

Divisions affected: *Wallingford*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 18 NOVEMBER 2021

LONG WITTENHAM: PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit in Long Wittenham village.

Financial Implications

3. Funding for consultation on the proposals has been provided by the County Council. Should the speed limit proceed to implementation then funding for this work will also be provided by the County Council.

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 facilitate walking and cycling within the village and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 08 September and 08 October 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, bus operators, South Oxfordshire District Council, Long Wittenham Parish Council and local County Councillor.
7. 36 responses were received during the formal consultation, with 8 objections (22%), 9 expressions of concern (25%), 19 expressions of support (53%). The

responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police have objected to the introduction of the 20mph speed limit. This is because 'before' speed data on Didcot Road, just northwest of Saxons Heath, showed mean speeds to be 30mph northbound & 33mph southbound which, in accordance with national guidance (24mph or below), is too high for lowering the existing 30mph speed limit without the introduction of supporting highway measures.
9. In response, the Vanderbilt housing development is set to deliver additional / revised traffic calming features on Didcot Road in early 2022 in the form of a raised Zebra crossing and a priority system with a buildout & road hump. Also, Long Wittenham Parish Council is in discussion with county officers regarding match funding a further traffic calming feature on Didcot Road at the start of the proposed 20mph speed limit, southeast of Saxons Heath.
10. Long Wittenham Parish Council (PC) supports the principle of a 20mph speed limit across the built-up area of the village. However, they have listed a number of points that they feel could be addressed,
 - a. On Little Wittenham Road and Didcot Road the PC would like to see a transition from the national speed limit down to a lower speed before vehicles enter the proposed 20mph speed limit.
 - Response: Implementation of 'buffer' speed limits does not form part of this consultation or Traffic Regulation Order. In the case of Didcot Road provision of a traffic calming feature to lower vehicle speeds at the start of the 20mph speed limit is under discussion (see 9 above).
 - b. The PC would like the speed limit reduced from National Speed Limit (60mph) to 40mph on the section of road between Long Wittenham and Clifton Hampden.
 - Response: Lowering the speed limit at this location does not form part of this consultation or Traffic Regulation Order.
 - c. The PC is disappointed that the current 30mph vehicle activated signs (VAS) cannot be adjusted to suit a 20mph speed limit. If they cannot be adjusted, then they would like to see some temporary speed indicator devices (SID) put in place to support the changeover to 20mph.
 - Response: As part of this proposal the '30' VAS assembly at the north end of the village will be relocated further north to a more beneficial position in the remaining 30mph speed limit, and the '30' VAS unit at the south end of the village will be changed to a '20' unit.
 - d. The PC feel that implementation of the 20mph speed limit should be timed to come into force on completion of the Didcot Road traffic calming features (see 9 above).
 - Response: Implementation of the 20mph speed limit could be postponed until this time. However, to ensure continuity of the pilots

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officers advise that the scheme is commenced and reviewed as part of phase 2, which could incorporate the traffic calming features. This does not preclude approval of the speed limit by the Cabinet Member for Highway Management on 18th November 2021.

- e. The PC and residents are concerned that the number of new signs required to implement the changes to 20mph will be detrimental to village character. They also request that a review of all signs throughout the village is carried out with the aim of reducing street clutter.
 - Response: It is acknowledged that the introduction of a 20mph speed limit at Long Wittenham (a street lit village) necessitates 20mph repeater signage being erected at regular intervals along the roads. However, the repeater signs are small at 300mm diameter and wherever possible they will be erected on existing street furniture. The County Council's traffic team will undertake a sign review when the 20mph speed limit is in place.
 - f. The PC is unclear as to how it will be judged if the reduction in speed limit has been successful and if not what will be the next actions? They point out that they have been working with an OCC traffic Advisor who has drafted some ideas for physical measures to reinforce any changes to the speed limit and request that OCC support and fund the introduction of these measures if the initial "signs only" trial is judged less than successful.
 - Response: 'After' speed surveys will be undertaken to determine the effectiveness of the 'sign only' 20mph speed limit. If speeds have not reduced sufficiently, then further traffic management measures will be considered. Measures of success were reviewed by the 20mph steering group in October 2021 and will be shared on the authority's website once they have been agreed.
11. Seven local residents have objected to and nine local residents have expressed concerns over the introduction of the 20mph speed limit. This, in addition to the above points, was on the grounds of the existing 30mph speed limit being appropriate provided it is enforced, there being no need for an unnecessarily restrictive 20mph speed limit, lowering the limit not having any effect without Police enforcement, imposing a 20mph speed limit exacerbating the queuing or racing vehicles and resultant pollution situation at the High Street chicanes, and Fieldside not being included within the 20mph speed limit.
12. In response, the County Council wants to make built environments safer and more attractive places to walk and cycle. To enable this to happen 20mph speed limits are being used to help promote alternative modes of transport for local travel. Long Wittenham has been chosen as one of five pilot areas to find out the impact of a simple change of road sign from 30mph to 20mph and the impact of different types of traffic management measures.
13. The Department for Transport suggests that 20mph speed limits should be self-enforcing to avoid additional demand on police resources. As mentioned

