be spent on measures to ensure compliance. I would argue that regardless of whether this is funded by a local council or Oxfordshire County Council, there are other much more pressing concerns that the council should be spending their money on.</p> <p>Travel change: <b>No</b></p>
(91) Local resident, (Thame, Oxford Road)	<p><b>Object</b> – I feel that if the 30 mph speed limits were strictly enforced there would be no need to reduce the speed limit further to 20 mph.</p> <p>Travel change: <b>No</b></p>
(92) Local resident, (Thame, Oxford Road)	<p><b>Object</b> – 20mph limits elsewhere, other than adjacent to schools, cause friction between sensible motorists and others, with many more acting irrationally if having to maintain 20mph continuously through a town, especially at quiet times, than would usually do at 30 or for short school locations only.</p> <p>Travel change: <b>Other</b> Absolutely not as public transport is of no use when travelling to multiple work locations, shopping and other activities on the same day with busy lifestyles and children.</p>
(93) As part of a group/organisation, (Thame, Oxford Road)	<p><b>Object</b> – Too slow. Most cars can't get into 4th gear at 20MPH</p> <p>Travel change: <b>Other</b> Use bus</p>
(94) Local resident, (Thame, Pickenfield)	<p><b>Object</b> – I don't feel there is a need. Never encountered any concerns about drivers going too fast. The areas highlighted in the proposal, by the nature of the roads in the main are typically fairly slow anyway.</p> <p>Travel change: <b>Other</b> I already walk and cycle most places, this will remain the same</p>

(95) Local resident, (Thame, Queens Close)	<p><b>Object</b> – The traffic doesn't flow fast enough to reduce it further. Its very difficult for cars to drive at 20mph Little Milton is a prime example. It's not good for vehicles either so the pollution argument is ridiculous.</p> <p>Travel change: <b>No</b></p>
(96) Local resident, (Thame, Queens Road)	<p><b>Object</b> – 30 mph limit is slow enough</p> <p>Travel change: <b>No</b></p>
(97) Local resident, (Thame, Queens Road)	<p><b>Object</b> – The traffic moves very well without the need for this 20mph</p> <p>Travel change: <b>No</b></p>
(98) Local resident, (Thame, Robin Gibb Road)	<p><b>Object</b> – Because it just causes more traffic and more impatient people</p> <p>Travel change: <b>No</b></p>
(99) Local resident, (Thame, Roman Way)	<p><b>Object</b> – There is no data to support the claim that it makes roads safer. There IS data however to prove drivers concentrate LESS at slower speeds. Modern cars struggle at 20MPH which causes higher revs, higher emissions and a lower fuel economy.</p> <p>Travel change: <b>No</b></p>
(100) Local resident, (Thame, Roman Way)	<p><b>Object</b> – The current speed limits are effective and low enough.</p> <p>Travel change: <b>No</b></p>

(101) Local resident, (Thame, Roman Way)	<p><b>Object</b> – I don't feel it makes a difference if someone wants to speed, would be better to enforce the 30th limit more</p> <p>Travel change: <b>No</b></p>
(102) Local resident, (Thame, Roman Way)	<p><b>Object</b> – It has been shown that these 20mph zones create more problems than they solve, drivers who before would drive at the 30mph find that they for some reason have difficulty following vehicles doing 20mph and will try and over take them, putting other road users at risk.</p> <p>Modern vehicles are not made for driving at 20mph ... you are finding yourself going along in 2nd gear, ridiculous. Finally, travelling from Thame to Littlemore for work and back, with the 20mph limits in Little Milton or Garsington now takes me an additional 5 minutes purely because of that stretch of 20mph. The more time it takes people to get to and from work, the more annoyed it makes people, the less compliant people are going to be at these speed limits, the more frustration is going to be shown by their manner of driving.</p> <p>For god sake actually go and speak to the residents in some of these villages that have bought this in - not the parish councils but the RESIDENTS - you will see that after a few months having these 20mph zones, they wish the council would reverse the decision, because of an increase in near miss accidents, driver frustration and poor driver choices. But, then, what am I saying, when does anyone in Thame Town Council EVER listen to it's residents !!</p> <p>Travel change: <b>No</b></p>
(103) Local resident, (Thame, Roman Way)	<p><b>Object</b> – only 20mph during school times</p> <p>Travel change: <b>No</b></p>
(104) Local resident, (Thame, Rooks lane)	<p><b>Object</b> – I strongly object to the introduction of the proposed 20mph limit in the Thame area, for the following reasons:</p> <ul style="list-style-type: none"> <li>· The evidence that 20mph speed limits reduce accidents is limited [some studies indicate more accidents .</li> </ul>

	<ul style="list-style-type: none"> <li>· This is partly because they do not reduce speeds very much because on narrow residential roads most drivers travel at well below the 30mph limit, and those reckless drivers who do not continue to drive recklessly</li> <li>· They can cause an increased hazard for cyclists because vehicles are moving too slowly to allow cyclists to move out to change lane or turn right</li> <li>· Driving below 20mph increases harmful emissions per unit of road length. In the long run this will probably cause more damage to health and life than the supposed benefits from reduced accidents</li> <li>· the only situation in which I can see a justification for 20mph limits is on main roads in the immediate vicinity of schools with lights operating [just] at the start and end of school days in conjunction with flashing yellow lights.</li> </ul> <p>As the mother of three boys are I'm very conscious of road safety and the need to educate drivers to be aware of road safety but I do not believe dropping speeds to 20 across such a large chunk of Thame is the answer.</p> <p>Travel change: <b>No</b></p>
(105) Local resident, (Thame, Rushall Road)	<p><b>Object</b> – The areas in red on the map should also be reduced to at least 30 if not 20. In the time I have lived in Thame at least two children have lost their lives on Tythrop way. The other main road is The Oxford Road which goes past Lord Williams school and the Leisure centre which many children cross. This should also be reduced to 20 in my opinion.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(106) Local resident, (Thame, Southern Road)	<p><b>Object</b> – Unnecessary restriction in an area already safe for cycling and walking.</p> <p>Travel change: <b>No</b></p>
(107) Local resident, (Thame, Southern Road)	<p><b>Object</b> – 20mph is appropriate around school areas but as a blanket restriction for every single road- built up or not- puts cars and cyclists in conflict as cars will rarely be able to pass bikes doing 15mph safely without exceeding the 20 limit.</p> <p>Vehicles with cruise control, a useful tool to ensure a 30mph limit is not accidentally breached will not work at the 20mph limit.</p> <p>Travel change: <b>No</b></p>

(108) Local resident, (Thame)	<p><b>Object</b> – I object to the proposal for OCC to impose an urban speed limit of 20 mph throughout Thame. On the Oxfordshire County Council website entitled “The 20mph transformation programme“ one of the reasons for imposing this limit is due to safety concerns and the elimination of death and serious injury. Why hasn’t the notice been accompanied with the local statistics for deaths and serious injury on Thame roads with a current urban limit of 30 mph? This would be the most convincing demonstration of the necessity for reducing the speed limit locally. How long has the current 30mph speed limit been applied to urban roads in Thame? I know it to be over 50 years from my own personal experience and undoubtedly it is much more. So the question of why suddenly to OCC think it’s necessary at this current time.</p> <p>The aforementioned OCC website also mentions the reduction in air pollution being a benefit of lower speeds, but how does this take into account the impact of the current fad for electric vehicles in urban areas, which undoubtedly will have a larger impact than any reduction in speed limits.</p> <p>I travel regularly through Chinnor and the road from Chinnor to Kingston Blount. At peak times there is a constant backing up of traffic, in both directions, trying to traverse the width restrictors at Chinnor and Kingston Blount. The road pollution due to this regular traffic jam would not occur if the restrictions where not in place so I would like to know how OCC are monitoring and managing this?</p> <p>On the OCC website “Thame - proposed 20mph speed limit” it states OCC is asking for views by local residents on the proposals. It doesn’t say anywhere that you will actually take any of these views into account in your decision making. I know that there were a large number of objections to the introduction of the 20 mph speed limit to Chinnor but never the less it was imposed on local residents by OCC.</p> <p>The Institute of Advanced Motorists state on their website that although 20mph limits have been gaining in popularity in recent years the overall impact on road safety is unclear. They go on to say that drivers use cues around them to judge the correct speed where limits do not match the environment it leads to uncertainty, confusion, a raise in stress levels and widespread disrespect for limits.</p> <p>In conclusion you have not demonstrated this proposal is being done on the grounds of safety or air pollution. I have asked in several of the town shops and no-one I spoke to was aware of these proposals. How do you expect to gain local acceptance if they are being introduced without widespread publicity? It seems to me that OCC and Thame</p>



	<p>Town Council will be implementing this proposal whatever the opinion of locals, as part of UN Agenda 2030 to remove freedoms of movement and freedoms of choice.</p> <p>Travel change: <b>No</b></p>
<p>(109) Local resident, (Thame, Southern Road/Mitchell Close)</p>	<p><b>Object</b> – I have resided in Thame for more than 30 years. I have a car and I pay car insurance and road tax. The proposal to reduce the speed limited to 20 mph is ludicrous and will be a waste of money . This is typical of Oxford County Council who want to waste money . In my road we have speed bumps which Lorries and cars ignore and you can hear the noise despite having a double glazed front door. This was a council decision.</p> <p>One of the reasons for the proposal is for the safety of cyclists who do not pay road tax nor have insurance. The Highway Code and the law has been changed in favour of cyclists which car owners have to obey.</p> <p>I wish the council would concentrate on repairing potholes, Thame’s pavements which have been dug up for the new fibre installation and left in a mess by the contractors. Finally the weeds in the kerbs and posts in the town centre need to be removed. Thame used to have a beautiful town centre which residents were extremely proud off.</p> <p>Finally where is the money coming from or will it be costed from the revenue of speeding cameras.</p> <p>Travel change: <b>No</b></p>
<p>(110) Local resident, (Thame, Tichborne)</p>	<p><b>Object</b> – Unnecessary in all areas Good idea in high risk areas for example schools town and maybe where many parked cars block roads ie Chinnor Road</p> <p>Travel change: <b>No</b></p>
<p>(111) Local resident, (Thame, Towersey Drive)</p>	<p><b>Object</b> – As someone who works out of the area, the speed limit will negatively impact my ability to get to work on time.</p> <p>Travel change: <b>No</b></p>

<p>(112) Local resident, (Thame, Towersey Drive)</p>	<p><b>Object</b> – I feel 30 is adequate and should be enforced rather than implementing another limit that isn't enforced. As a rule I don't think speeding is an issue in Thame but illegal parking, especially near the schools is.</p> <p>Travel change: <b>No</b></p>
<p>(113) Local resident, (Thame, Towersey Road)</p>	<p><b>Object</b> – i work as an ambulance driver and spend a lot of time in oxfordshire city and suburbs. these limits are prohibitive and favour the cyclist of whom do not pay road tax for their cycles they pay for cars to be driven to work to earn money to pay taxes to pay for the roads, get where i am coming from. also in 5 or 10 years time you will then want to drop it to 15 miles per hour, by which time we may as well all get our bicycles out because they will be quicker.</p> <p>Please do not even try to say its for the enviroment, that is the worst argument you can possibly come out with, because we drop our gears to lower gears and this causes lower speed but higher revs and uses more of that "fossil fuel" that is so rare.</p> <p>This assault on the motorist has to stop, we paid for the roads. basically we all need to look in the mirror and realise we are looking at adults and not children. its about time we started acting like it rather than some snotty nosed liberal. and by the way just to add to your misery in the future look up 15 minute cities, this BS is all part of it, in 10 15 years you wont even own a car let alone drive at 20 mph. mark my words this is coming</p> <p>Travel change: <b>No</b></p>
<p>(114) Local resident, (Thame, Towesey Drive)</p>	<p><b>Object</b> – By making traffic move slower, you're adding to pollution and with a lot of areas within Thame where traffic has to give way due tonparked vehicles, the waiting times will increase and therefore traffic will be idling for longer</p> <p>Travel change: <b>No</b></p>
<p>(115) Local resident, (Thame, Upper High Street)</p>	<p><b>Object</b> – Traffic is busy enough throughout Thame, reducing the speed limit would have further impact.</p> <p>Travel change: <b>No</b></p>

(116) Local resident, (Thame, Van Diemans Road)	<p><b>Object</b> – It's running speed, extremely low for the town, and not needed. Bad impact on environment,. Drivers will be complacent looking at surroundings rather than concentrating on the road. Drivers will speed up in 30 miles areas to make up for the time lost on 20 miles roads.</p> <p>Travel change: <b>No</b></p>
(117) Local resident, (Thame, Weldon Way)	<p><b>Object</b> – Blanket 20mph is not the answer across the whole town.</p> <p>Travel change: <b>No</b></p>
(118) Local resident, (Thame, Wellington Street)	<p><b>Object</b> – It doesn't work in other areas where 20mph limits have been imposed</p> <p>Travel change: <b>No</b></p>
(119) Local resident, (Thame, Wellington Street)	<p><b>Object</b> – Cars crawling at 20mph are more polluting</p> <p>Travel change: <b>No</b></p>
(120) Local resident, (Thame, Wellington Street)	<p><b>Object</b> – I'm very frequently in London where the 20mph speed limit has been introduced and in my personal opinion it is causing more frustration than good. I would rather keep the existing speed limit but would put more emphasis on reinforcing it.</p> <p>Travel change: <b>No</b></p>

