

Divisions affected: *Wallingford*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

WALLINGFORD – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the introduction of the amended 20mph speed limits in Wallingford, as advertised excepting:

- a) Castle Street – terminal point to be 120 metres south of its junction with the access to Wallingford Cemetery**
- b) Hithercroft Road – terminal point to be 35 metres west of its junction with Borough Avenue.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of additional 20mph speed limits in Wallingford as shown in **Annex 1**, following the introduction in 2022 of 20mph speed limits in the centre and north part of the town as shown in **Annexes 2 & 3**.
2. The current proposals follow a previous consultation exercise carried out between 25 October and 17 November 2023, and the subsequent decision by the Cabinet Member for Transport Management in December 2023 to: a) approve the introduction of 20mph speed limits in Wallingford as originally advertised, and b) a reassessment by Officers of the roads that had been proposed to retain a 30ph speed limit.

Financial Implications

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

Legal Implications

4. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road

Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

7. Formal consultation on the revised proposals was carried out between 10 July October and 02 August 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Wallingford Town Council, and the local County Councillors representing the Wallingford, and the Berinsfield & Garsington divisions.
8. The responses to the consultation are shown in **Annex 4**.

Statutory Consultee Responses:

9. 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, adding that they felt an expansion of the previously proposed limit would potentially lead to even more poor compliance.
10. Thames Travel (local bus operator) submitted a formal objection, stating that they considered the proposals to be unjustified & arbitrary, and would serve to make public bus services slower and less attractive, and in practice having no credibly demonstrable safety impact. The response is shown in full at **Annex 5**.

Other Responses:

9. 352 responses were received via the online survey during the course of the formal consultation, comprising of: 210 objections (60%), 30 partially supporting (8%), 98 in support (28%), and 14 non-objections (4%).
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	31 (9%)
Yes - cycle more	29 (8%)
No	276 (78%)
Other	16 (4%)
Total	352

11. Additionally, a further three emails were received directly, with all objecting.
12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

13. 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'.
14. The objection of Thames Travel, the bus operator, is noted and it is acknowledged that the revised proposals all affect bus routes, with the lengths of additional 20mph speed limit to those consulted on in 2023 (to which the bus operator expressed concerns rather than objection) being respectively: Castle Street - 0.3km, Hithercroft Road – 0.6km; Reading Road – 0.6km and Wantage Road – 0.8km. It is also acknowledged that other proposed speed limit changes in adjacent villages as part of the 20mph speed limit project will also lead to some increases in journey times on the same bus services.
15. Balancing the objectives of the 20mph project with other key objectives including supporting the use of bus travel can – as here – be challenging but officers consider that with the exception of the amendments detailed below, the benefits of proceeding with the proposals as advertised will be significant in respect of road safety and encouraging active travel and reducing the impact of traffic on the environment. They are also likely to encourage more traffic to use the Wallingford ring road rather than the route through the town centre, which could help reduce traffic in the town with benefits for bus operations.
16. However, having carried out a further review of the proposed extensions under the current proposals of the 20mph speed limits at Castle Street and Hithercroft Road, officers recommend that these should not be progressed at present,

taking account of the specific road environments and usage and the consultation responses.

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

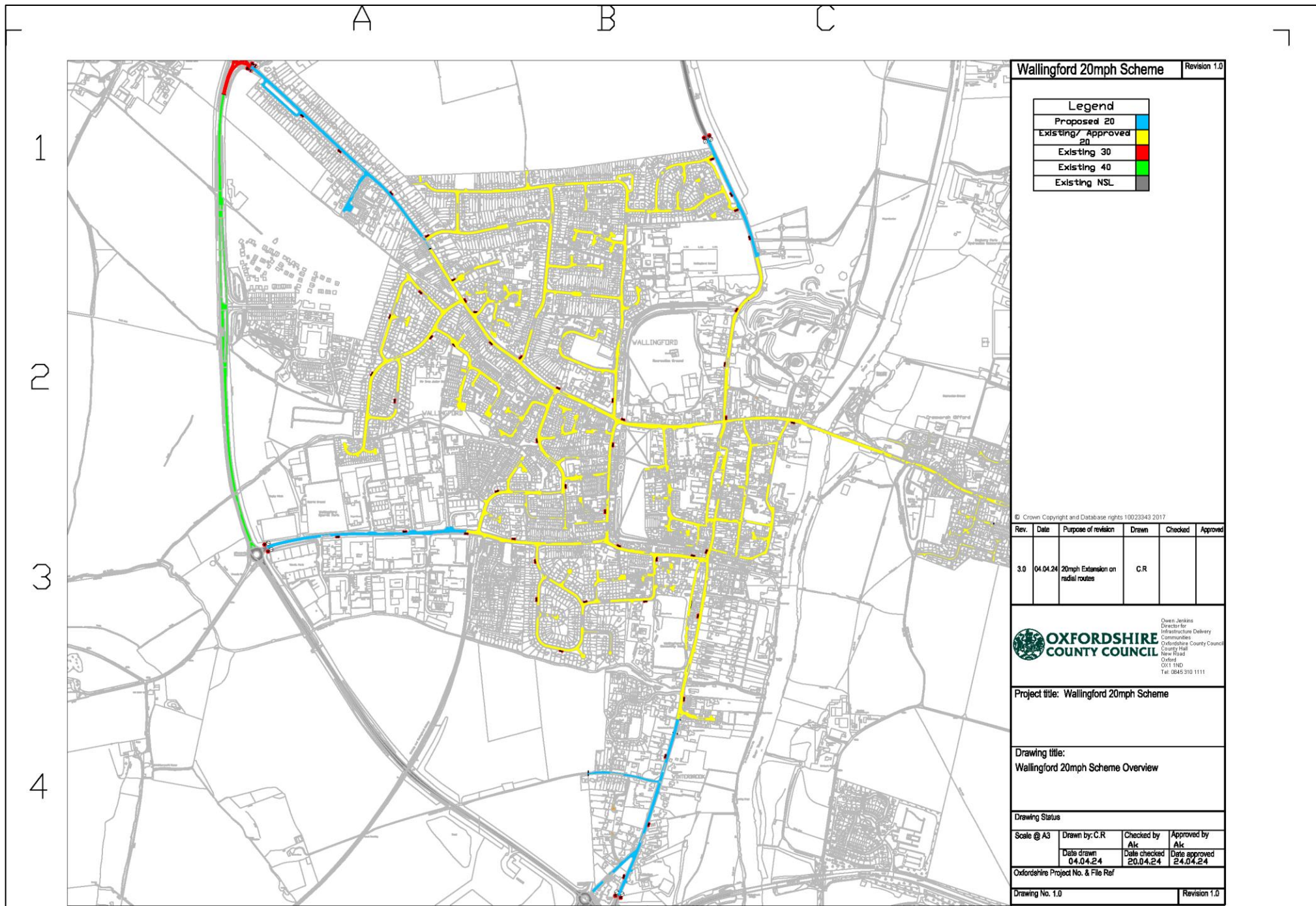
Paul Fermer
Director of Environment and Highways