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at 10f above, 'after' speed surveys will be undertaken to determine the effectiveness of the 'sign only' 20mph speed limit and if speeds have not reduced sufficiently, then further traffic management measures will be considered. Additionally, the Parish Council is encouraged to set up a community speed watch programme if necessary.

14. In terms of increasing pollution at the High Street chicanes, 'before' speed data showed mean speeds to be 16mph in both directions. This suggests that the traffic calming features are effective and no change to the existing situation is anticipated by changing the speed limit to 20mph. Fieldside has not been included in the 20mph speed limit Order because it is an un-adopted byway.

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Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

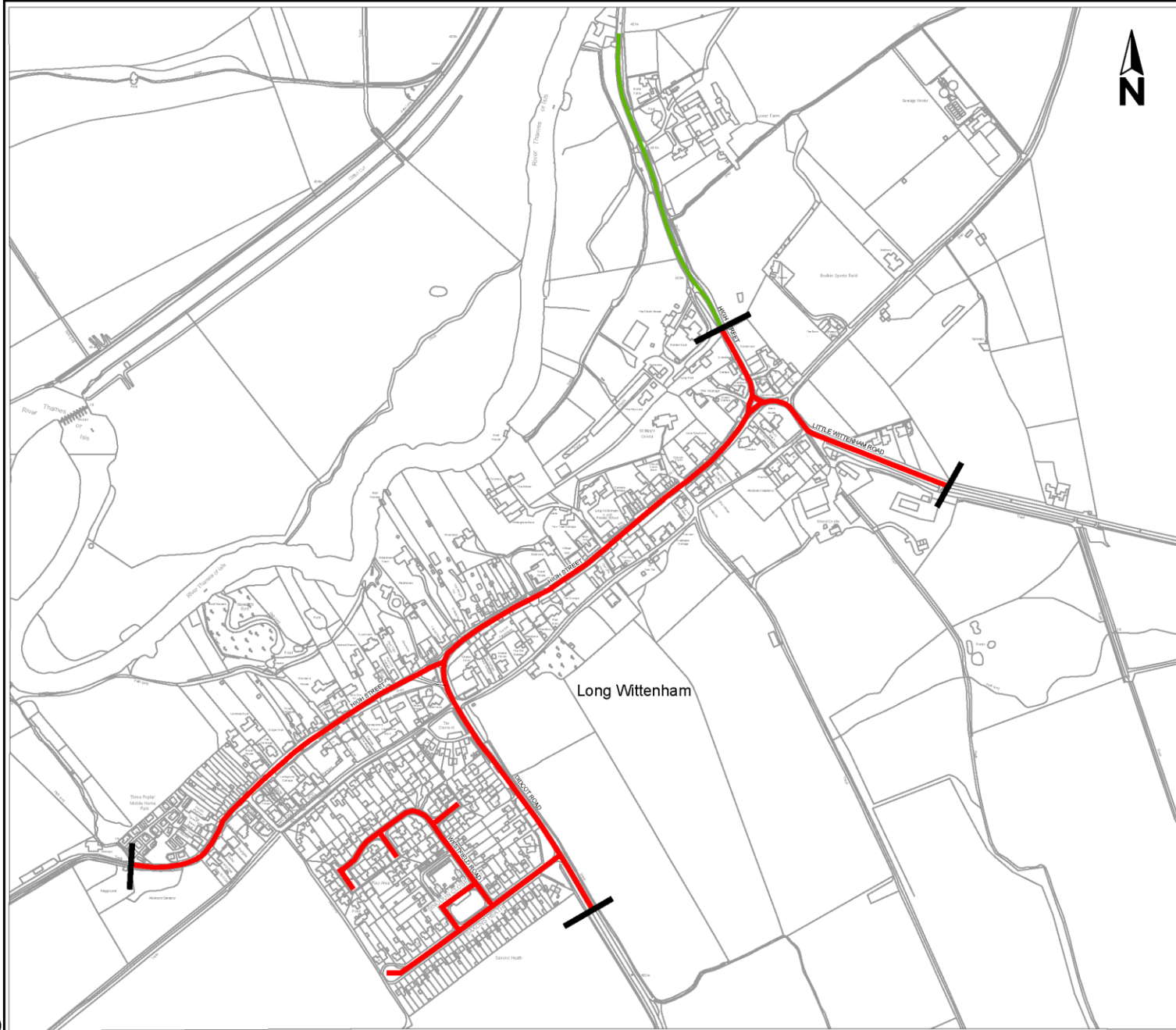
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November 2021