<p>(121) Local resident, (Thame, Youens Drive)</p>	<p><b>Object</b> – 20mph is just so slow and could potentially cause more accidents as people become impatient and get too close to cars in front. Areas where 20mph might be useful already have speed bumps and not sure a new speed limit would benefit in any way</p> <p>Travel change: <b>No</b></p>
<p>(122) Local resident, (Thame, Chinnor Road)</p>	<p><b>Object</b> – It doesn't promote alternative forms of transport when they are driving at the same speed. How many people have been run over at 30mph in thame in the last year?</p> <p>Travel change: <b>No</b></p>
<p>(123) Local resident, (Thame, Churchill Crescent)</p>	<p><b>Object</b> – It is not necessary as the traffic naturally goes slow due to the other road rules, speed bumps and flow of traffic. This is just another layer of bureaucracy and will cost more to introduce, maintain and monitor. Put that money into the health services in the area.</p> <p>Travel change: <b>No</b></p>
<p>(124) Local resident, (Thame, Fairfax Close)</p>	<p><b>Object</b> – 20mph causes more pollution, more traffic and is dangerous. Why should cyclist take precedence of motorists?</p> <p>Travel change: <b>No</b></p>
<p>(125) Local resident, (Thame, Hode Garth)</p>	<p><b>Object</b> – Having already a limited number of roads that allow for 2 cars to pass in the Thame area. Slowing down and creating further bottlenecks is not the correct way to proceed with the growing population. Instead money should be spent on cycle ways &amp; public transport</p> <p>Travel change: <b>No</b></p>

<p>(126) Local resident, (Thame, Lincoln Place)</p>	<p><b>Object</b> – There has been no problem since the invention of the motor car. If it's not broke don't fix it!</p> <p>Travel change: <b>No</b></p>
<p>(127) Local resident, (Thame)</p>	<p><b>Object</b> – there are 5 serious accidents in 6 years and most look like people pulling out from junctions can we not spend the money on more useful needs than putting 20 mile speed signs up .</p> <p>Travel change: <b>No</b></p>
<p>(128) Local resident, (Thame, Oxford Road)</p>	<p><b>Object</b> – Average speed is already c.20mph in built up areas. Damage to pedestrian and cyclists health at driving in 3rd gear. OCC already damaged its reputation enough as the council that clearly hates motorists and motoring.</p> <p>Travel change: <b>Other</b></p> <p>Vote you out at the next election. We're not all liberals living on another planet!</p>
<p>(129) Local resident, (Thame, Park Street)</p>	<p><b>Object</b> – When schools are starting/finishing it makes sense in some areas for 20 to be the limit. Especially because so many kids get lifts to and from school, the traffic is awful around schools. But 20 in the rest of town seems unnecessarily slow - Especially if you are driving when it's not busy.</p> <p>I walk all around town and in/out of Thame and I believe it is my responsibility to be careful around roads so it doesn't bother me how fast or slow cars are going.</p> <p>Travel change: <b>No</b></p>
<p>(130) Local resident, (Thame, Priest End)</p>	<p><b>Object</b> – If drivers don't drive to the 30 limit what makes you think that they will drive to the 20 limit? How many deaths and injuries have been caused by traffic at 30 or less and how many by drivers over 30. Those over 30mph would be because of lack of enforcement, how will the 20mph be enforced and at what cost?</p> <p>Travel change: <b>No</b></p>

<p>(131) Local resident, (Thame, Wellington Street)</p>	<p><b>Object</b> – It's too slow. Residents are cognizant of the foot traffic in town and slow down as required.</p> <p>Travel change: <b>No</b></p>
<p>(132) Local resident, (Tiddington, Sandy Lane)</p>	<p><b>Object</b> – Totally unnecessary</p> <p>Travel change: <b>No</b></p>
<p>(133) Local resident, (Towersey, Chinnor Road)</p>	<p><b>Object</b> – I am objecting because I support changing ALL 30mph to 20mph in Thame. I think Question 2 is misleading because the use of '20mph speed limit' (singular) implies a single speed limit throughout but in fact that is not the plan, The question should read 'Please select which of the following that best describes your opinion of the proposed plans for 20mph and 30mph speed limits for Thame.'</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(134) Local resident, (Towersey, Lower Green)</p>	<p><b>Object</b> – I have spent several weeks in Wales, where 20mph is the new norm. It is a disaster, with queues, bumps at roundabouts and long delays to journeys between villages and towns. So far, 464,000 drivers and residents in Wales have signed a petition to the Senedd, asking for the limit to be restored to 30mph. Shops and restaurants are seeing lower footfall, as are small businesses. Please study what is happening in Wales and please let us avoid the like error. Cars are not designed to crawl at 20mph. Often one cannot stop changing up and down between gears and hilly ground is even worse!</p> <p>Travel change: <b>No</b></p>
<p>(135) Local resident, (Thame, Cavendish Walk)</p>	<p><b>Concerns</b> – The 20 mph limit should include tythrope way as I jog along it and the speed of traffic is hazardous due to noise and pollution , also visibility of oncoming vehicles from the east exit of Cromwell avenue is limited.</p> <p>Travel change: <b>Other</b> Yes exercise more please see previous answer</p>

<p>(136) Local resident, (Long Crendon, Chearsley Road)</p>	<p><b>Concerns</b> – Why are you going to waste so much money on this when what is really needed is a pedestrian and cycle route from Thame to Long Crendon - the money and administration going into developing such a 20mph policy would be better targeted at this. I travel into Ealing everyday for work and the 20mph is completely ignored by car users and the Police seem uninterested in enforcing. Are you going to spend even more on monitoring and installing equipment which at best reduces road fatalities by a limited amount compared to other traffic measures such as dedicated cycle lanes which have far greater impact.</p> <p>Travel change: <b>Other</b> As stated 20MPH is still fast - segregated lanes which can be enforced is the only option that works.</p>
<p>(137) Member of public, (Long Crendon, Giffard Way)</p>	<p><b>Concerns</b> – I have found driving through Oxfordshire a lot that it is incredibly confusing with constant changes - ie 30, then 20, then 30, then 40. Then 50! then 30... I completely understand and agree with 20mph in residential and built up areas, however, I wish it would be 20 for the majority of a town, not this keep changing which is incredibly stressful to drive through as I find that rather than concentrating on driving, I am high alert for changes 30-20-30-40-50. As they say, keep it simple stupid! Happy for all of thame (not bypass) to be 20. Also, for lots of large and flashing signs when you enter the 20mph. In neighbouring Bucks, there are not 20s everywhere, it will be a massive change for those not used to 20s. Please communicate and have visual signs when you do it! thanks.</p> <p>Travel change: <b>No</b></p>
<p>(138) Local resident, (Long Crendon, High Street)</p>	<p><b>Concerns</b> – I am supporting overall the introduction of 20mph, but find the exclusion of some roads - ie to remain 30mph for roads inside the ring road - extremely odd. For example, why would you not restrict the speed of the road going past Lord Williams Upper School and the leisure centre? Or Youens Drive? Or indeed Aylesbury Road. Much easier - both for behaviour change and compliance - if it is a simple switch.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(139) Local resident, (Long Crendon, Elm Trees)</p>	<p><b>Concerns</b> – Yes to 20 around a schools but not as a blanket rule. Unnecessary and causes extra tailbacks during busy times.</p> <p>Travel change: <b>No</b></p>

(140) Member of public, (Long Crendon, High Street)	<p><b>Concerns</b> – I have no objection to a plan to make the centre of Thame 20mph provided that the main approaches to the town remain at 30 mph. I think that is the proposal.</p> <p>Travel change: <b>No</b></p>
(141) Member of public, (Shabbington, Lower Farm Close)	<p><b>Concerns</b> – Slow traffic in already congested area and is it really necessary how many issues are there with the 30mph</p> <p>Travel change: <b>No</b></p>
(142) Member of public, (Tetsworth, High Street)	<p><b>Concerns</b> – Why can't the 20 mph limits only apply outside of schools and on the main high street? Those that drive dangerously will do so regardless of the posted speed limits. I am not aware of any accidents in Thame where a lower speed limit would have helped and so cannot see how these new rules will save lives.</p> <p>Travel change: <b>No</b></p>
(143) Local resident, (Thame, Beech Road)	<p><b>Concerns</b> – As Thame doesn't have a traffic warden or any police presence how is this proposal going to be implemented?</p> <p>Travel change: <b>No</b></p>
(144) Local resident, (Thame, Blackmore Close)	<p><b>Concerns</b> – I fully agree with 20mph limits in places such as outside schools but blanket limits only increase journey times, cause frustrations and do nothing to help with pollution because most engines will need a lower gear to maintain the lower speed resulting in the same engine revs and fuel being used.</p> <p>Travel change: <b>No</b></p>



<p>(145) Local resident, (Thame, Cedar Crescent)</p>	<p><b>Concerns</b> – Why is it needed/ How many serious accidents have happened in Thame in the last 10 years/ Travel change: <b>No</b></p>
<p>(146) Local resident, (Thame, Chalgrove Road)</p>	<p><b>Concerns</b> – No need for a blanket limit of 20 mph, enforcement around school routes would be sufficient Travel change: <b>No</b></p>
<p>(147) Local resident, (Thame, Cheshire Road)</p>	<p><b>Concerns</b> – At very quiet times 20mph seems unreasonable. At busier times, traffic in the centre can rarely move at more than 20 anyway. 20 is very slow when there is no-one around and I fear that people will exceed the limit, in some cases without realising it. More needs to be done to limit the speed of delivery vans and lorries who are always in a hurry and get very close behind cars who are abiding by the limit.  25mph would seem to be a good compromise and far easier to stick to. I aim to drive according to the speed limit, but in a 20mph zone spend more time looking at the speedometer than the road. This is not a safe way to drive. Cruise control and speed limit options on my car don't go down to 20!  Travel change: <b>No</b></p>
<p>(148) Local resident, (Thame, Chinnor Road)</p>	<p><b>Concerns</b> – I'm concerned it doesn't cover Chinnor Road. This road has drivers day and night well exceeding the current 30mph limit.  Travel change: <b>No</b></p>
<p>(149) Local resident, (Thame, Chinnor Road)</p>	<p><b>Concerns</b> – I live on Chinnor Road and wish that had its limit lowered as cars currently do not observe 30mph limit.  Travel change: <b>No</b></p>

<p>(150) Local resident, (Thame, Chinnor Road)</p>	<p><b>Concerns</b> – I understand the reasons why this is being proposed, however in other places where this has already happened, ie Chinnor it hasn't made any difference to the speed people drive as it isn't been policed, so I wonder if it is worth it. As a local resident of Thame I have not witnessed much speeding in the town and I walk around the town daily.</p> <p>Travel change: <b>Other</b> I already walk everywhere and only drive to go out of town</p>
<p>(151) Local resident, (Thame, Church Road)</p>	<p><b>Concerns</b> – Support the introduction of 20mph but would like it to include Oxford Road as that has Lord Williams's Schol and the Leisure centre. If huge chunks of London are 20mph zone, including some significant roads, why can't it be adopted for Oxford Road?</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(152) Local resident, (Thame, Churchill Crescent)</p>	<p><b>Concerns</b> – Supporting the safety of our children cycling around town. However - our street, Churchill Crescent still remains a 30mph zone - why? It is becoming a rat run, and people definitely speed along the road, making it dangerous. I would highly recommend looking at making it 20 mph</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(153) Local resident, (Thame, Clarendon Drive)</p>	<p><b>Concerns</b> – I support in principle but have concerns about how widespread the limit would be. In high intensity housing areas and near the local schools it makes sense, but not on other roads. Be sensible!,</p> <p>Travel change: <b>No</b></p>
<p>(154) Local resident, (Thame, Cotmore Gardens)</p>	<p><b>Concerns</b> – A 20mph limit can be dangerous as drivers will tend to spend more time looking at their speedometer rather than looking at the road. Also a 20 mph limit will not be enforceable as there are very few police to enforce it.</p> <p>Travel change: <b>No</b></p>