Annexes

- Annex 1: Consultation plan
- Annex 2: Existing 20mph speed limit – central Wallingford
- Annex 3: Existing 20mph speed limit – north Wallingford
- Annex 4: Consultation responses
- Annex 5: Thames Travel full response

Contact Officers: Anthony Kirkwood (Team Leader - Vision Zero)
Matt Archer (Portfolio Manager – Central Programme)

September 2024



Wallingford 20mph Scheme

Revision 1.0

Legend	
Proposed 20	Blue
Existing/ Approved 20	Yellow
Existing 30	Red
Existing 40	Green
Existing NSL	Grey

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
3.0	04.04.24	20mph Extension on radial routes	C.R		


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Project title: Wallingford 20mph Scheme

Drawing title:
Wallingford 20mph Scheme Overview

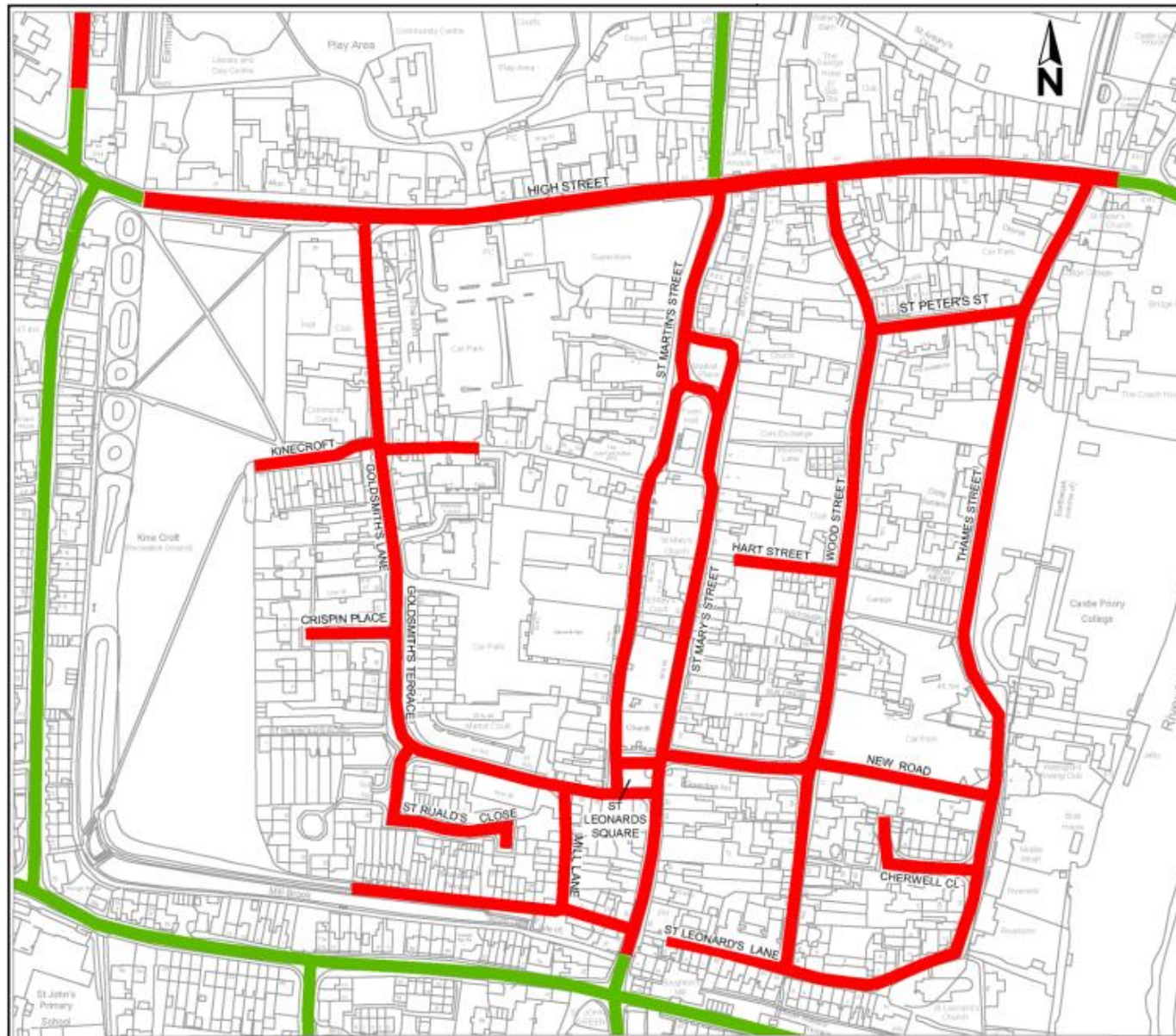
Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: Alk	Approved by: Alk
	Date drawn: 04.04.24	Date checked: 20.04.24	Date approved: 24.04.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0