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Drawing No.		Revision	
		0	
Key			
		Proposed 20mph speed limit in place of existing 30mph speed limit	
		Existing 30mph speed limit to remain	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
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LONG WITTENHAM			
Drawing title			
PROPOSED 20MPH SPEED LIMIT			
Drawing Status			
Scale @ A3	Drawn by	JaC	Checked by
N.T.S.	Date drawn	08/21	Date checked
			Date approved
Oxfordshire Project No. & File Ref			
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ANNEX 2

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Object – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e., collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>Some speed data has been received which clearly does not support such a lowering of the speed limit .Although data received for the heart of the village is supportive . Data for the road leading out towards Didcot does not, with current mean speeds around 30 mph.</p> <p>Unless engineering is included with these proposals the police object to any lowering of the speed limit on roads with a current mean speed above 24mph.</p>

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<p>(2) Long Wittenham Parish Council</p>	<p>Support – 1. The Parish Council supports the principle of a 20mph speed limit across the built-up area of the village. However, there are some points we feel could be addressed as follows: -</p> <p>2. The draft TRO includes an error at paragraph 7. The Oxfordshire County Council (Aston Rowant and Lewknor Area) (Speed Limits) Order 2011 is hereby revoked / replaced. This should be corrected.</p> <p>3. The PC would like to see a transition from the national speed limit down to a lower speed before vehicles enter the 20 zone. We feel it is unlikely drivers will reduce speeds from 60 to 20 mph without some form of transition. This has been achieved on the Clifton Hampden approach.</p> <p>4. It should also be implemented on the other two approaches. Little Wittenham Rd. The existing 30 limit should be moved out to the entrance to the Neptune Woods carpark (which is a very popular destination). It would include two outlying houses that suffer from speeding traffic and provide an approx. 100m transition from 60 to 20 mph. Didcot Rd. Similarly, the existing 30 limit on Didcot Rd should be moved out towards Didcot approx. 100m this would allow the 20 zone to start at the current 30 limit and provide a transition from 60 to 20 zones. (If this cannot be achieved the alternative would be to leave the 30 limit where it is and start the 20 zone just south of the Saxons Heath junction which would at least provide some transition between 60 and 20 zones.)</p> <p>5. The section of road between Long Wittenham and Clifton Hampden is currently national speed limit. It is relatively narrow and has some frontage development and entrances and is also the main route to our nearest shop and importantly the Doctors Surgery. This section of road is within Long Wittenham Parish and the PC often receives concerns about road safety along this section which is used by cyclists and pedestrians to travel between the villages. The PC request that, as part of this TRO, the speed limit should be reduced from 60 to 40mph. This would be in line with many other roads in the area where there is some frontage development, for example Burcot. Adding this to the TRO would be almost cost free except for a small number of sign changes.</p> <p>6. The PC is disappointed that the current VAS signs cannot be adjusted to suit a 20mph zone. We feel these have a significant impact on driver behaviour. If they cannot be adjusted, we should like to see some temporary SID signs put in place to support the changeover to 20mph. Some loan signs should be placed in appropriate locations until driver behaviour changes.</p> <p>7. The PC is aware that there will be two new traffic calming features to be constructed along Didcot Rd early in the New Year. A humped Zebra Crossing is to be installed adjacent to the Crescent and the current narrowing is to be removed and relocated approx. 60m further towards Didcot (south). We feel that the implementation of the 20</p>
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	<p>zone should be timed to come into force on completion of these two new features. During construction of the zebra and new narrowing it will be necessary to have temporary traffic signals. Drivers will get used to having to wait at the roadworks and some may even divert from this route. Implementing the 20 zone after drivers have been used to disruption for a while is likely to make the reduction in speed more successful.</p> <p>8. The PC and Residents are concerned about the number of new signs that will be required to implement the changes to 20mph. The High Street is all Conservation Area and lots of new signs will have an impact on the setting of this area making it seem more “urban” in nature. We recognise that additional signs are required however the PC would like to see any new signs placed on existing posts wherever possible and also to carry out a review of all signs throughout the village with the aim to reduce street clutter and to try and retain the less urban feel in the High Street.</p> <p>9. The PC is unclear as to how it will be judged if the reduction in speed limit has been successful and if it not what will be the next actions? We had been working with an OCC Traffic Advisor who has drafted some ideas for physical measures to reinforce any changes to the speed limit. He has proposed revised white lines, reduction in road widths by use of planters and other low-cost measures in keeping with a rural conservation area. We request that OCC support and fund the introduction of these measures if the initial “signs only” trial is judged less than successful?”</p>