(155) Local resident, (Thame, Fairfax Close)	<p><b>Concerns</b> – Experience of recently installed limits causes greater frustration when the 20 is imposed on non residential roads</p> <p>Travel change: <b>No</b></p>
(156) Local resident, (Thame, Fanshawe Road)	<p><b>Concerns</b> – I'm objecting to this pointless change. The police do not enforce the current speed limits so, what is the purpose of imposing this ridiculous limit, I live adjacent to Howland Road, where cars and motorcycles, especially motorcycles pay absolutely no heed to the posted speed limits. I have complained to the police on several occasions but they don't seem to think that this kind of lawbreaking falls within their area of responsibility and usually suggest I contact the council. My point is that this is a futile and expensive change that will be ignored. Why not spend the budget doing something about the congestion on Tythrop Way? This routinely stretches back to the Eastern end of Cromwell Avenue. The only reason it stops there is because drivers divert through Cromwell Avenue and use it as a rat-run. Why are wasting time and money on this when there are so many more pressing problems with the Thame's streets?</p> <p>Travel change: <b>No</b></p>
(157) Local resident, (Thame, Fanshawe Road)	<p><b>Concerns</b> – I think this is a well meaning but worthless exercise. As I understand the proposal, your intention is to improve safety for pedestrians and cyclists by introducing a 20mph speed limit whilst leaving the feeder road limit at 30mph. So, in order to reach the "safe" area cyclists will still be using roads that are subject to existing limits. Secondly, current speed limits are neither observed nor enforced. The scheme will not include enforcement measures so how is this supposed to improve safety. It seems like everyone one else is doing it so we should. If you want to do something to address road safety why not do something about pavement parking? This is a real issue that would certainly help pedestrians. It's become so normal that it goes unnoticed.</p> <p>Travel change: <b>No</b></p>

<p>(158) Local resident, (Thame, Fleetwood Way)</p>	<p><b>Concerns</b> – No enforcement of current limits so who or how will any new limit be enforced. Slowing down and speeding up within the various speed limits increase pollution. Waste of tax payers money changing road signs, markings etc when not universally liked, even government not keen on more burdens on motorists. Modern cars do not like travelling at 20 mph.</p> <p>Travel change: <b>No</b></p>
<p>(159) Local resident, (Thame, Glenham)</p>	<p><b>Concerns</b> – Enforcement?</p> <p>Travel change: <b>No</b></p>
<p>(160) Local resident, (Thame, Hamilton Road)</p>	<p><b>Concerns</b> – This seems to be an arbitrary move. The collision statistics, specifically the vehicle vs pedestrian stats for Thame do not support the necessity to lower the limits.</p> <p>Travel change: <b>No</b></p>
<p>(161) Local resident, (Thame, Hampden Avenue)</p>	<p><b>Concerns</b> – I am objecting as the current speed limit is adequately low. Personally I am leaving close to the high street so I enjoy walking for shopping or pleasure without absolutely no problems as things are today. But if you reduce the speed limit, you will improve nothing for walkers whilst increasing traffic and making driving for residents slower and more annoying.</p> <p>Travel change: <b>No</b></p>
<p>(162) Local resident, (Thame, High Street)</p>	<p><b>Concerns</b> – In general I would support 20 mph in the centre of the town, but not on many adjacent roads, as appears to be being proposed</p> <p>Travel change: <b>No</b></p>

<p>(163) Local resident, (Thame, High Street)</p>	<p><b>Concerns</b> – Driving so slowly one gets too easily distracted and I'd be more worried about maintaining my speed and not paying attention to the road.</p> <p>Travel change: <b>No</b></p>
<p>(164) Local resident, (Thame, Kings Road)</p>	<p><b>Concerns</b> – I feel a much better approach than a blanket 20 which will be largely ignored would be to have lower limits in specific areas around schools etc but only during morning and evening school arrival and departure times like the Australian model. People respond better to this approach and are more likely to adhere to them</p> <p>Travel change: <b>No</b></p>
<p>(165) Local resident, (Thame, Lacey Drive)</p>	<p><b>Concerns</b> – Too many racer driver boys driving around like maniacs. Also I would suggest 30mph on Howlands road (around Lucy Electric) along with few speed bums and nice speed cameras. I am sure that investment would pay off and money starting pouring in from speed finds immediately.</p> <p>Travel change: <b>No</b></p>
<p>(166) As part of a group/organisation, (Thame, Lord Williams: Oxford Road)</p>	<p><b>Concerns</b> – I have concerns over the plans to do with this change in speed limits. Specifically, the 30mph regions around the Upper School and Lower School. I am a 15-year-old student from Lord Williams School (LWS) and I have been delegated as the person that should represent many people's views on this change. I have had conversations with Thame Town Councilors, the members of the Upper School Eco Committee, and various students of the school with ages varying throughout the school to the sixth form.</p> <p>Firstly, the 30mph section that OCC have said they would like to be on the Oxford Road, until after the bridge over the cuttle brook just before the turn, has been met with SIGNIFICANT opposition. The safety of students should be paramount from the council, but if this road is kept at a fast speed, then there is a high likelihood of collisions with drivers and possibly fatalities. The bus stop on the North side of the road is especially of high risk, as the students who get the 280 bus or similar have trouble crossing to get to school as there is nowhere to cross on the road for a long distance, so a significant number take the leap of faith and run across Oxford Road and try not to get hit by a car while it is rush hour and cars are travelling at 30mph when drivers may not be attentive - as you can imagine, I don't fancy their chances. I've watched many close calls over the years. I am of the opinion that reducing the speed to 20mph will</p>

be a solution that will be implemented quicker than waiting for a crossing to be implemented - despite it not being the ideal long-term solution. Of course, a crossing would be better, but looking at the speed the Wellington Road crossing has been implemented, that may take a while.

Secondly, the 30mph is not a healthy speed for cycling in Thame. I cycle into school between 2-3 times a week and I use the Oxford Road to get there. I am extremely unhappy with the dotted line along the side of the road, as it lulls cyclists into a false sense of protection from drivers, when in fact the opposite is true, and drivers see it as 'their side and my side' and they don't need to give any extra space when passing cyclists. And when passing cyclists at 30mph with no space, almost making them be pushed off the road with wing mirrors trying to give you a high-five; it is a very discouraging environment for cyclists who could be wanting to cycle to school, but are scared to give it a try. With the limit reduced to 20mph, and drivers being a little more alert of their surroundings, it may seem a little more appealing to new students wanting to give that route a try.

I raised this point to the Thame Town Council on their full council meeting on the 14th of Nov. I spoke at their meeting as a representative of Lord Williams. They took my comments on board, and in the end they disagreed with the OCC proposal, and agreed with my ideas in a vote.

On another note, the lowering to 20mph in the town center has had SIGNIFICANT support from students - walkers and cyclists alike. They say that it will make them happier to wander around the High Street, and cross it with more ease. It will also mean the car park would fill up less often and there is potentially financial benefit to the town with more activity in the centre. Perhaps even it might reduce the number of cars on the roads, and disincentivizing people to drive around.

However, the major issue has been raised of the inconvenience that will be caused if the speeds are lowered. This comment was especially common among students who live in surrounding villages to Thame and get a school bus into town, or have to drive in to Thame a lot more. They were concerned that it will cause unnecessary time added to journeys. You could counter that argument with that in a majority of the time these roads won't let you travel above 20 anyway, because of other hazards (traffic, corners, pedestrians, crossings, etc.).

Overall, while there are some people that I represent who do not want certain sections reduced, the majority support my points and would like to see speeds reduced.

I have talked to residents of Oxfordshire who have already had 20mph zones been installed, and they argue that they were installed wrong, or done too quickly without much thought put into it. But I urge whoever be in charge, to not mess it up like you have in other towns and villages. We like everyone to be happy in Thame and I want to keep it that way, so if we could not divide the town and make the best decision for everyone that would be excellent.

	Travel change: <b>Yes - cycle more</b>
(167) Local resident, (Thame, Mercian Road)	<p><b>Concerns</b> – The mph might further deter footfall in the town centre which is already experiencing reduced trading and empty shops</p> <p>Travel change: <b>No</b></p>
(168) Local resident, (Thame, Ormond Road)	<p><b>Concerns</b> – Thame is dependent on the motor vehicle so slowing traffic down may be economically damaging. On Lea Park very little traffic during the day and so much parked traffic on Cromwell Avenue, regulation of speed is self regulating. If speed regulation is required then make it during the hours of 8:38-9:30 and 15:00-16:00hours when school traffic is about.</p> <p>Travel change: <b>No</b></p>
(169) Local resident, (Thame, Park Street)	<p><b>Concerns</b> – A universal 20mph speed limit through Thame would be counter productive and create similar traffic problems to those experienced in places where 20mph bring traffic to a standstill due to passing issues, particularly with the quantity of traffic that travels through Thame between the schools and commuters. A graduated 30mph with 20mph speed limits limited to those roads with heaviest pedestrian traffic would be more appropriate.</p> <p>Travel change: <b>Other</b> As a disabled person I am prevented from alternative forms of travel.</p>
(170) Local resident, (Thame, Park Street)	<p><b>Concerns</b> – If the 20mph is approved then I see absolutely no reason for there to be speed bumps, so my concern is, if it's approved, will the speed bumps be removed from "all" 20mph zones</p> <p>Travel change: <b>No</b></p>

<p>(171) Local resident, (Thame, Pearce Way)</p>	<p><b>Concerns</b> – Thame doesn't have a ring road all the way round and it's hard enough as it is to get from Phoenix park round to ASM via the esso roundabout in rush hour, the alternative is going through the town centre and a 20mph limit would make that issue worse.</p> <p>Instead of a 20mph zone, more zebra crossings throughout town, where pedestrians take priority, would be a much better idea. The lack of crossings prioritised to pedestrians, means people cross all over the place, it's not a pedestrian friendly area but I don't believe a 20mph zone is the answer.</p> <p>Travel change: <b>No</b></p>
<p>(172) Local resident, (Thame, Queens Close)</p>	<p><b>Concerns</b> – Most cars struggle to maintain 20mph so you have to drop down a gear thus creating more pollution. I think more light controlled crossings would be safer. High Street seems to be naturally 20mph anyway.</p> <p>Travel change: <b>No</b></p>
<p>(173) Local resident, (Thame, Robin Gibb Road)</p>	<p><b>Concerns</b> – It seems to be a policy based upon beliefs due to safety concerns. I am not aware of any evidence to support this.</p> <p>There is an opportunity to test this with some comparative research for the good of all. What if the County Council were to exclude Thame's central area from any further speed restrictions and then compare accident rates with other towns and villages in the County? Then the policy could be reviewed in a couple of years in the light of the data? Further, because Thame is such a busy and popular town, traffic is already cautious and considerate towards buses and pedestrians. I write as someone who visits the centre on foot more than as a driver.</p> <p>Finally, this seems to be a further unnecessary erosion of our freedom. There needs to be a clearer case for taking this measure.</p> <p>Travel change: <b>No</b></p>
<p>(174) Local resident, (Thame, Roman Way)</p>	<p><b>Concerns</b> – I fully support implementation of the suggested areas of 20mph. However, while I understand the reasons for not extending this to the full Oxford Road I think it should be noted that cars frequently speed on this section and</p>



	<p>therefore some form of traffic calming is required. Everyone knows the speed cameras are not turned on and they are frequently ignored. We feel this should be reinstated, or some form of mobile speed camera used at times like they do in Longwick. There are ample laybys on the road to allow this to happen.</p> <p>In addition to this, once the road is adopted by the council, we would like to understand how Roman Way and the roads within the vicinity can be included in the 20mph zone.</p> <p>Travel change: <b>No</b></p>
(175) Local resident, (Thame, Rupert Way)	<p><b>Concerns</b> – 20mph would be ideal in the town centre considering the rising number of residents and housing in Thame. However, I am concerned that imposing limits along certain, more well used roads would be difficult for traffic flow. There are a number of temporary traffic lights within the town that hold up traffic at the best of times and I would hope that the 20mph limit would not contribute to more hold ups within the town. Personally my job means I drive around town a lot during the day and I will be affected by the new speed limit.</p> <p>Travel change: <b>No</b></p>
(176) Local resident, (Thame, Southern Road)	<p><b>Concerns</b> – Will make an already congested town centre even harder to navigate</p> <p>Travel change: <b>No</b></p>
(177) As part of a group/organisation, (Thame Green Living & Thame Trees)	<p><b>Concerns</b> – I am appalled at the proposal to leave dangerous roads such as Oxford Road out of the 20mph zone. These key routes need to be 20mph more than many residential streets in order to encourage people to make local journeys by bike. Oxford Road especially is a key route to the town's major school.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(178) Local resident, (Thame, Thame Park Road)	<p><b>Concerns</b> – I think in some areas this can be considered as appropriate, outside the schools and perhaps the middle of the town centre, but not not as widely covered as suggested. We already have speed bumps to calm the traffic where needed - would these be removed if the 20 limit was put in place?</p>

	<p>I also worry there will be more incidents of inappropriate pedestrian crossing of the road - if the traffic is much slower people will walk out and cross rather than using the marked crossings.</p> <p>Travel change: <b>No</b></p>
<p>(179) Local resident, (Thame, Victoria Mead)</p>	<p><b>Concerns</b> – It won't be policed. People will Continue to drive 30. Waste of money and time. Should be done around schools but not everywhere.</p> <p>Travel change: <b>No</b></p>
<p>(180) Local resident, (Thame, Warren Mead)</p>	<p><b>Concerns</b> – Concerns that where you should be applying such speed controls you are not and placing them in areas where much of the traffic travels at around said speed of 20mph</p> <p>I reside on a non-governed road, still managed by the developers who have of course not developed what was put forward in their plans.</p> <p>I live on Warren Mead, alongside Wenman Rd, which serves the industrial estate and well over a thousand residents. Wenman Rd is supposed to be a 30mph road ha ha and of course you do not want to make it 20mph The signage as you approach Wenman Rd, is such that anyone would think they are approaching a bypass. The road bends sharply round to the right with a road toward more housing and town, or along Wenman Rd, with the industrial estate on the left. We are plagued with speeding traffic, cars, HGV' farming vehicles as well as that of the users of the industrial estate and residents.</p> <p>The noise and vibration, of the traffic has caused my house and myself to shake and vibrate everyday, early hours of the morning, then intermittently throughout the day and night.</p> <p>There is ample evidence to show what causes this and all factors are present along Wenman Rd. There are no speed controls, there is never any speed monitoring, the police have for over 5-6 years maintained they cannot do anything about it and never do. They advise speak to the council well, OCC highways do not give a fig, Thame Town Council have equipment but apparently no volunteers ever wanted to do this. I did but of course was continually ignored. There is no volition, at all from any of the local authorities to address the issue here. Aster housing know about the house shaking, Thame town council know, south oxon know. I am not the only resident to report this and all the available evidence shows a combination of road surface, speed, tyre, driving behaviour all contribute.</p>

Traffic along Wenman Rd continually accelerates and then has to break at one end due to the bend, or the other end at the roundabout. Either way maintaining a constant lower speed, would be good for the environment, would reduce pollution from brake dust, which OCC and others continually ignore and a lower speed would reduce effect of vibration effect.