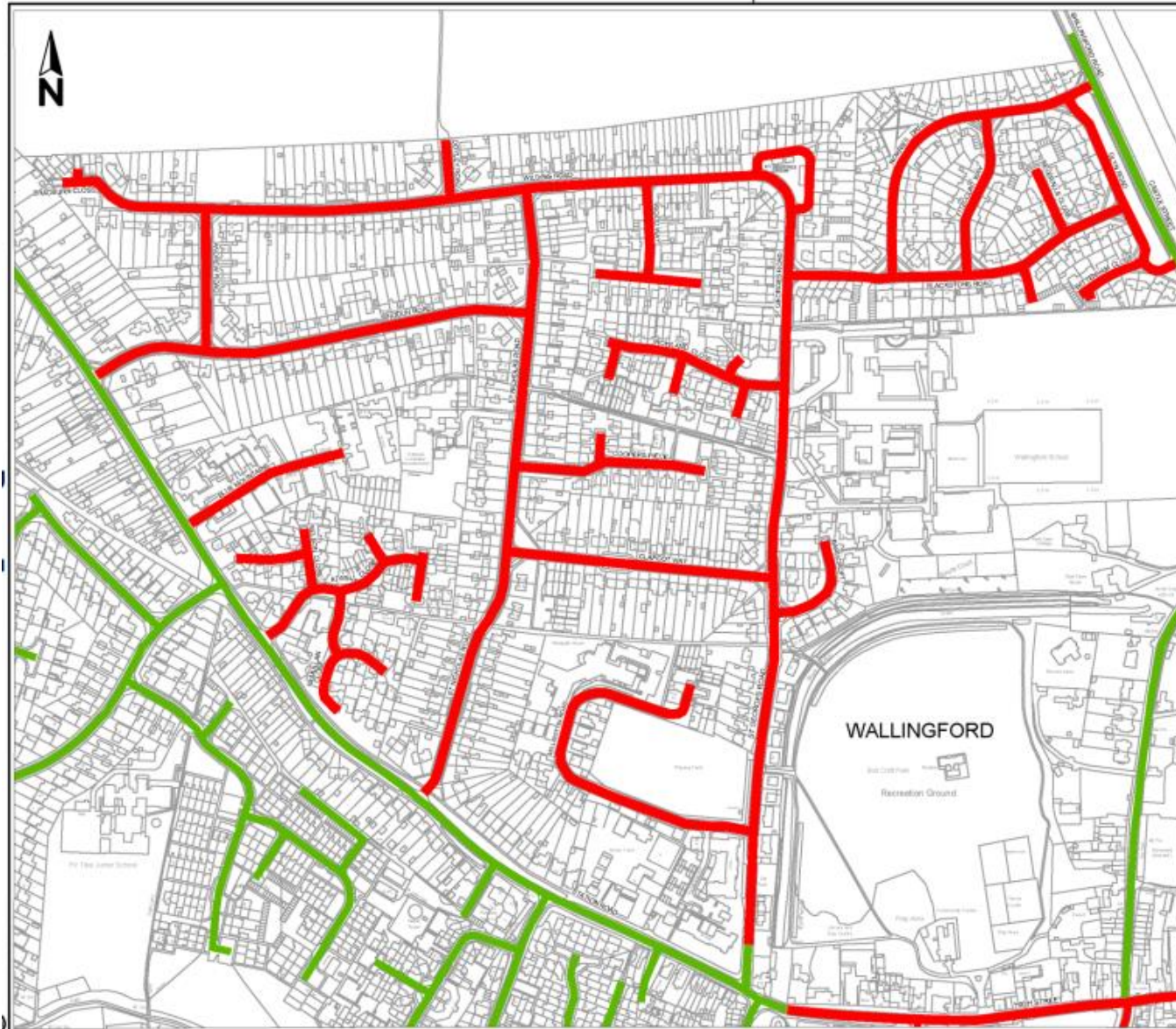
Revision 1.0

ANNEX 2



Drawing No.	Revision				
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 1SD Tel: 01865 318 11 11 Fax: 01865 341577					
Project title WALLINGFORD CENTRAL					
Drawing title PROPOSED 20MPH SPEED LIMIT					
Drawing Status					
Scale	Drawn by	Checked by	Approved by	Date drawn	Date approved
N.T.S.	JelC	CENTRAL		07/21	
Oxfordshire Project No. & File Ref					
Drawing No.					Revision
					0

ANNEX 3



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
<p> OXFORDSHIRE COUNTY COUNCIL Neil Cohen Corporate Director for Environment and Place Chief Executive Oxfordshire County Council County Hall Oxford OX1 1HD Tel: 01865 218 11 11 Fax: 01865 241877 </p>			
Project title			
WALLINGFORD NORTH			
Drawing title			
PROPOSED 20MPH SPEED LIMIT			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	JaC	
Date drawn	Date checked	Date approved	
07/21			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Our concerns remain from previous consultation dated 7th November 2023 <i>[as below]</i>. Expanding this limit is likely to lead to even more poor compliance of the 20 limit.</p> <p>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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions

	<ul style="list-style-type: none"> • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Built Environment, (Thames Travel)	<p>Object – <i>[See full response at Annex 3]</i></p>
(3) Local resident, (Crowmarsh Gifford, The Street)	<p>Object – I object to having additional 20mph limits in Wallingford because they are completely unnecessary. There are pathways and footpaths where pedestrians can safely walk. Reducing the speed limits to 20 will just mean that the vehicles will be in the area for longer and therefore create more pollution than is needed. The people that the limits are aimed at will not adhere to them anyway so all totally pointless</p> <p>Travel change: No</p>
(4) Local resident, (Aston Upthorpe, Moreton Road)	<p>Object – 20mph is too slow for the our roads of Wallingford and will delay people and buses</p> <p>Travel change: No</p>

<p>(5) Local resident, (Benson, Baker Avenue)</p>	<p>Object – I agree that through the town centre it would be a great idea but it's my opinion that extending it past there would make drivers more flippant in following it. Blanket coverage to roads not in need of it just make people less aware of when the limit is really needed. Outside schools etc. meanwhile Wallingford and the surrounding area has horrific roads with potholes and I think the money spent on signs would be better spent on servicing the roads we already have.</p> <p>Travel change: No</p>
<p>(6) Local resident, (Benson, Barnett)</p>	<p>Object – A 20mph around all of Wallingford will cause major issues with traffic, there are already issues with traffic in the centre of Wallingford and the more speed limits imposed will only increase the area in which traffic issues are therefore people will avoid shopping/going through Wallingford to avoid being sat in traffic for longer periods of time.</p> <p>Travel change: Other Not use local shops and go outside of wallingford</p>
<p>(7) Local resident, (Benson, Bonners mead)</p>	<p>Object – It's ridiculous. It bow takes si much longer to get to jobs. I'm on the road alot and this is making more traffic and taking longer to travel and setting everyone back. It's unnecessary. 30 perfect</p> <p>Travel change: No</p>
<p>(8) Local resident, (Benson, Bonners Mead)</p>	<p>Object – Blanket 20mph limited cause delays and congestion. They diminish the genuine cases where 20mph is beneficial on safety grounds. They encourage speeding because it is simply to painful and then ignoring speed signs becomes the norm for some. Such harsh restrictions should only be applied where a risk assessment has considered the risks, potential harm, and the potential benefit.</p> <p>Travel change: No</p>
<p>(9) Local resident, (Benson, Wallingford and Benson area.)</p>	<p>Object – It's not enforceable, pollution rates we know increase at 20mph</p> <p>Travel change: No</p>

(10) Local resident, (Benson, Westfield Road)	Object – 20 mph limits are disruptive and not required. Travel change: No
(11) Local resident, (Benson, St Helen's Way)	Object – There is NO evidence of a significant drop in the number of crashes and casualties after the introduction of 20mph limits. Travel change: No
(12) As a business, (Blewbury, Bessels way)	Object – Congestion in town is already bad Travel change: No
(13) Local resident, (Brightwell,)	Object – Ok for immediate town centre but not for residential areas Travel change: No
(14) Local resident, (Brightwell, Greenmere)	Object – It hasn't worked in wales Travel change: No
(15) Local resident, (Brightwell-cum-Sotwell, Mackney Lane)	Object – 20mph limits have been proven in other areas (i.e. Wales) to be unsuccessful. Pollution rates actually increase and it makes very little difference to accident rates. Instead, I believe it causes more accidents. Other drivers become impatient and begin tailgating or attempt dangerous overtakes. Drivers also spend more time with their eyes on their speedometer than on the road. I also think a blanket 20mph limit undermines the areas outside schools which NEED to be 20mph as people are totally desensitised to it and speed regardless.