(3) Local Resident, (Long Wittenham, High Street)	<p>Object - The main part of the High Street already has extensive traffic calming measures/ Therefore, there is no benefit from reducing the speed limit to 20mph.</p> <p>Traffic entering and leaving the village at both ends, regularly exceeds the existing 30mph limit, therefore a lower limit in these areas is not likely to have an impact on the speed.</p>
(4) Local Resident, (Long Wittenham, Northfield Farm Lane)	<p>Object - 1. Without police enforcement, drivers are no more likely to observe a 20mph limit than they are the current 30 mph limit. In which case, the 20 mph limit amounts to a waste of money.</p>
(5) Local Resident, (Long Wittenham, Northfield Lane)	<p>Object - We currently have a 30mph limit, which is widely ignored and unpoliced, with no traffic camera. Unless a 20mph limit is to be policed/enforced, it will be of no effect whatsoever. Currently there are 20 mph restrictions on Northfield Lane in Long Wittenham, which have no effect whatsoever. We are a rural village; other observed 20mph limits carry huge amounts of signage, which will only serve to create an urban street scene and be detrimental to the village character. Fastest speeds are probably along the Didcot Road - expectation that motorists will go from 60+ mph to 20 mph within a very short distance before housing begins are completely unrealistic. In short, this is an</p>

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	<p>unsatisfactory and ineffective way of reducing traffic speed in the village, which could more effectively be achieved by traffic calming and the maintenance of the visual appearance and character of a rural road.</p>
<p>(6) Local Resident, (Long Wittenham, Northfield Lane off of High Street)</p>	<p>Object - 1) There is no actual need for a 20mph limit through the village, or on side roads (e.g., Saxons Heath & Westfield Road); the need is for ENFORCEMENT of the existing 30mph limit. 2) A 20mph limit will need excessive signage which will "urbanise" and detract from the village environment. This "urbanisation" will NOT tend to slow the traffic speed - whereas creating a more "villagey" impression should tend to slow down traffic (see 3)). 3) Suggest that the following might slow down the traffic and have the desired effect: - a) remove centre white lines then b) mark-up cycle lanes on both sides of the road - this will create the impression that the road is far narrower and tend to reduce vehicle speed without the need for additional signage. 4) An alternative would be to extend the 30mph limit some 100 yards along the Didcot Road towards Didcot and install a staggered chicane at the existing 30mph limit - thereby forcing traffic to slow down upon entry to the village.</p>
<p>(7) Local Resident, (Long Wittenham, Westfield Road)</p>	<p>Object - I don't believe lowering the speed limit will make people slow down, particularly on entering the village from the Didcot direction. I don't believe it's necessary or helpful.</p>
<p>(8) Local Resident, (Long Wittenham, Northfield Lane off of High Street)</p>	<p>Object - I see no need for this whatsoever, there has been no accidents I am aware of in the 20 plus years I lived in Long Wittenham, certainly none that would have been avoided by a lower limit. In my experience drivers are already very considerate driving though Long Wittenham and the extensive speed reduction measures already in place disrupt the flow of traffic through Long Wittenham regularly causing friction and traffic jams a 20mph limit will not help this, of increase the safety in my opinion.</p>
<p>(9) Local Resident, (Long Wittenham, Fieldside)</p>	<p>Object - The 20mph limit is unnecessarily restrictive: 30 is appropriate for most of the village at most times of day but is treated with disdain by many drivers and is not enforced. There is no point in lowering the limit to a level that will be respected by even fewer people, meaning previously law-abiding drivers will now be outside the law yet still driving safely.</p> <p>I would support more road humps to enforce the 30mph limit, but they should be full width. The current chicanes are counter to your stated ambition to 'maintain effective ... passage of traffic' (Statement of Reasons). They frequently cause gridlock. With new housing at North Didcot, this road will have to accommodate significantly higher traffic flows</p>