It seems totally hypocritical for Oxon County Council to be imposing 20mph areas in some places where there is so obviously not a need and then in places like this where you now have thousands of residents you do not actually put clean air, safer speeds above keeping those with money happy as that is quite obviously what contributes to such decision making.

Electric vehicles contribute significantly to brake dust, and those driving large electric vehicles around Thame certainly seem to do so with some immunity to so called residential speed limits. I moved to this area back in 2017 and like many others reported the issue with the house shaking and vibrating, every single morning around 01:10. Many of the Lorries, buses, heavy plant vehicles especially long flat bed trailers cause immense vibration and shuddering to the house and me.

Despite large green verges there is absolutely an inadequate amount of large shrubs, trees, hedgerow which would help with the noise.

You want people to walk yet since moving here, the bus service has been decreased even before all the residences have been built, why on earth would anyone want to walk alongside a busy road, with no protection from the road. There is a gym open to 22:00hrs, many of regular users that travel excessively fast to use this facility, accelerate off again and then need to brake at the end of the road.

The age of these developments is such that the children born here are now out and about more, we know all the evidence about the significance of speed affecting outcome in an RTA, the cost of such, emotionally and financially should surely outweigh not wanting to irk businesses or those with so much money that they seem able to exert pressure on those in authorities making decisions. Of course we in the UK are all too aware of the hypocrisies of far too many of those in power.

I work in the NHS in Oxford in an essential role, for a hospital trust that regularly have over 45 vacancies for frontline clinical staff. None of us can afford to live in Oxford yet have to spend more on fuel and therefore contribute more to pollution. Now we have to contend with the LTN's and the laughable 20mph areas, most of which you rarely can travel at more than 20mph. There are times now I may spend 40 minutes undertaking a journey to a client, when it used to take 15. This occurs several times a day. The amount of money those of us working pay in taxes is obscene, every

	<p>year absolutely every tax goes up yet heaven forbid we have speed cameras that bring in some money? Yet every single year we are pretty much told that there is no money/ less money than previously, either way this ems to amount to the police not be8ng able to impose any penalty or any monitoring of speed on such busy residential roads as Wenman Rd.</p> <p>Why do we have to wait for a disaster, which usually has to involve children before something has to be done....I would ask that you come visit this area, at mornings nd evenings at least. I can stand at the bus stop and film numerous vehicles travelling too fast and than all the brake lights coming on having to brake.</p> <p>Considerable evidence as to how very many local authorised vehicles are guilty of this. I have looked at the OCC information regarding the proposal what I am unable to see is the actual evidence to support your proposal and a complete disregard of all the evidence there is to substantiate what I am saying.</p> <p>Travel change: <b>No</b></p>
(181) Local resident, (Thame, Warren Mead)	<p><b>Concerns</b> – how will it be policed we do not see policemen now so a new limit is irrelevant until last sunday ( remembrance day ) i have not seen a policeman in Thame since before march 2020 when we had covid in the country</p> <p>Travel change: <b>No</b></p>
(182) Local resident, (Thame, Wellington Street)	<p><b>Concerns</b> – Experience of the current 20mph limits imposed in other Oxon villages</p> <p>Travel change: <b>No</b></p>
(183) Local resident, (Thame, Wentworth Road)	<p><b>Concerns</b> – The scheme as applied inside the enclosing roads ONLY seems appropriate. On introduction it should be on a ‘warning only’ basis for the first three months so as to allow drivers to accommodate. It should also be subject to specific 20mph signage and not made a default unless otherwise signed.</p> <p>The 20mph limit should not apply between midnight and 6am as that seems a pointless restriction on empty streets.</p> <p>Travel change: <b>No</b></p>

(184) Local resident, (Thame, Youens Drive)	<p><b>Concerns</b> – Youens drive should be 20 miles an hour</p> <p>Travel change: <b>No</b></p>
(185) Local resident, (Thame, Youens Drive)	<p><b>Concerns</b> – I'm overall supportive but concerned about the point that the limit increases from 20 to 30 on Thame Park Road. This increase occurs right at the point where many students heading to Lord Williams Lower School cross the road. It's already very dangerous and with the change in speed limit here, I think many drivers will now be hitting their acceleration as they head south out of town. I would like to see the 20 mph limit extended to the junction with Robin Gibb Road, or at the very least Wenman Road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(186) Local resident, (Thame, Youens Drive)	<p><b>Concerns</b> – Whilst I broadly support 20mph limits in urban areas, I feel that most of the roads in Thame are too narrow, or too short, to be able to reach 30mph. The only places I have ever seen a police officer checking speeds were along the main arterial roads into the town - which appear to be keeping their current speed limits - so who will monitor adherence to these new limits? It would be far more beneficial to reduce the speed on the bypass with the introduction of average speed cameras, and selected roads - such as Cromwell Avenue, East Street, Chinnor Road, where speeding is possible.</p> <p>Travel change: <b>No</b></p>
(187) Local resident, (Thame, Croft Road)	<p><b>Concerns</b> – Would support the 20 limit if near schools and during school drop off and pick up times.</p> <p>Travel change: <b>No</b></p>

<p>(188) Local resident, (Thame, Fleetwood Way)</p>	<p><b>Concerns</b> – 100% against the 20mph limit!</p> <p>Travel change: <b>No</b></p>
<p>(189) Local resident, (Thame, Queens Close)</p>	<p><b>Concerns</b> – The 30mph speed limit down the Aylesbury road entering Thame isn't adhered to, many people travel at at least 40mph down that stretch of road so how would 20mph be enforced???</p> <p>Travel change: <b>No</b></p>
<p>(190) Local resident, (Thame resident, Maple Road)</p>	<p><b>Concerns</b> – I think it is too slow. It is very difficult to control a speed 20mph in a car. In my experience in London and other low speed zones following cars get too close and aggressive. Adaptive cruise control works very well at 25mph or 30mph up but most cars will not set below that speed. I feel also that in areas where there is a downward slope the tyres from hard braking to keep below 20mph causes tyre pollution when a higher speed of 30mph may not require tyre braking. I don't think drivers are being irresponsible in the built up areas of Thame. I feel that 20mph on main roads, is justified approaching eg schools, nurseries, hospitals together with double yellow lines. Also in the area of Thame High Street which experiences pedestrian traffic in the shopping areas. But honestly during times when it's busy in the High St drivers slow down to accommodate anyway. A blanket 20mph is a sledgehammer.</p> <p>Travel change: <b>Other</b></p> <p>I already try to walk but some journeys require a car due to age and carrying heavy shopping is not possible or visiting drs, weather etc so actually no change for me. What would help to mitigate this would be better surfaces and better lit pedestrian way</p>
<p>(191) As part of a group/organisation, (Thame Explorer Scouts unit &amp; Lord Williams Upper School Eco Club)</p>	<p><b>Concerns</b> – I have concerns over the Oxford Road section of proposed 30mph and the ring road staying at 40mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(192) Local resident, (Towersey, Chinnor Road)</p>	<p><b>Concerns</b> – I would totally support, but proposals for exclusions will confuse drivers. This is a safety measure. Many children walk to school, especially on the roads where existing 30mph would be retained. Remember the Highway</p>

	<p>Code puts pedestrians as a top priority. I used to live in Aylesbury road. It is extremely fast and there was a fatal collision on the corner when we lived there. Several other collisions were into the wall. That is 30 mph.</p> <p>Oxford Road and Churchill Crescent are all heavily used by elderly and families with children. It seems this scheme has been designed for convenience of drivers and not for safety. This should be a blanket 20 in all roads as the Town Council proposed when it unanimously voted in this scheme. There should be NO roads excluded. This is not Vision Zero.</p> <p>Travel change: <b>Other</b> All drivers might consider walking, wheeling or cycling more. I am already cycle and walk.</p>
(193) Member of public, (Towersey, Windmill)	<p><b>Concerns</b> – The law of unintended consequences</p> <p>Travel change: <b>No</b></p>
(194) Member of public, (Chinnor, Barley Rye)	<p><b>Support</b> – 20 should be in every will age, town and cities</p> <p>Travel change: <b>No</b></p>
(195) Local resident, (Chinnor, Lower Icknield Way)	<p><b>Support</b> – Many of our villages are blighted by motorists speeding through them without any regard for the safety of others or the impact on local residents. My experience of 20mph in Chinnor is that it does little or nothing to change the behaviour of motorists unless there is enforcement of the limit. Oxfordshire CC and Thames Valley Police have done nothing to enforce the 20mph limit in Chinnor and the consequence is that most drivers are blatantly ignoring the limit and many are driving at speeds of 40-60mph (traffic surveys have shown this).</p> <p>Travel change: <b>No</b></p>
(196) Local resident, (Chinnor, Station Road)	<p><b>Support</b> – I fully support this move. It's time that we rescued our residential and town centre streets from the car and made it for people first. Drivers (and I'm one) have not right to expect to arrive at their destination through an environment like Thame at any speed. I'd like to see enforcement be applied too, to make it stick.</p>

	<p>One notable omission seems to be the route from LWS Upper School into the town - surely to support improved cycling etc, this should be fully 20mph too. Let's do it.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(197) Local resident, (Chinnor, Elm Drive)	<p><b>Support</b> – Mainly support around school and residential for safety reasons. Do not think lots of public money need be spent. Camera could enforce it or issue warning to drivers break it. Think it should be extended or varied to include around the rugby club too, and all. Schools as major area of young people and walkers.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(198) Member of public, (Emmington)	<p><b>Support</b> – Improve safety outside schools and areas where children walk to and from work.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(199) Local resident, (Emmington)	<p><b>Support</b> – 'I support the 20mph on road safety, air quality grounds and that it will make Thame a more pleasant place to spend time.</p> <p>On this basis, the 20mph should be extended further in the following areas:</p> <ul style="list-style-type: none"> <li>- near Lord Williams Lower School - extended on Kingsey Road and Churchill Crescent past the school crossing</li> <li>- on Oxford Road around the entrances to Lord Williams Upper School and Leisure Centre</li> <li>- over the bridge on Chinnor Road and Garden City</li> </ul> <p>The remaining commercial areas are all cul-de-sacs which mean 30mph very high speed to be going so why not make them 20mph too? Especially around WhizKlds play area. They will make it safer and will not add significantly to journey times.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>



<p>(200) Local resident, (Haddenham, Flint Street)</p>	<p><b>Support</b> – The evidence is overwhelming, 20mph makes our streets safer and is a boon to encouraging walking and cycling in our towns</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(201) Member of public, (Haddenham, Marriotts Close)</p>	<p><b>Support</b> – Many school children around Thame and slower cars lead to less chance of severe injury if an accident between a pedestrian or cyclist and a motor vehicle happens.</p> <p>Travel change: <b>No</b></p>
<p>(202) Local resident, (Haddenham, Mead Furlong)</p>	<p><b>Support</b> – Cars need to be slower in all build up environments</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(203) Local resident, (Haddenham, Runfurrow)</p>	<p><b>Support</b> – It's safer</p> <p>Travel change: <b>No</b></p>
<p>(204) Member of public, (Haddenham, Handley Drive)</p>	<p><b>Support</b> – My children go to school in Thame and it's concerning the speed some people travel around the area. I would highly support a 20mph speed limit and also have more speed cameras stationed around Thame.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(205) Local resident, (Haddenham, Thame Road)</p>	<p><b>Support</b> – Thame is a small market town. The road infrastructure struggles to meet the capacity of road users. The town host a number of schools and a large secondary school and is generally a busy town; both with pedestrians and car users. Reducing the speed limit will help make Thame a safer place for pedestrians and road users and hopefully limit the dangers associated with using roads.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(206) Local resident, (Haddenham, Thame Road)	<b>Support</b> – Due to existing traffic congestion in Thame normally can't drive above 20mph anyway.  Travel change: <b>No</b>
(207) Member of public, (Kingston Blount, Bakers Piece)	<b>Support</b> – In the town centre the limit makes sense to reduce the danger to pedestrians and cyclists. I do feel however that the limit of the proposed should end at the Waitrose Roundabout, the Priest End Hairpin, the High Street junction with the Risborough Road and the top of Park Street by the BP/Marks and Spencers Road restriction. Everywhere else would be unnecessary.  Travel change: <b>No</b>
(208) Member of public, (Lewknor, Weston Road)	<b>Support</b> – The number of young children in and around the centre of the town.  Travel change: <b>No</b>
(209) Member of public, (Lord Williams's School, Towersey Road)	<b>Support</b> – Roads near schools and where cars park on one side of the road need a 20mph limit for safety.  Travel change: <b>No</b>
(210) Member of public, (Lord Williams's School, Oxford Road)	<b>Support</b> – I work in a Thame school  Travel change: <b>Other</b> No because I already cycle whenever I can.