	Travel change: No
(16) Local resident, (Brightwell-cum-Sotwell, Old Nursery Lane)	<p>Object – This proposal has not balanced the benefits of a reduced speed limit against the increased risks of increased vehicle emissions and congestion. Additionally, reducing the speed limit to 20 mph along the Hithercroft Road, where there is a pedestrian pavement separated from the road by a grass verge, is unnecessary, inappropriate and likely to be ignored.</p> <p>Travel change: No</p>
(17) Local resident, (Cholsey, Brentford Close)	<p>Object – No need whatsoever for this ridiculous measure. Outside of schools and hospitals, it is fine but this measure will finally kill off what little local trade is left. Punish those who break current speed limits. Do not punish the whole town.</p> <p>Travel change: Other Avoid Wallingford completely.</p>
(18) Local resident, (cholsey, N/a)	<p>Object – Total waste of money just wondering how many people have been killed or injured on the 30 mph roads in the affected area ? from vehicles traveling between 20mph and 30 mph ? Also i have concerns that the shall we call it proper gander from local councillors about about making it safer for pedestrians cyclists SCOOTERS (which Wallingford currently DOES NOT have a government approved company to supply this service! which in turn means our local council is ENCOURAGING ILLEGAL use on non insured scooters) which is not good !!!</p> <p>Travel change: No</p>
(19) Local resident, (Cholsey, Papist way)	<p>Object – Assuming this is a safety based limit, there seems little data that backs there being an accident problem. Whilst higher speeds do increase the chance of injuries. Lower speeds are likely to promote risk taking?</p> <p>Travel change: No</p>

<p>(20) Local resident, (Cholsey, Papist Way)</p>	<p>Object – It's ridiculous, just ban cars if that's what you want. Nothing is made these days to do this speed, cyclists travel faster and block our roads yet nothing is done about that. We could all return to the Horse and cart? Plenty of more pressing issues in the community than permanently hitting motorists.</p> <p>Travel change: No</p>
<p>(21) Local resident, (cholsey, papist way)</p>	<p>Object – most people have enough sense to go slowly when comditions so indicate.</p> <p>Travel change: No</p>
<p>(22) Local resident, (Cholsey, Paptist way)</p>	<p>Object – 20 is a snails pace, elderly will start going 15 and people will start over taking in the middle of town</p> <p>Travel change: No</p>
<p>(23) Local resident, (Cholsey, Station Road)</p>	<p>Object – I think it's a waste of money.</p> <p>Travel change: No</p>
<p>(24) Local resident, (Cholsey, lges)</p>	<p>Object – Please spend the money on road surface repairs and markings</p> <p>Travel change: No</p>
<p>(25) Member of public, (Cholsey, Panthers Lane)</p>	<p>Object – Stop wasting money on this nonsense and fix the potholes that are a bigger danger (swerving to avoid them and the damages to wheels)</p> <p>Travel change: No</p>

<p>(26) Member of public, (Cholsey, Rather not say)</p>	<p>Object – 20mph speed restrictions have not yet 'proved' that the claims that they make are factual rather than computer generated, often with a bias, the money should be spent on improving the local roads infrastructure for all users, and to promote road safety awareness amongst the most vulnerable road users rather than constantly targeting the ICE</p> <p>Travel change: No</p>
<p>(27) Local resident, (Cowmarsh Gifford, Thames Mead)</p>	<p>Object – Firstly there is no evidence that blanket 20mph zones make the roads safer. Many have now been removed in Wales. OCC want a blanket because it's easier and cheaper for them to impose and control residents lives. There is very little evidence as to their usefulness and a lot of the propaganda is pure scaremongering. The more blanket 20 mph areas there are, the more they will be ignored. Wallingfordians DO NOT want it!</p> <p>Travel change: No</p>
<p>(28) Local resident, (Crowmarsh, Marshfield)</p>	<p>Object – There is no evidence that the 20mph restrictions have had any benefit on anything. There is no proof that this is the right choice!!</p> <p>Travel change: No</p>
<p>(29) Local resident, (Crowmarsh,)</p>	<p>Object – Totally unnecessary. Fix the roads instead and stop wasting our money on nonsense.</p> <p>Travel change: No</p>
<p>(30) Local resident, (Crowmarsh, Murren Croft)</p>	<p>Object – Not time or fuel efficient</p> <p>Travel change: No</p>

<p>(31) Local resident, (Crowmarsh, Old Reading Road)</p>	<p>Object – Its a waste of time to reduce the speeds, either they are ignored or people are going the slowly anyway. Also it costs vast sums to put up all the signs, which could be better spent</p> <p>Travel change: No</p>
<p>(32) Local resident, (Crowmarsh, Thames Mead)</p>	<p>Object – 20mph limit on the roads in and out of Wallingford is not necessary, but acceptable on the housing estates to the south eg: Fir Tree Avenue. Don't understand why this wasn't done initially? If you want to slow the traffic travelling through these roads, paint some parking bays on the roads so the drivers have to 'give way' to oncoming traffic every now and again. Or, perhaps erect the flashing lights similar to outside schools that say 20mph when lights flashing so that it is during necessary busy times.</p> <p>Travel change: No</p>
<p>(33) Local resident, (Crowmarsh, The street)</p>	<p>Object – Slow traffic flow equals constant traffic flow</p> <p>Travel change: No</p>
<p>(34) Local resident, (Crowmarsh Gifford, Home Farm)</p>	<p>Object – 1.The speed limits proposed will seriously impact bus travel by increasing journey times. Bus journey times have been steadily increasing since new 20mph limits have bee introduced, for example in Oxford (Iffley Road/Henley Avenue), in Woodcote, and in Nuneham Courtenay, and the new proposed limits will only make the situation worse. 2. The limits blatantly disregard government guidelines, which recommend that limits should not be applied to main roads (except in town centres). 3. OCC originally promised not to apply 20mph limits to major routes, a promise it has been systematically breaking, for example in Oxford. 4. The whole exercise is a huge waste of public money, since the limits are widely ignored, and bring the whole system of speed limits into disrepute. 5. To the extent that 20 mph limits do slow traffic down, by the same virtue they increase pollution, since cars spend longer traversing a given section of road, and of course, are likely to be in lower gear while doing so.</p> <p>Travel change: No</p>

<p>(35) Local resident, (Crowmarsh Gifford, Robert Sparrow Gardens)</p>	<p>Object – The safety arguement hasn't been supported by appropriate analysis to form an opinion to support this proposal. Any safety analysis would identify the largest risk being on Portway A4074 due to drivers speeding in the 30 MPH zone. Furthermore, if the safety arguement is so compelling, why is the speed limit on Wallingford bridge 30 mph where the road narrows bringing cyclists and vehicles closer together. I would much rather see the finance allocated to a popularist activity being diverted to addressing pot holes that distract drivers, or clearing foliage that covers road signs and narrows roads whilst inhibiting views around corners, junctions and road signs, increasing risk to other road users.</p> <p>Travel change: No</p>
<p>(36) Local resident, (Crowmarsh gifford, The street)</p>	<p>Object – Slow flows = constant flows of traffic.</p> <p>Travel change: No</p>
<p>(37) Local resident, (Crowmarsh Gifford, Mcculloch Meadows)</p>	<p>Object – Absolutely no need for it. Idiots will speed no matter what signs are up. These 20mph areas haven't made any difference other than helped empty the pockets of the council with new signage.</p> <p>Travel change: No</p>
<p>(38) Local resident, (Crowmarsh Gifford, Murren Croft)</p>	<p>Object – Waste of council money. Not fuel or time efficient</p> <p>Travel change: No</p>
<p>(39) Local resident, (Crowmarsh Gifford, Newnham Green)</p>	<p>Object – The extension of the 20 mph limit will adversely affect the levels of pollution within the confines of the town, the slower traffic has slowed the air flow/currents with confined areas, thus there is even greater pollution smells from not only buses and vehicles but also from those that use log-burners etc to heat their homes. Several areas in Crowmarsh Gifford that have been re designated 20 mph seem to defy logic, The Street for one, it's a wide road with good visibility, very few LGV's use it and has provision for people to cross; it should revert back to a 30 mph limit; after all it has never been an accident black spot.</p>