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	<p>over the next few years.</p> <p>I would support a 20mph limit in the core of the village, in the vicinity of the School and Village Hall, though it is not required throughout the day - perhaps a 'When lights flash' type of signage.</p>
<p>(10) Local Resident, (Long Wittenham, Westfield Road)</p>	<p>Concerns - Whilst I agree that a 20mph is a good proposal it is not a good enough deterrent to slow cars down. We walk our dog daily along the Didcot road and are also car users pulling in and out of Saxons Heath. Practically every time we use this road there's someone driving way over the current speed limit who will only marginally slow down immediately before the chicanes and then only if a car is coming in the opposite direction, otherwise they shoot straight through.</p> <p>The traffic needs to be slowed down at the entrance to the village BEFORE the junction of Saxons Heath. The best way to ensure drivers slow down and protect the community would be the addition of road humps at the entrance to the village and a 20mph speed limit.</p>
<p>(11) Local Resident, (Long Wittenham, Westfield Road)</p>	<p>Concerns - I'm happy to see a reduction in speed through the village but changing to a 20mph speed limit will change very little. Many people will still speed through.</p>
<p>(12) Local Resident, (Long Wittenham, Westfield Road)</p>	<p>Concerns - 20-30-40mph signs do not stop speeding</p>
<p>(13) Local Resident, (Long Wittenham, Westfield Road)</p>	<p>Concerns - A 20mph speed limit won't do anything to slow down people who already speed through the village. I support the idea of introductions of speed humps at entry to the village (outside Saxons heath) as this will force speeders to slow down and keep the roads/pedestrians safer</p>
<p>(14) Local Resident, (Long Wittenham, Westfield Road)</p>	<p>Concerns - This is a complete waste of time and taxpayer's money. The existing 30 mph speed limit is ineffective and not enforced. The 20 mph limit will also not be enforced and therefore be completely ineffective. The village has asked for years for the chicanes to be removed and replaced with a series of blister speed humps which would be both effective in lowering the speed and removing the traffic jams which occur during busy traffic periods. I have explained all this both verbally and in writing to The Chairman of the Parish Council</p>