<p>(211) Local resident, (Moreton)</p>	<p><b>Support</b> – I particularly support the proposed 20mph limit in Moreton Travel change: <b>Yes – walk/wheel more</b></p>
<p>(212) Local resident, (Moreton, Thame, Judd's Lane)</p>	<p><b>Support</b> – Public safety, especially for other road users such as cyclists. Travel change: <b>Yes – walk/wheel more</b></p>
<p>(213) Member of public, (Oakley, Orchard Close)</p>	<p><b>Support</b> – To slow traffic down around the schools Travel change: <b>No</b></p>
<p>(214) Local resident, (Scotsgrove, Aylesbury Road)</p>	<p><b>Support</b> – I think the reduction in speed limit would save lives. I also think the A418 from the roundabout to the 40mph speed limit should be limited to 40mph. It is madness it is 60mph for 800m then down to 40mph when going past the houses. Very few cars slow down and there is no footpath Sonia a death trap waiting to happen Travel change: <b>No</b></p>
<p>(215) Local resident, (Thame, Arnold Way)</p>	<p><b>Support</b> – I support this scheme in favour of road/speed humps. Travel change: <b>No</b></p>
<p>(216) Local resident, (Thame, Aylesbury Road)</p>	<p><b>Support</b> – Fully support 20 mph but very concerned it does not include Aylesbury Road. Travel change: <b>Yes – walk/wheel more</b></p>
<p>(217) Local resident, (Thame, Aylesbury Road)</p>	<p><b>Support</b> – 20mph speed limits offer a significant improvement to safety, air quality and noise levels for minimal impact on average speeds and journey times. A big benefit for residents and those that walk and bike in Thame.</p>

	Travel change: <b>Yes - cycle more</b>
(218) Local resident, (Thame, Aylesbury Road)	<p><b>Support</b> – I support the proposal, but request that main town approaches are 20 miles per hour too. The reasons being that Aylesbury Road has children crossing to and from school. There is a crossing , but they don't cross there, and as a main heavy vehicle route it is endangering our children. Oxford Road has a school. Chinnor road is congested with parked cars and is difficult to drive through. Garden city road is close to a school. If the speed restrictions on approaching thoroughfares were 20, we can but hope that traffic has reduced speed to 20 by the time it reaches the high streets? A uniform speed restriction makes life easier for pedestrians, cyclists and motorists. Pollution for residents on main approach roads is also too high, and air quality poor. Why has this not been taken into consideration?</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(219) Local resident, (Thame, Aylesbury Road)	<p><b>Support</b> – To make life much more pleasant and safer for all drivers and pedestrians by calming traffic down, less pollution, less noise and less aggressive driving</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(220) Local resident, (Thame, Bannister Road)	<p><b>Support</b> – Not easy to cross road in Thame centre.</p> <p>Travel change: <b>No</b></p>
(221) Local resident, (Thame, Beech Road)	<p><b>Support</b> – Thame is a town increasing in size and therefore more vehicles on the road. I feel it would be beneficial to reduce the speed, thereby reducing pollution and the risk of accidents.</p> <p>Travel change: <b>No</b></p>

<p>(222) Local resident, (Thame, Blackthorn Grange)</p>	<p><b>Support</b> – So that my children can ride their bicycles. At the moment it's too busy; drivers don't respect cyclists. Travel change: <b>Yes - cycle more</b></p>
<p>(223) Local resident, (Thame, Broadwaters Avenue)</p>	<p><b>Support</b> – With less police presence the speed limit needs to be dropped down. Travel change: <b>No</b></p>
<p>(224) Local resident, (Thame, Brookside)</p>	<p><b>Support</b> – Being elderly crossing roads mentioned in your proposal can be challenging as too many motorists ignore the 39 mph limit Reducing it is most welcomed not only for elderly but also for mothers with young children My wife and i are both motorists and cyclists Reducing speed limits is a sensible solution fir everyone Travel change: <b>Yes – walk/wheel more</b></p>
<p>(225) Local resident, (Thame, Brookside)</p>	<p><b>Support</b> – My children have been close to being in danger due to speeding drivers around Thames schools several times. Why would we not have a 20 mph limit around those areas? Travel change: <b>No</b></p>
<p>(226) Local resident, (Thame, Cavalier Road)</p>	<p><b>Support</b> – Safer for pedestrians,cyclists and otherbroad users. Will improve local environment and reduce fuel consumption. Travel change: <b>Yes - cycle more</b></p>
<p>(227) Local resident, (Thame, Cavendish Walk)</p>	<p><b>Support</b> – I'd like the roads in Thame to be safer for my children to cross. Travel change: <b>No</b></p>

<p>(228) Local resident, (Thame, Cavendish Walk)</p>	<p><b>Support</b> – In principal I support the speed limit reduction to 20 mph in the hope that it makes it safer for pedestrians to cross these roads. I also request that you think again about the 40 mph speed limit on the Eastern Bypass. This is not enforced and having to turn right on to this road, is extremely risky when cars and lorries are driving at speeds of up to 60 miles an hour and there our turning is hidden from view. There is no pathway and no access to crossing safely near the Rugby club and public footpath. Everyday pedestrains take their lives in their hands by trying to cross the road to get to the allotments, sports club or public walkway. The traffic island is situated on the roundabout but the pavement ends several yards away. This means that if you are in a wheelchair or pushing a child in a pushchair you have to use the grass verge and run across hoping that the cars will slow down for you as they come off the roundabout at great speeds. I request that you think again about the junction at Cromwell Avenue and the Eastern bypass, and look again at the access to safe walks when crossing over to the Rugby club. One day soon, there is going to be another death. My house sides on to the Eastern bypass (which was a field when we moved in) and over the years since the road was built we have suffered from noise nuisance, increased dirt, smashed windows and now due to the constant flow of traffic which continues all night long, we are struggling to sleep. The house shakes everytime a large truck speeds past. We are unable to sit in the garden due to the noise as the cars speed by. It is like living on a motorway. If you are unable to change the speed limit, or provide safe walkways for dog walkers and pedestrians to cross this very busy road, then I suggest you look at enforcement to bring down the speed to within the required limit.</p> <p>Travel change: <b>No</b></p>
<p>(229) Local resident, (Thame, Cavendish Walk)</p>	<p><b>Support</b> – We support the proposed plans for the implementation of reduced speed limits in Thame, and in addition we request the speed limit on the A4129 Tythrop Way/Howland Road be reduced to 30mph. We have reviewed the CrashMap website and would like to make Oxfordshire County Council (OCC) aware the number of incidents shown on the A4129/Tythrop Way are significantly greater and more severe than the 6 slight incidents shown. This will improve the safety to the many joggers and dog walkers who regularly use this road and reduce road noise to the residents whose properties are along the route.</p> <p>The CrashMap web site only lists 6 x slight incidents on Tythrop Way over the last five years. This is not accurate and I would like to outline the facts that I am aware of, there are probably many other incidents:</p> <p>Fatalities There have been 2 x fatalities along Tythrop Way in past years. 1) A young girl died on her way home from school, I understand she stepped into the road near to the A418 roundabout</p>

2) A young lad was killed when his motorbike collided with a tree, opposite the skate park.  
Breaches of the Perimeter Wall along Tythrop Way & Howland Road  
There has been 5 x breaches of the perimeter wall;

Cars travelling into Thame along Kingsey Road have twice gone into the wall of the house on corner of Kingsey Road and Howland Road, on one occasion hitting and seriously damaging the rear wall of the house.  
A car travelling along Howland Road went through the rear garden wall of the house on the corner of Kingsey Road and Tythrop Way hitting the rear of the house.

A car travelling along Tythrop Way left the road and went through the garden wall.

May 2022, The most serious incident. A BMW travelling along Tythrop Way from the A418 clipped the kerb, lost control causing the car to career across the road going through the brick perimeter wall and through the house wall, coming to a stop buried in the corner of the house where it stayed for 3 weeks. It could not be removed until the house had been assessed and propped as there was a risk of the corner of the house collapsing. The BMW driver was hospitalised and it took until June 2023 for the house to be repaired (13months).

Other incidents

May 2019, a car heading along Tythrop Way from the A418 roundabout did not slow when the car in front slowed to turn right into Cromwell Avenue East, resulting in a heavy collision pushing the car in front across the road into the path of an oncoming truck, ripping the offside front strut and wheel off the truck which careered along on 3 wheels coming to a halt on the grass on the left hand side, fortunately not hitting anyone or anything else. The girl in the car was hospitalised.

July 2023. A motor bike was in collision with another vehicle. The bike rider was hospitalised.

I summary there have been more incidents than shown on the CrashMap website and certainly more severe than 'slight' as shown. There have been numerous other incidents, particularly at the Tythrop Way / Cromwell Avenue East junction. This is a hazardous junction to turn right out of onto the bypass due to curvature of the bypass from the right and the dip in the road, fast moving vehicles approaching from the right are unseen by cars pulling out of Cromwell Avenue East until its too late.

Over the years the volume of traffic has increased so too have the number of incidents on this road, all invariably caused through speed. The OCC consultation document makes reference to a commitment to 'Vision Zero' and 'making our built up areas safer and more attractive places to walk and cycle'. The bypass is used throughout the day by joggers and dog walkers etc. There are places along Tythrop Way where for pedestrians the width is down to 1

	<p>metre wide placing them very close proximity to fast moving traffic, which due there being no speed monitoring is often in excess of the current 40mph limit.</p> <p>The reduction in the speed limit to 30mph would meet OCC's objectives and also for those whose properties are along the bypass make for a more attractive place to live through the reduction in road noise. With the town centre speed limit reducing to 20mph the bypass at 30mph will still discourage traffic from going through the Town. Maps and photos can be supplied to support the above, please do not hesitate to contact if we can be of any further assistance.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(230) Local resident, (Thame, Cedar Crescent)	<p><b>Support</b> – Safety of school children and pedestrians.</p> <p>Travel change: <b>No</b></p>
(231) Local resident, (Thame, Cedar Crescent)	<p><b>Support</b> – I have witnessed near crashes and pedestrian accidents near the lord Williams upper school, and also in the high street due to people speeding and not concentrating.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(232) Local Cllr, (Thame, Charles Drive)	<p><b>Support</b> – strongly support the 20mph limit for the built-up area of Thame, with some changes to the start points as follows:</p> <ol style="list-style-type: none"> <li>1. The Chinnor Road railway bridge is very narrow and 30mph is not a safe speed here, so the change from 30 to 20mph should be moved further out of town beyond the bridge, I see no reason why it should not be directly at the roundabout</li> <li>2. The Aylesbury Road has a narrow section through a bend where the private road leads to the church, there is also a pedestrian refuge here and cycle &amp; pedestrian traffic turning right; this section should be 20 mph so that traffic entering Thame slows down before this bend</li> </ol>



	<p>3. Thame Park Road has a dangerous 4-way junction just to the north of the old railway bridge where traffic joining the road does not have good lines of sight over the railway bridge. It would be better if the 20mph zone starts south of the railway bridge to reduce traffic speeds before this 4-way junction with Chowns Close and Station Yard.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(233) Local resident, (Thame, Cheshire Road)	<p><b>Support</b> – Will make roads safer</p> <p>Travel change: <b>No</b></p>
(234) Local resident, (Thame, Chinnor Road)	<p><b>Support</b> – Chinnor Road is like a race track with not many adhering to the 30 speed limit, so feel we would benefit from a lower limit</p> <p>Travel change: <b>No</b></p>
(235) Local resident, (Thame, Chinnor Road)	<p><b>Support</b> – I am passionate about road safety. I have lived on Chinnor Road for 17 years and I am horrified at the speeds that people now drive up and down the road. It's a residential street with many children living along it and who take the route from the local primary school, John Hampden. The speed some vehicles go makes my house shudder and me jump inside! I really would like to see the council take it seriously this time. People leave town and put their foot down all the way past the garage and into Garden City. It should be made that Thame Park Road is the more direct route onto the ring road and NOT Chinnor Road with house lining both sides of the street. I sincerely hope these comments are taken into account in your decision making. Many thanks</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(236) Local resident, (Thame, Chinnor Road)	<p><b>Support</b> – We are supportive fo the plans because lowering the speed will help reduce the risk of accidents in the proposed areas which must be a good thing. We simply ask that there are adequate repeater signs to remind us drivers of the speed limit.</p> <p>Travel change: <b>No</b></p>