	Travel change: No
(40) Local resident, (Crowmarsh Gifford,)	Object – There are places where 20mph is too slow. The majority of drivers are sensible they don't need this. Travel change: No
(41) Local resident, (Didcot, Bowmont water)	Object – More congestion and makes journeys longer. Travel change: No
(42) Member of public, (Didcot, Edwin Rd)	Object – I'm fully in with 20mph zone in the centre of town or near schools, but all other roads should remain at 30mph. With a blanket 20 zone it will be ignored and potentially cause drivers to drive faster. Travel change: Other Not go through or to Wallingford
(43) Member of public, (Didcot, Green close)	Object – Can not policed Travel change: No
(44) Local resident, (Didcot, North Bush Furlong)	Object – There is no evidence that a 20mph improves road safety - in fact it makes pedestrians and cyclists even less observant than they already. And you only have to look at the failed experiment in Wales to appreciate this is a really bad idea Travel change: Other Won't spend my money in Wallingford

<p>(45) Member of public, (Didcot, Plym Drive)</p>	<p>Object – Environmental issues.</p> <p>Travel change: Other</p> <p>I am disabled with a blue badge and struggle to walk any distance.</p>
<p>(46) Member of public, (Didcot, Tyburn Glen)</p>	<p>Object – Money is better spent enforcing existing speed limits with average speed checks than reducing the existing speed limits. Those that speed will continue to do so unless there is adequate enforcement. Average speed checks have been really successful on through-roads of villages in Leicestershire where I'm originally from.</p> <p>I also see more road users taking the risk of using their phones in 20mph zones than at any other time.</p> <p>Travel change: No</p>
<p>(47) Member of public, (Drayton, High Street)</p>	<p>Object – 20mph should be reserved for housing estates and outside parks and schools. Fewer areas covered means that these areas which really would benefit from a lower speed limit are becoming increasingly dangerous as people are so fed up of a blanket 20mph. In most town centres and through villages 30mph is fine. How often do you see people actually walking and trusting to cross roads. Keep the lower limits where they are really needed.</p> <p>Travel change: No</p>
<p>(48) As a business, (Dudcot, Broadway)</p>	<p>Object – Anything that delays service time for business delivery is bad. This nanny state is now ridiculous. Council and government run by a bunch of do-gooders out of touch numpties. Yes safety is important but so is business to keep the wheels moving and money being earned.</p> <p>Travel change: No</p>
<p>(49) Local resident, (Ewelme,)</p>	<p>Object – Too slow</p> <p>Travel change: No</p>

<p>(50) Rather not say, (Ewelme, Old London road)</p>	<p>Object – A total and utter waste of time. Schools during drop off pick up times yes, apart from that it's just another way of control that isn't needed. Try and drive at 20, it's almost impossible and totally not needed. 30mph is sufficient</p> <p>Travel change: No</p>
<p>(51) Local resident, (Ewelme, Parsons Lane)</p>	<p>Object – Not necessary and will impede the flow of traffic</p> <p>Travel change: Other I will travel in to the centre of town less frequently</p>
<p>(52) Local resident, (Ewelme, Parsons Lane)</p>	<p>Object – Unnecessary, counterproductive and expensive.</p> <p>Travel change: No</p>
<p>(53) Member of public, (Goring, Elvendon Road)</p>	<p>Object – The 20mph zone original proposal covers the key areas of the central town. The roads proposed as an amendment are on the edges of the town centre and not widely used by walkers , crucially are not widely used by people who would be crossing these roads to get to other parts of Wallingford. A balance needs to be maintained between drivers and pedestrians and the extra proposals for the amended and extra 20mph streets swing that balance too far in favour of pedestrians, unnecessarily so in these particular streets.</p> <p>Travel change: No</p>
<p>(54) Local resident, (Ipsden, Ipsden)</p>	<p>Object – Too large an area for such a low speed. People need to be able to travel and lowering a speed limit doesn't change the method they will use. It just delays and thustrates them. Like the 40 all the way to didcot. We just don't go to didcot anymore unless no alternative</p> <p>Travel change: No</p>

<p>(55) Local resident, (Mongewell, Carmel terrace)</p>	<p>Object – Will make journeys long. Will increase pollution with slow driving cars. No one sticks to 20 mph limit as witnessed when driving through villages at 20 by time leave village huge queue of cars behind me. I do think the very centre of Wallingford round market square should be 10mph as so many people walk in the road. Up by Fugro on Hithercroft no one there drives at 30.</p> <p>Travel change: No</p>
<p>(56) Local resident, (Mongewell, Constitution hill)</p>	<p>Object – The RAC report is a good read, essentially blanket 20mph has little or no effect from 30, but you have to remember this is just an 'expensive' sign change. The 20mph zones that change the road layout, speed humps and other physical measures that are around schools and such places do have a positive effect on safety and I would support these initiatives https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/</p> <p>There are other reports that back the RAC reports findings So I will object to the blanket imposition of a 20 mph</p> <p>Travel change: No</p>
<p>(57) Local resident, (North Stoke, Wallingford Road)</p>	<p>Object – The 20 mph limit is in my opinion too low. 30 mph was adequate for many years. Any person who is going to break the 30 mph limit will always break the 20 mph limit. I live in North Stoke where a 20 limit is already in place and it does NOT work. Please think again before converting the remainder of the streets concerned to the lower limit. More attention should be given to the people who continually break the limits.</p> <p>Travel change: No</p>
<p>(58) Local resident, (,)</p>	<p>Object – I'm astonished by the waste of public funds, this will do little except prevent working people going to work. Object!!</p> <p>Travel change: No</p>

<p>(59) Local resident, (Shillingford, Wallingford road)</p>	<p>Object – Unenforceable, makes little to no difference really, money could be better used elsewhere</p> <p>Travel change: No</p>
<p>(60) Local resident, (South Moreton, Hithercroft)</p>	<p>Object – I object to blanket 20 miles an hour, I agree to lower speed limits in certain area, I.e. school roads and housing estates, not on roads in and out of town, 30mph is acceptable on those main roads where in some places there is no housing.</p> <p>Travel change: No</p>
<p>(61) Member of public, (Thatcham, Hollands)</p>	<p>Object – Changing a road from 30 to a 20 will not make it's safe due to people not sticking to the speed limits due to becoming inpatient</p> <p>Travel change: No</p>
<p>(62) Local resident, (Wallingdord, Wyndham Gardens)</p>	<p>Object – The current 20mph are in sensible places in the town and I do not see the need to change/extend those areas.</p> <p>Travel change: No</p>
<p>(63) Local resident, (Wallingdord, High road)</p>	<p>Object – It doesn't work.</p> <p>Travel change: No</p>
<p>(64) Local resident, (Wallingford, Barley close)</p>	<p>Object – There is no justification for slowing traffic on roads that are perfectly safe. The 20mph is little more than insane virtue signalling by Oxfordshire councillors.</p> <p>Travel change: No</p>