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<p>(15) Local Resident, (Long Wittenham, High Street)</p>	<p>Concerns - In principle 20 mph speed limit is alright but not in conjunction with the 3 chicanes we already have. These cause excessive pollution by traffic either queuing or racing in a low gear to beat the oncoming vehicles. From 06:00 to 09:30 the traffic is queuing trying to get past chicanes in high street. This is repeated again from 16:00 - 18:30. Imposing a 20mph speed limit will only exacerbate the situation leading to more racing, horn blowing and pollution. To physically slow the flow of traffic a roundabout at the entrance to the village at Saxons Heath junction would make sense, this could also be utilised for access / egress to the new village hub. There was talk of a new bridge over the Thames to relieve traffic in 1980 but 40 years on we are still waiting.</p>
<p>(16) Local Resident, (Long Wittenham, Fieldside)</p>	<p>Concerns - I am generally Supportive of the proposed 20mph limit in the village but do have concerns around how it will be enforced. The current 30mph limit is ignored by many drivers, especially as they enter the village from the Didcot end. I would support an EXTENSION of the 30mph limit by at least 100 meters before the Village Gateway, giving drivers a warning that they need to reduce speed BEFORE they enter the proposed 20mph limit at the Village Gateway. This approach is being suggested for the road from Clifton Hampden, so why not from Didcot AND Little Wittenham.</p> <p>The speed limit from Clifton Hampden is the National Speed limit (60mph), but the road is narrow and unlit. The limit from Golden Balls Roundabout to Clifton Hampden, which is a wider well surfaced road, is only 50mph. This makes no sense. The limit between Clifton Hampden and Long Wittenham should be reduced to no more than 40mph to allow safer use by walkers and cyclists.</p> <p>I have some concern that adding the number of Repeaters that are proposed will give the village a more urban feel. I would urge OCC to only use the minimum number required and to place those on existing Road Signage Poles. I would be interested in understanding how OCC will decide if the 20mph trial has achieved the required result. I have not been able to find anything in the information available that addresses this point, only reference to possibly taking additional measures if it is not deemed to be working.</p>
<p>(17) Local Resident, (Long Wittenham, Fieldside)</p>	<p>Concerns - I note that Fieldside is not included in the 20mph zone. Does this mean that it is ok to do 30mph along a single-track road once you turn off from the 20mph road?</p>
<p>(18) Local Resident, (Long Wittenham, High Street)</p>	<p>Concerns - I am writing on behalf of myself and my wife about the proposed 20mph speed zone in Long Wittenham. We both fully support the plan but have some reservation about the number of signs that will be positioned throughout the village. In total there will be 22 signs. Our concern is that these signs will clutter the village and create an 'urban' environment. Long Wittenham is essentially a country village.</p>

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(19) Local Resident, (Long Wittenham, Temple Road)	Support - Safety
(20) Local Resident, (Long Wittenham, High Street)	Support - Drivers through village are consistently breaking existing speed limit, approaching corners too fast and putting children, bike riders etc at risk.
(21) Local Resident, (Long Wittenham, High Street)	Support - Weight of traffic, although given that cars already speed, I'm not sure how it would be enforced.
(22) Local Resident, (Long Wittenham, Saxons Heath)	Support - Speeding traffic through the village is a common problem and I hope this reduces it
(23) Local Resident, (Long Wittenham, Westfield Road)	Support - The majority of cars do not adhere to the current 30 limit, lowering it and enforcing it is required to make the village safer. Also, the roads approaching Long Wittenham from either end should be reduced. 30 mph between long Wittenham and Clifton Hampden, due to no foot path or dedicated cycle lane. 30 mph from Long Wittenham to sires Hill bend, increasing to 40mph from that point. Drivers will be more likely to reduce their speed in Long Wittenham if the approach speed is reduced also.
(24) Local Resident, (Long Wittenham, High Street)	Support - A 20 mph speed limit through the village will make it much safer for all users of the High Street, cyclists, horse riders, pedestrians & car users plus residents getting in and out of their driveways, plus we have the Primary School and pre-School (using the village hall) both creating parking issues on high St.
(25) Local Resident, (Long Wittenham, High Street)	Support - I think traffic moves to quickly through the village. The roads are quiet and often shared with cyclists, horse riders and pedestrians crossing.
(26) Local Resident, (Long Wittenham, High Street)	Support - The volume of traffic along High Street, Long Wittenham, continues to increase yearly. Many houses are very close to the road. Children walk up and down the road daily to reach school or their school bus. The footfall of residents and visitors to the village is steady throughout the day. Drivers do not respect these facts and travel through the village much too fast for pedestrian safety. The noise of them flying over the speed humps or speeding up directly after the speed humps is considerable.