<p>(237) Local resident, (Thame, Chinnor Road)</p>	<p><b>Support</b> – Safer Encourage traffic to use ring road and not speed along Chinnor Road 20 is plenty</p> <p>Travel change: <b>No</b></p>
<p>(238) Local resident, (Thame, Chinnor Road)</p>	<p><b>Support</b> – I am fully supportive of the 20mph limit but would like ensure it includes Chinnor Road at least up to the bridge, as it is a busy route for children walking to school and currently feels quite dangerous especially when crossing. Many of the cars parked along Chinnor Road also regularly get hit by cars travelling too fast.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(239) Local resident, (Thame, Chinnor Road)</p>	<p><b>Support</b> – The 20mph should include Chinnor Rd. There are too many cars speeding already as it's straight and it's dangerous when there are lots of children about.</p> <p>Travel change: <b>No</b></p>
<p>(240) Local resident, (Thame, Churchill Crescent)</p>	<p><b>Support</b> – I support the 20mph speed limit because it will make a safer environment for all, encourage cycling and walking, give more independence to children, lessen road noise and reduce pollution.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(241) Local resident, (Thame, Clarendon Drive)</p>	<p><b>Support</b> – 20mph will make Lea Park safer for pedestrians. LPRAs has campaigned for a 20mph limit for 8 years following a survey of residents which showed strong support.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(242) Local resident, (Thame, Clarendon Drive)</p>	<p><b>Support</b> – Safety reasons. Cars go far too quickly through Lea Park near parked cars.</p>

	Travel change: <b>No</b>
(243) Local resident, (Thame, Corbetts Way)	<b>Support</b> – This will make roads inside Thame safer for my daughter, who rides a bike to school.  Travel change: <b>No</b>
(244) Member of public, (Thame, Cotmore Gardens)	<b>Support</b> – I completely support this proposal and think it is important in order to make our streets safer, reduce the dominance of cars, and encourage the use of walking, cycling and public transport.  Travel change: <b>Other</b> I would choose to walk and/or cycling more. I'd like to be able to select both these options.
(245) Local resident, (Thame, Cotmore Gardens)	<b>Support</b> – Will make Thame much safer  Travel change: <b>Yes – walk/wheel more</b>
(246) Local resident, (Thame, Croft Road)	<b>Support</b> – Cars and vans drive far too fast down side streets (eg Croft Road, Nelson Street) The 20mph limit seems to work well in other towns and villages It makes drivers think!  Travel change: <b>No</b>
(247) Local resident, (Thame, Cromwell Avenue)	<b>Support</b> – Safer roads for our children  Travel change: <b>Yes – walk/wheel more</b>

<p>(248) Local resident, (Thame, Cromwell Avenue)</p>	<p><b>Support</b> – If agreed to, the 20mph needs to be enforced. I have been overtaken several times in Chinnor by drivers who do not feel it necessary to drive at 20mph!!</p> <p>Travel change: <b>No</b></p>
<p>(249) Local resident, (Thame, Dorchester Place)</p>	<p><b>Support</b> – Town centre traffic on occasions is relatively heavy when some drivers become frustrated at their progress and resort to heavy acceleration the danger of which is exacerbated when it coincides with large numbers of pedestrians</p> <p>Travel change: <b>Other</b></p> <p>I live close to the town centre and walk more than drive but when I have to drive I usually restrict my speed anyway being conscious that I am driving through an environment that is lined with shops and pedestrians</p>
<p>(250) Local resident, (Thame, East Street)</p>	<p><b>Support</b> – If well-implemented, a 20mph speed limit would make Thame safer and more pleasant for pedestrians and cyclists. Sustainable modes of transport should be supported as a priority.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(251) Local resident, (Thame, East Street)</p>	<p><b>Support</b> – I live on East Street and the 30mph limit is consistently broken.</p> <p>Travel change: <b>No</b></p>
<p>(252) Local resident, (Thame, Fleetwood Way)</p>	<p><b>Support</b> – I live on one of the housing estates in Thame. The roads are not wide and made even narrower by the vehicles parked along the road. The small gardens on modern housing estates mean that children end up playing on the roads with their skate boards, scooters and the like with no thought of cars or buses. An enforceable lower speed limit can only improve safety but will any attempt be made to enforce it. The sight of a police patrol of any sort would leave half the population in shock.</p> <p>Travel change: <b>No</b></p>

<p>(253) Local resident, (Thame, Garden City)</p>	<p><b>Support</b> – I want to support 20mph limits in Thame centre, particularly on Park Street where I often cycle and which is frequently reduced to single lane due to parking. I think 20mph limits will be safer.</p> <p>Travel change: <b>No</b></p>
<p>(254) Local resident, (Thame, Garden City)</p>	<p><b>Support</b> – It will deter traffic from travelling through the town centre and slow traffic across the majority of residential areas, which will positively impact pedestrian safety.</p> <p>Travel change: <b>Other</b> I will use the ring road more.</p>
<p>(255) Local resident, (Thame, Garden City)</p>	<p><b>Support</b> – It might make drivers stop using the route through the town rather than using the bypass</p> <p>Travel change: <b>No</b></p>
<p>(256) Local resident, (Thame, Garden City)</p>	<p><b>Support</b> – I would like the speed limit to be extended you include garden city.</p> <p>Travel change: <b>No</b></p>
<p>(257) Local resident, (Thame, Glenham Road)</p>	<p><b>Support</b> – Safety first. People don't stick to the current speed limits so I wonder how the 20 zones will be enforced.</p> <p>Travel change: <b>No</b></p>
<p>(258) Local resident, (Thame, Hampden Avenue)</p>	<p><b>Support</b> – I think that reducing speeds on roads most likely to have people crossing (not using a crossing) is a sensible idea from the point of view of reducing the chances of seriously injurious collisions. As more people switch to electric cars, it has become obvious just how quiet they are. The old adage of stop look and listen is trickier when some of these cars are whisper quiet. And though we'd like to assume everyone is paying good attention by roads, it's not always the case. I also think that the reduction of pollution that comes with lower speeds is a good thing. We're lucky to live somewhere with good air quality and we'd like it to stay that way.</p>

	Travel change: <b>No</b>
(259) Local resident, (Thame, Hampden Avenue)	<b>Support</b> – 30mph is very fast on all of the residential roads and in reality there is no need to go faster than 20. Within Thame it might only add 1 or 2 mins per journey which is nothing.  Travel change: <b>No</b>
(260) Local resident, (Thame, Hazel Avenue)	<b>Support</b> – We support the proposal for a 20mph speed limit because this will make the town safer as it has become much busier and more noisy over the last few years. Also, the speed limit will be beneficial for the large numbers of children and the elderly who now reside in Thame or come from the surrounding villages. The environment will also benefit.  Travel change: <b>Yes – walk/wheel more</b>
(261) Local resident, (Thame, Hazelrig Drive)	<b>Support</b> – Certain roads have drivers who go to fast. (Wellington street for example)  Travel change: <b>No</b>
(262) Local resident, (Thame, High Street)	<b>Support</b> – I am strongly in favour of the new 20mph limits. They should significantly reduce traffic noise and improve safety around the town. Both brilliant objectives.  I would hope to see parts of the town pedestrianised in future. Too much of our town centre is wasted on cars.  Travel change: <b>No</b>
(263) Local resident, (Thame, High Street)	<b>Support</b> – We live on the High Street and have seen numerous cars driving through Thame dangerously over 30mph  Travel change: <b>No</b>

(264) Local resident, (Thame, Hode Garth)	<p><b>Support</b> – There are very few areas in Thame where it is actually safe to exceed 30mph. There is a busy town centre with pedestrians often crossing the road, not just at the crossing locations. Other roads are not safe to reach 30mph - e.g. past Lord Williams upper school, which shares the road with a bike lane.</p> <p>Travel change: <b>No</b></p>
(265) Local resident, (Thame, Holliers Close)	<p><b>Support</b> – streets are either busy with crossings areas which are optional for cars to stop, or narrow with parked cars, I frequently drive through the centre to get home and find 20 is plenty, but get abuse from faster drivers/</p> <p>Travel change: <b>No</b></p>
(266) Local resident, (Thame, Horton Avenue)	<p><b>Support</b> – Inappropriate adherence to 30mph on main routes into town centre. Daughter and myself cycle and Park Street and it's junction with Thame Park Road is the site of many near misses (aside the badly designed junction with BP/M&amp;S)</p> <p>Travel change: <b>Yes - cycle more</b></p>
(267) Local resident, (Thame, Kingsey Road)	<p><b>Support</b> – The road from the mini roundabout by the rugby club ie Kingsey road near the Queens road junction is like a race track and it's only a matter of time until there's a accident there. The speed camera at Churchill crescent isn't operative so needs a 20 mph limit</p> <p>Travel change: <b>Other</b> Sit in the garden without the sound of speeding boyracers and such like</p>
(268) Local resident, (Thame, Lambert Walk)	<p><b>Support</b> – Safer for all, especially children and vulnerable road users.</p> <p>Travel change: <b>No</b></p>

(269) Local resident, (Thame, Langdale Road)	<b>Support</b> – Safety for children, residents and pets. Travel change: <b>Yes – walk/wheel more</b>
(270) Local resident, (Thame, Langdale Road)	<b>Support</b> – Road safety and environmental benefits. Travel change: <b>Yes - cycle more</b>
(271) Local resident, (Thame, Long Crendon Road)	<b>Support</b> – Make roads safer and quieter Travel change: <b>Yes – walk/wheel more</b>
(272) Local resident, (Thame, Long Crendon Road)	<b>Support</b> – It should make the high st safer Travel change: <b>No</b>
(273) Local resident, (Thame, Lower High Street)	<b>Support</b> – We live on High Street and a lot of cars are going more than 30 mph - it feels dangerous and not safe crossing roads Travel change: <b>No</b>
(274) Local resident, (Thame, Lower High Street)	<b>Support</b> – Traffic often goes fast along the Lower High Street where I live. Travel change: <b>Yes – walk/wheel more</b>



<p>(275) Local resident, (Thame, Ludlow)</p>	<p><b>Support</b> – Safety of all in an increasingly car parked town. Visibility when one side of the road is parked up makes driving on some streets a nightmare.</p> <p>Travel change: <b>No</b></p>
<p>(276) Local resident, (Thame, Ludlow Drive)</p>	<p><b>Support</b> – The 20mph limits proposed are in areas where there is increased foot traffic and narrow roads often congested with parked cars. All these factors increase the risk of collision with vulnerable road users so the 20 mph limits will reduce risk of serious injury.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(277) Local resident, (Thame, Maple Road)</p>	<p><b>Support</b> – I feel at 20mph limit makes sense for the town centre and the non-arterial roads connected to the ring road. This will improve safety and encourage a wider use of roads for cycling</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(278) Local resident, (Thame, Massey Road)</p>	<p><b>Support</b> – The proposals are sensible as they relate predominantly to residential or town centre areas. They will improve any visit to Thame centre and local residential areas.</p> <p>Travel change: <b>No</b></p>
<p>(279) Local resident, (Thame, Mercian Road)</p>	<p><b>Support</b> – I support 20mph speed limit throughout the whole of Thame and not just the identified areas. Priest end - Oxford road pass Lord Williams school should also be 20mph. It's currently a 30mph road, and most motorist speed along this road, clearly doing around 40-50mph with the speed camera not even a deterrent. A school should be high priority to reduce speed.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(280) Local resident, (Thame, Moorend Lane)</p>	<p><b>Support</b> – Support the proposal as a step towards increases road safety and making Thame a pedestrian-first town.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(281) Local resident, (Thame, Moreton Lane)</p>	<p><b>Support</b> – There is simply no need to go at 30 miles an hour down the majority of the roads in Thame and this will make it safer for all road users as a result.</p> <p>Travel change: <b>No</b></p>
<p>(282) Local resident, (Thame, Nelson Street)</p>	<p><b>Support</b> – I am pleased to see that the proposal does not include a 20mph limit on the approach roads. To me it makes no sense environmentally or on safety grounds. I am sceptical about the environmental claims in any case - it seems to me that proceeding at 20mph in a lower gear will result in a greater total emissions than running the engine at the same speed in a higher gear for a shorter time. I'd like to see research on that subject. Otherwise, I feel it will make little difference to real-world speeds in any case, as the great majority of drivers adjust their speed to the conditions, which in Thame generally preclude higher speeds because of narrow congested street.</p> <p>Travel change: <b>Other</b> No, because I generally walk or cycle in town anyway, using the car to travel outside of the town.</p>
<p>(283) Local resident, (Thame, Nelson Street)</p>	<p><b>Support</b> – Road safety</p> <p>Travel change: <b>No</b></p>
<p>(284) Local resident, (Thame, Nelson Street)</p>	<p><b>Support</b> – Road safety and to reduce pollution</p> <p>Travel change: <b>No</b></p>
<p>(285) Local resident, (Thame, North Street)</p>	<p><b>Support</b> – I support the proposal because i believe it will make Thame a healthier, safer and environmentally friendly place. It will benefit the wellbeing of all residents in Thame, a more pleasent place to live and visit.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(286) Local resident, (Thame, Old Union Road)	<b>Support</b> – I support the proposals as I believe they will lead to cleaner air and safer roads.  Travel change: <b>No</b>
(287) As part of a group/organisation, (Lea Park Residents Association)	<b>Support</b> – I am commenting on behalf of the Lea Park Residents Association who have been campaigning for some years for a 20 mph zone within our estate. Cromwell Avenue is often plagued by drivers using the road as a cut through and speeding between parked cars. With so many children living on the estate as well as a primary school, this is very dangerous. The Lea Park Residents Association is delighted that this change is imminent.  Our remaining concern is the speed that traffic travels along Tythrop Way which is a hazard for residents of the estate wishing to access the skate park, the football and rugby clubs, the Powerhouse Gym and the rights of way around the showground and towards Haddenham. There have been fatalities on the road and twice cars have hit houses along the road. It would be a missed opportunity not to reduce the speed of traffic to 30 mph along Tythrop Way as this would reduce noise, improve safety and encourage walking and cycling.  Travel change: <b>Yes - cycle more</b>
(288) Local resident, (Thame, Oxford Road)	<b>Support</b> – Speeding, particularly on the approach roads is growing  Travel change: <b>No</b>
(289) Local resident, (Thame, Oxford Road)	<b>Support</b> – The 30mph limits are not being adhered to. We need stronger measures in place. 20 mph is a more safer speed and better for the environment  Travel change: <b>No</b>