<p>(65) Local resident, (Wallingford, Barley close)</p>	<p>Object – Money should be spent on infrastructure and fixing roads</p> <p>Travel change: No</p>
<p>(66) Local resident, (Wallingford, Bellamy way)</p>	<p>Object – There seems little point in reducing the limit. There was hardly a rash of serious accidents in and around wallingford. Those that deliberately speed eg 35 and above and above will continue to do so in the 20 zones, Those that may inadvertently creep up to 22-23 may get tickets.</p> <p>This whole 20mph thing seems to be expensive, unnessaey, overkill.</p> <p>Cars are not designed or tuned to run nicely at 20mph tjeey may be throwing out more pollution than before</p> <p>Travel change: No</p>
<p>(67) Local resident, (Wallingford, Blue Mountains)</p>	<p>Object – It won't slow down traffic. If people are already doing more than 30, how will 20 make any difference?</p> <p>Travel change: No</p>
<p>(68) Local resident, (Wallingford, Borough Avenue)</p>	<p>Object – slower traffic means more pollution cars will need to be travelling longer to get where they're going to 20mph will just redirect car drivers to other routes for example 20mph on St John's Road will mean people using Borough Ave/ Charter way as a cut through meaning heavier traffic on an already busy road</p> <p>People will speed on faster roads as the 20mph will slow them down causing longer travel time</p> <p>Lower speeds do not reduce accidents</p> <p>Travel change: No</p>
<p>(69) Local resident, (Wallingford, Brentford close)</p>	<p>Object – He should be left at a 30 mph limit, is there any evidence that 30 has been a problem?.</p> <p>Travel change: No</p>

<p>(70) Local resident, (Wallingford, Brookmead Drive)</p>	<p>Object – There is conflicting evidence that 20mph speed limit reduces road traffic accident and injuries and it will actually increase pollution as most cars have to drive in 2nd gear rather than 3rd. Thames Valley Police recommends against imposing too many 20mph as they are unenforceable and I quote “If the speed limit is not accepted as realistic , it will quickly be abused”. There are places where 20mph is justified (eg town centre or outside schools) but some people choose to drive carelessly and a 20mph sign isn’t going to deter them. The unjustified 20mph speed limit being imposed by a few ideologues against the people’s will is part of an extremist movement against car driving and freedom. The public does not want it and it has no place in a democracy.</p> <p>Travel change: Other Like most other motorists, I will not respect the 20mph speed limit where I consider it is not justified</p>
<p>(71) Local resident, (Wallingford, Brookmead Drive)</p>	<p>Object – OBJECT, OBJECT,OBJECT. The is no evidence that blanket 20mph zones make the roads safer - many have now been removed in Wales. OCC want a blanket because it's easier and cheaper for them to impose. Compromise by supporting lower speed limits around schools? Quoting protecting the vulnerable is scaremongering. Wallingfordians DO NOT want a it!!</p> <p>Travel change: No</p>
<p>(72) Local resident, (Wallingford, Cherwell)</p>	<p>Object – The RAC stated that there was little or no evidence that a speed reduction improved safety.</p> <p>Travel change: No</p>
<p>(73) Local resident, (Wallingford, Children Crescent)</p>	<p>Object – Town centre and by schools yes main roads in and out no.</p> <p>Travel change: No</p>

<p>(74) Local resident, (Wallingford, Chiltern Crescent)</p>	<p>Object – Reading Road/Wantage Road with parked cars making them Oneway roads are difficult enough to travel as it is. If cars take longer because of lower limit to clear those parked cars, it will be even more difficult/longer to wait, and more cars will tailgate through. Castle Street/Shillingford Road is too long a stretch, if cars don't stick to 30 they will NEVER stick to 20. 30 on the main routes should be encouraged with speed indicators that show the cars registration number and the speed they're travelling at. 20 on housing estates is acceptable, like Charter Way/Borough Avenue. Reducing speed limits to 20 Will NOT stop people driving a) because it is too dangerous to bike and b) public transport doesn't go at a time to suit or go where you need it to. People need their journey to work & back as hassle free as possible. Longer journeys mean longer time for pollution to take place.</p> <p>Travel change: No</p>
<p>(75) Local resident, (wallingford, Chiltern crescent)</p>	<p>Object – No evidence it makes road safer. Will increase congestion in the town.</p> <p>Travel change: No</p>
<p>(76) Local resident, (Wallingford, Clapcot Way)</p>	<p>Object – It's unnecessary and not required. People don't stick to the 20mph anyway so what good does it do? 20mph is too slow, I would avoid coming to Wallingford if this was put in place permanently</p> <p>Travel change: No</p>
<p>(77) Local resident, (wallingford, Coopers piece)</p>	<p>Object – I do not mind having a 20 mph around the schools in wallingford but not all around walllingord .</p> <p>Travel change: No</p>
<p>(78) Local resident, (Wallingford, Elizabeth road)</p>	<p>Object – These are just silly. Although you won't listen to the public opinion anyway. These are just to increase government revenue.</p>

	Travel change: No
(79) Local resident, (Wallingford, Elizabeth Road)	Object – I'm objecting to the proposal because it slows down journeys considerably and means rush hour is longer. Pavements are wide enough for pedestrians to commute safely. Travel change: No
(80) Local resident, (Wallingford, Empress Drive)	Object – No need - no risk on the roads proposed and traffic will build up Travel change: No
(81) Local resident, (Wallingford, Fir Tree Ave)	Object – There is no need for the reduction, when was the last person injured in a traffic accident Travel change: No
(82) Local resident, (wallingford, fir tree ave)	Object – there is no need. should only be 20mph around schools at certain times when children are on way in or out of school Travel change: No
(83) Local resident, (Wallingford, Fir tree avenue)	Object – Limited evidence that it actually works. Other towns now removing it due to build up of pollution and no effect on accidents. Waste of money. Use it on schools!! Travel change: No
(84) Local resident, (Wallingford, Glyn Road)	Object – Completely unnecessary. Volume of traffic in Wallingford means speeds are low anyway. Also the lower speed limits currently in place in town have caused more traffic build up