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(27) Local Resident, (Long Wittenham, Little Wittenham Road)	Support - Large volumes of traffic to/from Oxford and Didcot and the Clumps AONB all cut through the heart of our village, at speeds which create significant danger points for the school in the middle of the high street and on the blind bends at either ends of the village and on Little Wittenham Road. Reducing the enforced limit to 20mph will make a significant improvement to safety for pedestrians crossing the high street and those residents that need to walk along the roadside, where no pavements are available.
(28) Local Resident, (Long Wittenham, Saxons Heath)	Support - About time, too many motorists speed though this village. Rather than tie up police time and effort, May I suggest the installation of average speed cameras are fitted at either end of the village, to control / monitor the speed of vehicles. This will bring in revenue, 24/7, and will also show the amount of heavy goods vehicles using this as a cut through
(29) Local Resident, (Long Wittenham, Little Wittenham Road)	Support - We have lived in our house for over 10 years and in the past few years have noticed an increase in the traffic and the speed at which it passes our house. We have also noticed an increase in traffic through the village, and people driving at speed where it is often single lane, due to parking in the village, especially around school drop off and pick up times. The speed of traffic through the village and on the smaller lanes where there are no pavements is dangerous and I am concerned for the safety of pedestrians in particular. Enforcing a 20mph limit will alert drivers to the fact that there are many pedestrians and small children who are crossing roads and walking on roads where there are no pavements and help to ensure we do not have an accident. I have had some near misses on foot with cars coming around the corner where I live at speed, even though it is a 30mph limit and feel strongly that we need to alert drivers to the fact that there are pedestrians on the road with a slower speed limit.
(30) Local Resident, (Long Wittenham, Little Wittenham Road)	Support - I support the proposal as this will encourage motorists to drive slower through the village. In fact the proposals do not go far enough and the speed restriction should be extended further along Little Wittenham Road to include the last two houses (Nos 45, 46) in the village so that these too are within the 20mph zone. Alternatively, this extension could be 30 mph to step down the speed like is proposed for the road towards Clifton Hampden.

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<p>(31) Local Resident, (Long Wittenham, Fieldside)</p>	<p>Support - I support a 20mph speed limit throughout the village. The main road through the village is used as a rat-run for vehicles crossing Clifton Hampden Bridge and this traffic needs to be slowed down to make it safe for pedestrians, of even better, deterred from coming through the village at all.</p>
<p>(32) Local Resident, (Long Wittenham, High Street)</p>	<p>Support - The reduction in the speed limit will help to reduce the average speed of vehicles through our village and thus reduce the high engine and tyre noise levels caused by inconsiderate motorists. Alas it will not deter unnecessary radio volumes, but nevertheless is a step in the right direction</p>
<p>(33) Local Resident, (Long Wittenham, Saxons Heath)</p>	<p>Support - I have witnessed and have been subjected to several near misses whilst either on foot (with my children / dog) and or when I've been in my vehicle. It is only a matter of time before there is a life-threatening injury and or worse a fatal caused through drivers exceeding the speed limit- there are currently no deterrents for drivers to adhere to the speed limit - the 20mph needs to be in conjunction with either speed cameras and or speed humps - the fact that there is a local primary school in the middle of this it's shocking g it has to be such a battle</p>
<p>(34) Local Resident, (Long Wittenham, High Street)</p>	<p>Support - There is strong evidence over many years that 20mph limits reduce the speed of those travelling fastest, reduce accidents and make areas more pleasant to live in.</p> <p>The village has three features which mean a 20mph limit will be more effective than most.</p> <ol style="list-style-type: none"> 1. The two largest children's playgrounds are at the furthest points east and west in the village. Both involve crossing the main road on blind corners. Reduced speeds will make crossing the road safer. 2. The village has both National Cycle Route 5 and the Culham strategic cycle route running through it, shortly to be improved by Sustrans. There are more cyclists then in most villages. Reducing traffic speed closer to the speed of cyclists will encourage cycling in this on-road section of cycle route. 3. In many areas there is no footpath, it is too narrow for pushchairs/wheelchairs or blocked by parked vehicles. A 20mph limit will highlight to drivers that they may need to slow or stop to give way to pedestrians and horses. <p>That said, I do think consideration should be given to retaining the 30mph limit on the approach from Clifton Hampden up to the junction with Little Wittenham Road. This part of the road has no frontages and the sharp curve would mean</p>