<p>(290) Local resident, (Thame, Park Street)</p>	<p><b>Support</b> – We live on Park Street in close proximity to the school and the speed some people go is atrocious, even with the existing 30limit. Hopefully a 20 will improve things but will need enforcement</p> <p>Travel change: <b>No</b></p>
<p>(291) Local resident, (Thame, Park Street)</p>	<p><b>Support</b> – I live in Park Street and my frequent observations of traffic in the central area lead me to the conclusion that a 20mph limit would be beneficial. It would reduce injurilies, save lives, reduce stress and make the town a safer place to be in. I don't think it would increase journey times because it would improve traffic flow.</p> <p>My son was seriously injured on Southern Road by a car travelling within the 30mph limit, but the accident, which was my (10yr old) son's fault, could have been avoided if a 20mph limit was in force. Not all cars would travel within the 20mph limit, but it would reduce the general speed of traffic with most vehicles travelling between 5 and 10mph below their current speeds.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(292) Local resident, (Thame, Park Street)</p>	<p><b>Support</b> – As a resident of Park Street I have always felt that 30mph is incredibly dangerous for this street, with its narrow pavement on one side, often crowded with children walking to and from school.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(293) Local resident, (Thame, Park Street)</p>	<p><b>Support</b> – Fully supportive - will help reduce pollution and makes roads safer.</p> <p>Travel change: <b>No</b></p>
<p>(294) Local resident, (Thame, Park Street)</p>	<p><b>Support</b> – As a parent of young children, I fully support traffic calming measures in Thame. Looking at the proposed areas, I strongly suggest that the 20mph zone is extended along Thame Park Road from Park Street up until the junction with at least Jane Moreby Road.</p>

	<p>I live at the junction of Park Street and Chinnor Road and on a daily basis witness drivers impatiently accelerating and ultimately speeding as they exit the BP garage or pass the width restrictions on Park Street and head up Thame Park road.</p> <p>With so many school children approaching from Wenman Road and then walking along Thame Park Road from the housing estates opposite Whizz Kids / Invictus gym, I believe a continuation of the 20mph zone would prevent speeding in this area.</p> <p>Travel change: <b>No</b></p>
(295) Local Cllr, (Thame, Park Terrace)	<p><b>Support</b> – There is overwhelming evidence that 20mph is safer for all road users. Thame has a mix of narrow roads with narrow pavements, effectively mixing pedestrians, cyclists, wheelchair users and vehicles in close proximity. 30 mph is far too high a limit for this mix of traffic. The memorial to children who have died in Thame that stands at the top of Upper Street is a permanent testimony to the dangers of our roads.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(296) Local resident, (Thame, Parliament Road)	<p><b>Support</b> – To make the streets in Thame much safer, particularly on Lea Park and Cromwell road where drivers drive much too fast. And also all the other new housing developments in Thame where there are many children.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(297) Local resident, (Thame, Priestend)	<p><b>Support</b> – Make the town safer for all residents</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(298) Local resident, (Thame, Queens Road)	<p><b>Support</b> – I have children at school in Thame and feel a 20 mph is necessary.</p> <p>Travel change: <b>No</b></p>

<p>(299) Local resident, (Thame, Queens Road)</p>	<p><b>Support</b> – I think it would make Thame a safer place for the children and walkers.</p> <p>Travel change: <b>No</b></p>
<p>(300) Local resident, (Thame, Seven Acres)</p>	<p><b>Support</b> – Safety for cyclists and pedestrians especially children walking to school.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(301) Local resident, (Thame, Seven Acres)</p>	<p><b>Support</b> – We live near the lower school site of Lord William’s School and road speeds are a constant threat to children, often from parents driving at excess speeds for the road conditions</p> <p>Travel change: <b>No</b></p>
<p>(302) Local resident, (Thame, Southern Road)</p>	<p><b>Support</b> – Great Idea, 20 mph in Thame is more than sufficient</p> <p>Travel change: <b>No</b></p>
<p>(303) Local resident, (Thame, Southern Road)</p>	<p><b>Support</b> – It will be safer for local people and quieter for residents. Traffic and lorries going past our house sometimes make it shake.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(304) Local resident, (Thame, Southern Road)</p>	<p><b>Support</b> – Traffic too fast on Southern Road and on other roads. Will be safer for everyone if 20mph speed limits in force on most roads.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(305) Local resident, (Thame, Southern Road)</p>	<p><b>Support</b> – Need to improve safety for pedestrians</p> <p>Travel change: <b>No</b></p>
<p>(306) Local resident, (Thame, Southern Road, Thame)</p>	<p><b>Support</b> – 1. Improve the flow of traffic through the town. 2. Increase the safety of pedestrians, especially school children crossing roads (such as Southern Rd). 3. It will make no difference to travel times. For example, the difference between 30mph and 20mph will add less than one minute to travel the total length of the High St. 4. My only question is how are you going to enforce it? The much publicised parking officers in Thame have never materialised so how will you control traffic speeds?</p> <p>Travel change: <b>No</b></p>
<p>(307) Local resident, (Thame, Strafford Way)</p>	<p><b>Support</b> – There should be 20mph around ALL schools and on Lea Park as a bare minimum for any zones. This is basic common sense - especially given the increase in electric/hybrid vehicles which travel more quietly than ICE vehicles.</p> <p>Travel change: <b>No</b></p>
<p>(308) Local resident, (Thame, Thame Park Road)</p>	<p><b>Support</b> – Current safe speed in Thame IS 20 mph More important is to take the 50 mph signs down as you leave Thame via Thame Park Road just before the dangerous bends and keep the 35 mph advisory signs only The 50 mph should only start at the exit of the bends</p> <p>Travel change: <b>No</b></p>
<p>(309) Local resident, (Thame, Towersey)</p>	<p><b>Support</b> – It would be safer</p> <p>Travel change: <b>No</b></p>

<p>(310) Local resident, (Thame, Towersey Drive)</p>	<p><b>Support</b> – Safety and pollution Travel change: <b>Yes - cycle more</b></p>
<p>(311) Local resident, (Thame, Towersey Drive)</p>	<p><b>Support</b> – To encourage people to cycle and make the roads safer Travel change: <b>Yes - cycle more</b></p>
<p>(312) Local resident, (Thame, Towersey Drive)</p>	<p><b>Support</b> – Supported for safety if children, cyclists and the environment Travel change: <b>Yes - cycle more</b></p>
<p>(313) Local resident, (Thame, Towersey Drive)</p>	<p><b>Support</b> – Local roads within the town should be safe for all road users irrespective of the mode of transport. Travel change: <b>Yes - cycle more</b></p>
<p>(314) Local resident, (Thame, Towersey Road)</p>	<p><b>Support</b> – Noise levels (particularly around the ring road) Travel change: <b>Yes - cycle more</b></p>
<p>(315) Local resident, (Thame, Upper High Street)</p>	<p><b>Support</b> – Cars and bikes speed through the centre of town late into the evening. Maybe we even need to consider traffic calming though the high street. Travel change: <b>No</b></p>
<p>(316) Local resident, (Thame, Vane Road)</p>	<p><b>Support</b> – Safety Travel change: <b>No</b></p>



(317) Local resident, (Thame, Victoria Mead)	<p><b>Support</b> – Its very hard to get above 20MPH any way, but it may stop hoons from racing around the town. However my concerns would be lack of policing, so is it worth the change?!!</p> <p>Travel change: <b>No</b></p>
(318) Local resident, (Thame, Weavers Branch)	<p><b>Support</b> – I feel that a 20mph speed limit is an entirely reasonable course of action, especially for the high street, park road and by the schools. It will only improve safety.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(319) Local resident, (Thame, Weldon Way)	<p><b>Support</b> – I think this is an excellent idea. The driving in Thame is far too fast, especially considering the number of pedestrians and school children walking to the local schools.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(320) Local resident, (Thame, Wellington Street)	<p><b>Support</b> – I live on Wellington St. We constantly witness drivers driving recklessly at speeds that must be in excess of the current 30 mph limit . The proposed 20 mph limit can only help</p> <p>Travel change: <b>No</b></p>
(321) Local resident, (Thame, Wellington Street)	<p><b>Support</b> – Wellington street should be added as a 20mph. People drive to fast in thame with lots of children walking to and from School.</p> <p>Travel change: <b>No</b></p>

<p>(322) Local resident, (Thame, Wellington Street)</p>	<p><b>Support</b> – Wellington street is used as a rat run and is dangerous for kids walking to school. Slower speed limits might encourage more road users to use the ring road instead of cutting through. Also, with slower speed limits if there was an accident, the risk would be lower</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(323) Local resident, (Thame, Wenman Road)</p>	<p><b>Support</b> – Many drivers in Thame ignore the 30mph limit. Visibility is often obstructed by on-street parking. There is a good road round the town so there should only be local traffic within the town, yet it seems that many drivers use the town as a rat-run. I support the limit within the town and along Wenman Road opposite the Bellway and Taylor Wimpy houses, where there are many children of primary-school age. Furthermore, I would like to see the limit enforced vigorously.</p> <p>Travel change: <b>No</b></p>
<p>(324) Local resident, (Thame, Whittle Road)</p>	<p><b>Support</b> – Safer roads for pedestrians and cyclists</p> <p>Travel change: <b>No</b></p>
<p>(325) Local resident, (Thame, Willow Road)</p>	<p><b>Support</b> – Road safety</p> <p>Travel change: <b>No</b></p>
<p>(326) Local resident, (Thame, Windmill Road)</p>	<p><b>Support</b> – Safety and noise pollution</p> <p>Travel change: <b>No</b></p>
<p>(327) Local resident, (Thame, Youens Drive)</p>	<p><b>Support</b> – Creating a nicer environment for young and old alike. Plus 40 is considered acceptable in a 30 speed limit so if this means they drive at 30 it will be considered a win.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(328) Local resident, (Thame, Youens Drive)	<b>Support</b> – Excellent idea to make Thame safer for everyone crossing roads, and for the environment. Fully support this.  Travel change: <b>No</b>
(329) Member of public, (Thame, Bell Close)	<b>Support</b> – I support the proposals, but would like them extended to other 30 mph areas as soon as circumstances permit.  Travel change: <b>Yes – walk/wheel more</b>
(330) Local resident, (Thame, Chestnut Avenue)	<b>Support</b> – On estates and areas of schools and high pedestrian use 20mph.....through roads if above does not apply retain 30mph. Needs to be enforced if breached and supported with traffic calming where appropriate  Travel change: <b>No</b>
(331) Local resident, (Thame, Chinnor Road)	<b>Support</b> – Chinnor road cars drive too fast despite parking on both sides of road  Travel change: <b>No</b>
(332) Local resident, (Thame, Chinnor Road)	<b>Support</b> – I support as witness speeding many occasions around the town centre.  Travel change: <b>Yes – walk/wheel more</b>