	Travel change: No
(85) Local resident, (Wallingford, Habitat way)	<p>Object – Dropping the speed limit means you'll be more focused on the speedometer and not the road, especially during school rush hours when kids walk in the roads.</p> <p>Travel change: No</p>
(86) Local resident, (Wallingford, Hanover Court)	<p>Object – The blanket 20mph scheme has been proven to be untenable in Wales where they are doing a u-turn on the policy. I have seen no evidence whatsoever that the pilot has improved road safety. Implementation of this proposed 20mph to the whole of Wallingford is nonsense for the following reasons: 1: people will not stick to these slow speeds meaning more overtaking / dangerous driving; 2. Trying to drive at 20 requires constant checking of the Speedo which means less concentration on the road / pedestrians; 3. No proof they actually work on a blanket basis - I support targeted use around schools but blanket enforcement will just make motorists less likely to stick to 20 in the most needed places; 4. The cost of signage for the scheme is money that would be better spent filling potholes on Wallingford's roads - The Hithercroft is dreadful to drive on. Please listen to common sense and do not waste tax payers money on this whim.</p> <p>Travel change: No</p>
(87) Local resident, (Wallingford, Hazel Grove)	<p>Object – Maintaining 20mph is a severe distraction, attention is better spent avoiding hazards. The next step will be to mandate a man walking in front of the vehicle with a red flag! Try getting people to look before they step onto the road and keep cyclists off of the pavements.</p> <p>Travel change: No</p>
(88) Local resident, (Wallingford, Hazel Grove)	<p>Object – It would cause further congestion in our town, not to mention an increase in emissions along these roads. I've noticed with the introduction of these 20mph speed limits that people become more reckless, which negates the implementation of them. The money is better spent elsewhere, such as fixing the roads, improving infrastructure for pedestrians, or cutting verges that block visibility next to give ways. I appreciate the 20mph zones in areas such as</p>

	<p>schools, however using these limits in inappropriate places prevents the effectiveness of these limits in these higher risk zones.</p> <p>Travel change: No</p>
<p>(89) Local Cllr (i.e. Town/Parish/District), (Wallingford, High Street)</p>	<p>Object – The roads included in this consultation are all towards the outside fringes of the town, where roads and pavements are wider, and pedestrian traffic much lower. There is no evidence from accident statistics that the present 30mph limits are not entirely adequate, This proposed reduction is pure political posturing</p> <p>Travel change: No</p>
<p>(90) As part of a group/organisation, (Wallingford, High Street)</p>	<p>Object – The present 20 mph limit area already covers almost all the appropriate areas. At present, only St. John's Road outside St. John's School needs a 20mph. All other extensions are unnecessary and unwanted. They cover wider roads towards the edge of the town, with lower pedestrian traffic and adequate pavements. For these 30 mph is already appropriate.</p> <p>Travel change: No</p>
<p>(91) Local resident, (Wallingford, High Street)</p>	<p>Object – Not enforceable and ignored by most drivers, especially those that are more risk adverse.</p> <p>Travel change: No</p>
<p>(92) Local resident, (Wallingford, High Street)</p>	<p>Object – The extension of the 20 mph speed limit would affect a main road into/out of town. It would be much better to enforce the existing 30 mph speed limit which is very often disattended rather than spending more money to set up signage that is going to be ignored.</p> <p>Travel change: No</p>

<p>(93) Rather not say, (Wallingford, High Street)</p>	<p>Object – The speeds in the town are fine, well below 30 so if we already self regulate, why do we need to waste money on lots.of new signs? Travel change: No</p>
<p>(94) Local resident, (Wallingford, King Henry Avenue)</p>	<p>Object – 20 mph limits are intended to highlight an area of special caution - 100 yards either side of a school, care home etc. - never inteded to be a blanket restriction. Where they have been implemented, pedestrians and cyclist take greater risks, hence the increase in casualty figures in London. https://www.msn.com/en-gb/cars/news/20mph-speed-limit-chaos-sees-33-casualties-per-day-in-london-despite-huge-rollout-of-slower-roads/ar-BB1pKqhS?ocid=winp2fptaskbarhover&cvid=fba24da32fab4ea9d0a717ab1426d724&ei=6 Travel change: No</p>
<p>(95) Local resident, (Wallingford, Meriden Court)</p>	<p>Object – Unnecessary. Wallingford had a very low accident rate when all roads were 30mph and the reductions are pointless and a waste of funds. Most people ignore them and drive over 20mph. They then also do this in the zones that used to be 20mph and it was actually required for safety, increasing risk overall Travel change: No</p>
<p>(96) Local resident, (Wallingford,)</p>	<p>Object – No need and it's too slow becoming dangerous in itself Travel change: No</p>
<p>(97) Local resident, (Wallingford, Old reading road)</p>	<p>Object – The 20mph limits are unwanted and not required for safer driving. There is limited or no public transport availability. The buses ignore it Travel change: No</p>

<p>(98) Local resident, (Wallingford, Portcullis Drive)</p>	<p>Object – With regard to the Reading Road it seems obvious to me that the speed limit should be reduced to 20mph, not only to reduce the pollution levels in the local area, but most importantly to improve road safety in this area that is heavily used by pedestrians. These pedestrians include a large number of school children who converge on the Reading Road from Portcullis Drive, Squires Walk, the Thames footpath, Winterbrook Lane and the Reading Road itself. In addition, there is a huge number of elderly, infirm and unwell people who use the main access to the hospital and the doctors' surgery, some of whom may be in a state of reduced concentration due to their health. There are also a substantial number of people who rely on the bus stops along the Reading Road, including a large number of children and people employed in the Hithecroft area.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(99) Local resident, (Wallingford, Priory mews)</p>	<p>Object – Waste of money and resources. Are accident rates and engine fumes really our biggest problems? Is there proof that reducing speed will even help enough for the cost implication? 20 mph is really slow and difficult to do. Can it not cause congestion by slowing down the flow, less cars through the lights, longer waits passing parked cars etc. It also undermines the significance of the existing 20 mph zones around the school and the centre.</p> <p>Travel change: No</p>
<p>(100) Local resident, (Wallingford, Radnor Road)</p>	<p>Object – The existing 20mph zones are sufficient. 20mph is too slow for the proposed stretches of road, which are straight, wide and unrestricted by obstacles e.g. parked cars. Pedestrians along these stretches are in no danger from 30mph traffic as there are pavements. A 20mph limit will make it difficult to safely overtake very slow moving vehicles such as cyclists where this is necessary. Where the speed is clearly too slow for the road drivers are forced to concentrate on maintaining the low speed taking their concentration off the road. This proposal is explicitly not being put forward in the name of road safety but rather to nudge residents away from using their cars which is not the council's job. The council's responsibility is to consider the provision of convenient and safe movement of motor vehicles and other traffic, and to facilitate the effective and safe passage of traffic. The proposed measures will have the opposite effect.</p> <p>Travel change: No</p>