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	<p>there would be a physical requirement to reduce speed at this point.</p> <p>Overall though a 20mph limit would provide quantifiable benefits to residents, pedestrians and cyclists while causing very little inconvenience to motorists. It is good the council is leading the way with such a policy.</p>
<p>(35) Local Resident, (Long Wittenham, Westfield Road)</p>	<p>Support - The residents of Long Wittenham have 2 major issues with traffic passing through and around the Village.</p> <ol style="list-style-type: none"> 1. The volume of traffic going in both directions through a small linear settlement on an unclassified road. 2. The speed at which the traffic passes through Long Wittenham. <p>Currently we have these traffic flow measures: the chicanes at either end of the Village with integral cycle lanes, and the central speed bump near the primary school. These might slow vehicles down at peak flow and in rush hour but do little to slow them down when past the chicanes and when drivers think they have a clear road ahead. This is especially true for traffic leaving the village and heading towards Didcot.</p> <p>A recent traffic census for the County may reveal up to date information on this but giving the average speed will not reveal the true problems. Those of us who regularly walk along the footpath beside this part of the Didcot Road outside of rush hour will know that it is rare to see anyone observing 30mph. Drivers see a relatively straight and empty road ahead, if not from the bend at the Cross, then from the chicane and they accelerate, regardless of any residential buildings or local use. If they can see the end of speed restrictions sign it is ignored well before they approach it.</p> <p>Similarly, drivers entering the village from Didcot equally disregard the speed limit as they approach the village, slowing only if they have to at the chicane possibly in time for the bend towards the main part of the village. At present there is an electronically activated speed flashing sign approaching the village from both directions. I have not seen them work for some months. So, no visual warning appears to slow traffic. A recent addition to the road towards Clifton Hamden on the left-hand side are several small round 30mph signs with a camera. These are at a low height, mounted on wooden posts, easily seen, and may be having some effect, but the lack of availability of the posts on the other side means there is only one when approaching from Clifton Hampden.</p> <p>Modern cars are efficient and speed is quickly gained. It would seem that very few drivers can accurately assess their speed as over the limit or are blatantly disregarding the law.</p> <p>Traffic proposals for the future: I believe that there are plans for a Didcot Rd pedestrian crossing from the new Vanderbilt estate which means moving the chicane nearer to the Saxons Heath road exit.</p>

CMDHM7

	<p>Saxons Heath, Sinodun Close, and Westfield Road are all no through roads, with only this route of vehicular exit onto the Didcot Road. They also currently house at least half of the population of Long Wittenham.</p> <p>Moving the chicane closer to this exit will not solve the speed issue and will make matters for worse for current residents of Saxons Heath and Westfield Rd . Safely exiting from these residential areas will become not only difficult but highly dangerous at times when driver selfishness, and the need for urgency and speed leads to accidents.</p> <p>One proposal is for a roundabout at the end of Saxons Heath. This would be widely supported but would need to be of sufficient substance and height to properly slow traffic down. A token painted circle would not be sufficient.</p> <p>Ideally an enforced 20mph speed limit throughout the village would be the ideal. Other villages with far less through traffic have them e.g., Brightwell cum Sotwell, Dorchester.</p> <p>It is also important that this speed limit applies to all the residential roads off of the main road as well. The lower part of the High Street has no footpath, similarly the Little Wittenham Road.</p> <p>It is vital to slow traffic down at all times of the day.</p> <p>The traffic issues faced by this village are only going to increase and cause more anger amongst residents who see the highway laws flouted and abused. The building of the new houses in their thousands. around us in the Didcot, Wallingford and Abingdon areas means we can only expect the volumes of traffic for the journeys to work and other reasons to massively increase. A new bridge over the Thames is still years away and until then Long Wittenham pays the price.</p> <p>A holistic view of speed and traffic calming is needed in Long Wittenham; reducing limits to 20mph, enforcement of these restrictions and a significant mini roundabout at the end of Saxons Heath</p>
<p>(36) Local Resident, (Wallingford, Rowland Close)</p>	<p>Support - I spend a lot of time in Long Wittenham as my partner and her family live there. Crossing the High St/Didcot Rd can be extremely hazardous. Cars don't slow down when coming in from the Didcot end of the village. I have to pull out from Saxon's Heath to go home or to work and often find vehicles approaching from my right well over 30mph, making the manoeuvre pretty hazardous (especially when the verge gets overgrown!)</p>