<p>(333) Local resident, (Thame, Glenham)</p>	<p><b>Support</b> – The main areas affected are residential roads and not carrying through traffic, 20 mph is more than fast enough on these roads and this will make them safer for all users especially as they are often restricted by parked cars and pedestrians are often forced to use the road as poor parking means that pavements are often blocked.</p> <p>Travel change: <b>No</b></p>
<p>(334) Local resident, (Thame, High Street)</p>	<p><b>Support</b> – To improve road safety</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(335) Local resident, (Thame, High street)</p>	<p><b>Support</b> – Making Thame a safer &amp; more environmentally friendly town</p> <p>Travel change: <b>No</b></p>
<p>(336) Local resident, (Thame, High Street)</p>	<p><b>Support</b> – I think the town would be a much safer place for all pedestrians and road users</p> <p>Travel change: <b>No</b></p>
<p>(337) Local resident, (Thame, Langdale Road)</p>	<p><b>Support</b> – Safety</p> <p>Travel change: <b>No</b></p>
<p>(338) Local resident, (Thame, Langdale Road)</p>	<p><b>Support</b> – Safety for children and cyclists</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(339) Local resident, (Thame, Park Street)</p>	<p><b>Support</b> – I live on Park St in Thame. There's a primary school and on street parking along this road. It should have been a 20 zone years ago</p>

	Travel change: <b>No</b>
(340) Local resident, (Thame, Park Street)	<b>Support</b> – I would like our road in Thame to have a 20 mph speed limit.  Travel change: <b>No</b>
(341) Local resident, (Thame, Pickenfield)	<b>Support</b> – Residential streets and town centre would all be improved by 20mph  However, disappointed to see the section of Eastern Bypass appears to remain 40mph in this proposal. It is getting very difficult to exit residential roads onto the Eastern Bypass (which is the only way out of these residential roads) particularly in morning and evening rush hours, even more so with the increased volume of traffic from new housing at former DAF site, new warehouses opposite, and the new housing further along Wenman Road near Thame Park Road.  There the Wenman Road/bypass is 30mph with a pedestrian crossing, could we please have the same further along the road?  Many people cross also cross the Eastern Bypass for the rugby club, or showground, with no pedestrian crossing, central pedestrian bollard, on a 40mph stretch of road. Could you consider adding the Eastern Bypass/Wenman Road to the proposal to change from 40mph to 30mph?  Travel change: <b>Other</b> Unlikely as still have the issue that we live on a residential street off the 40mph Eastern Bypass. The bypass has no pavement or cycle path between Cheshire Road and ASM. There is a wide grass verge, which people, myself included, do walk along to av
(342) Local resident, (Thame, Robin Gibb)	<b>Support</b> – Safety and emissions. There is too much speeding in town.  Travel change: <b>Yes – walk/wheel more</b>

<p>(343) Member of public, (Thame, Temple Street)</p>	<p><b>Support</b> – With all the activity in Thame, the speeds vehicles travel at are quite excessive as rarely 30mph limit is observed in and around town. Anything to lower the speeds in public areas should be welcomed. My only question is that will it actually make a difference as the police do not seem to enforce the current speed limit? Lowering the limit is better than doing nothing, but it's all smoke and mirrors if the will to enforce it is not there.</p> <p>Travel change: <b>No</b></p>
<p>(344) Local resident, (Thame, Wellington Street)</p>	<p><b>Support</b> – Much safer for all residents, especially the elderly and children</p> <p>Travel change: <b>No</b></p>
<p>(345) Local resident, (Thame, Cotmore Gardens)</p>	<p><b>Support</b> – I live on one of the streets near Lord Williams Lower School. Most people stick to a sensible speed of 20mph or below anyway but some use it as a rat run and try to go faster and I've seen near misses (especially on the corners) as a result. There is no reason to go above 20 on the majority of the roads withing Thame. The ring road should obviously remain at 40mph.</p> <p>Travel change: <b>No</b></p>
<p>(346) Local resident, (Thame, Park Street)</p>	<p><b>Support</b> – I support lower speed limits, having witnessed a man being hit by a car on Park Street. It would make the roads safer for children and pedestrians. They also would reduce the very loud road noise in town. I think these should be extended to Thame Park Road, Garden City and Chinnor Road.</p> <p>Travel change: <b>No</b></p>
<p>(347) Local resident, (Thame, Queens Road)</p>	<p><b>Support</b> –</p> <ol style="list-style-type: none"> <li>1. Convinced at recent speed awareness course of difference in damage/injuries that are caused by a difference of 10pmh in speed.</li> <li>2. Hope a 20mph limit will make even those doing 35mph+ reduce their speed .</li> <li>3. If observed/enforced should contribute to improving air quality and reduce carbon emissions,</li> <li>4. Will increase awareness of need to make changes to achieve climate change reduction targets.</li> </ol>

	<p>Travel change: <b>Other</b> Encourage me to use local bus or hopper services.</p>
<p>(348) Local resident, (Thane, Croft Road)</p>	<p><b>Support</b> – I support it on the basis that it will reduce traffic noise, accidents, emissions. I would like to know however how it will be policed.</p> <p>Travel change: <b>No</b></p>
<p>(349) Local Cllr, (Towersey, Chinnor Road)</p>	<p><b>Support</b> – I fully support 20mph because it will make walking and cycling safer, may save lives, reduce noise, reduce air pollution</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(350) Local resident, (Towersey, Chinnor Road)</p>	<p><b>Support</b> – Thame is a busy market town - the traffic should be safe. In built up areas it is not unreasonable for drivers to be considerate - if they want to get somewhere fast they should go on the bi pass.</p> <p>Travel change: <b>No</b></p>
<p>(351) Local resident, (Towersey, Chinnor Road)</p>	<p><b>Support</b> – 30mph limits have been in place for decades and since their inception the volume, speed, acceleration and size of all forms of traffic has increased dramatically giving all road users (drivers, cyclists, pedestrians, riders, et al) less time to think and putting them at greater risk of harm. Reducing speed to 20mph in any typical 30 limit zone has very little impact on journey time but makes a significant reduction to the risk of harm</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(352) Local resident, (Towersey, Manor Road)</p>	<p><b>Support</b> – Speed limit should be reduced to 20mph around town centre and schools</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(353) Local resident, (Towersey, Windmill Road)</p>	<p><b>Support</b> – Some tight residential roads can only be safely navigated at 20mph or slower anyway and the major thoroughfares (High Street etc) should put pedestrian safety as the highest priority</p> <p>Travel change: <b>No</b></p>
<p>(354) Local resident, (Thame, Saxon Square)</p>	<p><b>No opinion</b> – Whilst I have no objection to short 20 mph zones near schools, a blanket change to 20mph is totally unnecessary, will cause delays and congestion and is just lazy local government. I would much rather see the money spent on improving the condition of the local roads.</p> <p>Travel change: <b>No</b></p>
<p>(355) Local resident, (Thame, Whittle Road)</p>	<p><b>No opinion</b> – Hopefully some drivers will then slow down. I do think the 20mph needs to cover Chinnor Road and Garden City as well. Chinnor Road is very congested with vehicles and sometimes impossible for emergency vehicles to get through and it is a blind bend on the bridge over The Phoenix Trail with an adjacent fairly narrow footpath.</p> <p>Travel change: <b>No</b></p>
<p>(356) Local resident, (Thame, Rooks Lane)</p>	<p><b>Object</b> – I strongly object to the introduction of the proposed 20mph limit in the Thame area, for the following reasons:</p> <ul style="list-style-type: none"> <li>• The evidence that 20mph speed limits reduce accidents is limited [some studies indicate more accidents.</li> <li>• This is partly because they do not reduce speeds very much because on narrow residential roads most drivers travel at well below the 30mph limit, and those reckless drivers who do not continue to drive recklessly</li> <li>• They can cause an increased hazard for cyclists because vehicles are moving too slowly to allow cyclists to move out to change lane or turn right</li> <li>• Driving below 20mph increases harmful emissions per unit of road length. In the long run this will probably cause more damage to health and life than the supposed benefits from reduced accidents</li> <li>• the only situation in which I can see a justification for 20mph limits is on main roads in the immediate vicinity of schools with lights operating [just] at the start and end of school days in conjunction with flashing yellow lights.</li> </ul> <p>As the mother of three boys are I'm very conscious of road safety and the need to educate drivers to be aware of road safety but I do not believe dropping speeds to 20 across such a large chunk of Thame is the answer.</p>



<p>(357) As part of a group/organisation, (CoHSAT)</p>	<p><b>Support</b> – a CoHSAT, The Coalition for Healthy Streets and Active Travel (CoHSAT) is a group of 21 voluntary and campaigning organisations working across Oxfordshire to create attractive, accessible and people-friendly streets. We support a reduction of the default urban speed limit to 20mph to make urban and residential spaces safer for people, and to enable walking, wheeling and cycling.</p> <p>We support most of the plan for Thame, but we think the proposed 20mph should be extended to cover some further places. We note that the Town Council proposed the entire area inside the ring road should be 20mph.</p> <p>In roughly clockwise order:</p> <ul style="list-style-type: none"> <li>• Oxford Road, should be 20mph to Lord William’s Upper School. This is needed to enable safe cycling to the school on a road with only painted advisory cycle lanes. The distance from the school to the High Street is only 700 metres, and buses have two stops within that, so this would not cause significant delay to bus services. The signs should be placed to the west of a third set of bus stops, just outside the Nursery and Leisure Centre entrance. This small additional distance will not affect bus timings as buses will be slowing and stopping, and there will be a significant safety benefit for people crossing the road between the north bus stop and the nursery, leisure centre and school. (We note the lack of a crossing).</li> <li>• Aylesbury Road. There is significant danger at the bend (around Priest End) and a child was killed around here some years ago. In addition we note a distinct difference between the wider road and set back houses north of Queens Close, and narrow road and houses close the to the road south of there. We suggest this is the appropriate point for the 20mh limit to start. This is only 370 metres from the Bell Lane roundabout, so would not add significant delay to bus services.</li> <li>• Churchill Crescent. There seems no reason why this purely residential crescent has not been included in the 20mph area.</li> <li>• In addition, we suggest the 20mph on Kingsey Road starts immediately to the west of Churchill Crescent, because this is where residential frontages start. <ul style="list-style-type: none"> <li>• There is no crossing of the busy 30mph Kingsey Road, although it is a key route to school and there are Zebra crossings of Queens Road and Towersey Road. We request that a crossing (zebra or signalled) is</li> </ul> </li> </ul>

	<p>noted as a near future intervention for Kingsey Road, close to the bus stops at the east end of Churchill Crescent and footpath between Kingsey Road and Seven Acres.</p> <ul style="list-style-type: none"> <li>• Station Yard should be at 20mph.</li> <li>• The cul-de-sac residential and business park areas in the southeast of Thame, to the south of the railway should be 20mph. These are the business park and residential roads connected to Esington Drive, Warren Mead, Jane Morbey Road, Massey Road, Elton Field and Park Meadow Farm.</li> </ul>
<p>(358) As part of a group/organisation, (Chinnor and Thame Friends of the Earth)</p>	<p><b>Support</b> – As a group, we fully support 20 mph and we have seen the advantages of a blanket 20 mph in Chinnor. Drivers have certainly slowed down and we hope that this will mean that there are fewer casualties, and that people will walk, wheel or cycle more.</p> <p>However, the scheme in Thame does not meet with our expectations when we campaigned for 20's Plenty. The exclusion of Oxford Road, Thame Park Road, Aylesbury Road, Chinnor Road, Wenman Road and Kingsey Road as the main roads makes a nonsense of the whole scheme. We have four school sites in Thame. Lord Williams's Upper school is in Oxford Road. Many children cross this road with no crossings, others walk on the pavements, but several other students report that it is too dangerous to cycle in the advisory cycle lanes. This means that the busiest times are when at the beginning and the end of each school day with parents dropping off students. There are also many school buses entering and exiting the site as well as cars for people using Thame Leisure Centre. There is a similar problem at Lower School near Kingsey Road.</p> <p>My family used to live on Aylesbury Road and there is a blind corner that cars race around making it extremely difficult to exit our drive in our car. Indeed, there was a fatal collision in the time we lived there and other unreported crashes into a wall. Wenman Road has a new housing estate and, whilst there is a pedestrian crossing, we heard from a local resident that she feels unsafe walking with her small children as she also has to cross Thame Park Road to go anywhere. I could list all other roads that are excluded from the 20mph zones. None of them make any sense.</p> <p>The scheme as proposed is not what the residents of this town requested. Thame Town Council supports a blanket 20mph. It is clear from national data from 20's Plenty that drivers comply when the rules are clear. These exclusions make things confusing and do not seem to support Oxfordshire's plan to encourage active travel and work towards Vision Zero.</p>

	<p>Thame is a great 15-minute neighbourhood. There are numerous paths and alleyways for people to walk or wheel. We really should be encouraging residents out of their cars and insist that all motor vehicles do a maximum of 20 mph on Thame roads. We are looking forward to Thame's LCWIP.</p>
<p>(359) As part of a group/organisation, (Governing Body of Lord Williams's School)</p>	<p><b>Concerns</b> – I understand that the proposed 20mph speed limit for Thame will not extend as far out from the town as the Upper School on Oxford Road. I am at a total loss as to why the zone does not extend to the school as students have to cross Oxford Road to access the bus stop and there is no zebra or pelican crossing.</p> <p>Recently a student was hit by a car on this section of road but fortunately there was no serious injury.</p> <p>For the safety of the students I would urge the council to reconsider this and extend the 20mph zone so that the entrances to the school, school bus bays, and Sports and Art Centre are included within it.</p>