<p>(101) Local resident, (Wallingford, Radnor Road)</p>	<p>Object – I can see no reason for the existing 30mph roads to be reduced to 20mph. This slower speed makes bunching up of traffic, causing more congestion .</p> <p>Travel change: No</p>
<p>(102) Local resident, (Wallingford, Reading Road)</p>	<p>Object – The current arrangement aligns with natural safe speeds for the roads concerned. The 'reasons' statement is too generic and unargued, as was the previous reasons statement for the original 20mph change (which I supported nevertheless).</p> <p>Travel change: No</p>
<p>(103) Local resident, (wallingford, roland close)</p>	<p>Object – No reason to reduce the outer wallingford roads only being anti motorist only to please inconciderant cyclists riding 2/3 abreast.If approved will you remove speed bumps on the wantage road,The 40mile limit through brightwell to didcot is an absolute joke.</p> <p>Travel change: No</p>
<p>(104) Local resident, (wallingford, roland close)</p>	<p>Object – I don't believe we need a blanket 20mph I think the current limits are sufficient. We don't have any body policing the limits so unless that happens, generally everyone does as they wish anyway. If we had better policing I would be in full agreement.</p> <p>Travel change: No</p>
<p>(105) Local resident, (Wallingford, Shillingford Hill)</p>	<p>Object – I can understand this 20mph in the town centre and the main residential roads of the town, but a blanket 20mph within the bypass and from the Shillingford Road is just ridiculous. A big part of my objection is the high cost of repainting the roads, fixing up so many more signs, and changing the details on speed awareness cameras (which still hasn't been done for the camera in Shillingford Hill - road signs say 20mph, camera is happy as long as you're doing less than 30mph - mixed signals!</p>

	<p>Travel change: Other No, because I have hip and leg problems, so have no choice other than to drive. And there are no buses along Shillingford Road any more, so I don't even have that choice!</p>
(106) Local resident, (Wallingford, Sinodun)	<p>Object – Wallingford had little to no speeding or accident concerns. Move the traffic through the town quicker will reduce emissions and prevent standstill's</p> <p>Travel change: No</p>
(107) As a business, (Wallingford, St George's road)	<p>Object – Waste of councils money!!!</p> <p>Travel change: No</p>
(108) Local resident, (Wallingford, St Johns Road)	<p>Object – Pointless, costly, and proven not to improve anything</p> <p>Travel change: No</p>
(109) Local resident, (Wallingford, St Johns Terrace)	<p>Object – Thirty is ample, driving at 20 is far too slow and doesn't help the environment, most roads are 20 especially where there is housing , but I do a lot of driving and I prefer 30 to 20 !!</p> <p>Travel change: No</p>
(110) Local resident, (Wallingford, St Martins Street)	<p>Object – A blanket approach does not work and other more effective measure like speed humps would serve as a deterrent where needed. This would unnecessarily snarl up towns and have a negative impact on traffic overall.</p> <p>Travel change: Other I would likely avoid the area due to added congestion and take my money elsewhere</p>

<p>(111) Local resident, (Wallingford, St Mary's Street)</p>	<p>Object – Increased pressure on police to enforce. Erodes compliance of 20mph by using a blanket application approach instead of targeting specific areas. Reduced compliance on limits leading up to the 20mph zone as people get used to speeding. Nationally unpopular, shown by the recent u-turn in Wales on blanket 20mph use. Increased emissions from cars travelling at lower less efficient speeds. Increased congestion as flow rates reduce through the town.</p> <p>Travel change: No</p>
<p>(112) Local resident, (Wallingford, St. John's terrace)</p>	<p>Object – Not good for environment, more pollution when driving slowly, happy with 30 rather than 20 and who is going to police new powers</p> <p>Travel change: No</p>
<p>(113) Local resident, (Wallingford, St. Johns Rd)</p>	<p>Object – I don't think reducing to 20 everywhere is really necessary. town center is reasonable, beside it's almost impossible going faster but for streets like Hithercroft or the one connecting to Shillingford, it's totally no sense. It will just incentivise overtaking that surely won't increase safety.</p> <p>Beside, if safety is the real concern here, I think road conditions should be a priority (foot path in particular).</p> <p>Travel change: No</p>
<p>(114) Local resident, (Wallingford, Station Road)</p>	<p>Object – I object to the wholly unnecessary extension of 20 mph limits to the outer reaches of the town where traffic needs to be able to progress at a sensible speed. There is no supporting evidence that this will be beneficial in terms of road safety - this just makes the lives of town residents and visitors harder.</p> <p>I object on the basis that there has been a complete lack of any serious attempt to understand the town's views and feelings with respect to 20 mph limits by any council - county, district or town.</p> <p>Travel change: No</p>
<p>(115) Local resident, (Wallingford, Station road)</p>	<p>Object – Waste of council money that could be put to better initiatives</p>

	<p>Travel change: No</p>
<p>(116) Local resident, (Wallingford, Trenchard Close)</p>	<p>Object – I am objecting to the inclusion of Hithercroft Road in the proposed expansion of a 20mph limit in Wallingford. Unlike the other roads included in the Draft Order currently being advertised, this section of road has no residential frontage - indeed very little frontage at all - and should not be treated in the same way. It is common for TVP's mobile Speed Enforcement van to be positioned along here to try to keep vehicles within the 30mph limit which suggests to me that trying to have drivers obey 20mph will be nigh-on impossible. More importantly, by having the 20mph limit start at the previously-approved location (just west of the Borough Avenue junction) it will highlight to eastbound drivers that they are entering into a different environment where there are more pedestrians and cyclists around</p> <p>Travel change: No</p>
<p>(117) Local resident, (Wallingford, Wallingford)</p>	<p>Object – There is no evidence to support the need of a 20mph zone put forward. Even if it is put forward, the Police and Crime Commissioner has said he has no additional resources to enforce it so it will be a waste of money that nobody follows. It WILL increase vehicle tailpipe emissions and noise from the roads as the vehicles will be in a lower gear. No impact assessment for these additional pollutants has been undertaken. The condition and state of roads in the local area is well below the National standard and expenditure on resolving these basic issues should be the priority before wasting money on "nice to do projects" even though they are badly thought out and likely to cause additional pollution.</p> <p>Travel change: No</p>
<p>(118) Local resident, (Wallingford, Wallingford)</p>	<p>Object – Fixing the roads is the safest thing you could do.</p> <p>Travel change: No</p>

<p>(119) Local resident, (Wallingford, Wantage Rd)</p>	<p>Object – 20mph around schools is logical, and it was possible to drive in the narrow town centre roads at over 20mph, most other roads leading in and out of the town have speed bumps and pot holes which reduce speed in any case. The additional cost of signage could be spent better elsewhere. Current 20mph road are distracting to drive on as eyes are on speedometer and not road, plus constant changing from 2nd-3rd gear, this also produces more air pollution. Having lived in Wantage Road for over 15 years the only accident I am aware of was a cyclist falling off due to a pot hole.</p> <p>Travel change: No</p>
<p>(120) Local resident, (Wallingford, Wantage Road)</p>	<p>Object – unnecessary waste of our money. there are already speed reducing bump not to mention all the potholes. They will be ignored like all the existising 20MPH zones. If you want to improve asfety on these roads force people off them and onto the bypass.</p> <p>Travel change: No</p>
<p>(121) Local resident, (Wallingford, Wantage road)</p>	<p>Object – There is no need to have 20mph in Wantage road. We have numerous sleeping policeman and it would be a waste of money to impliment. More immediate concern is to fix the existing pot holes many of which are in the cycle lane!</p> <p>Travel change: No</p>
<p>(122) Local resident, (Wallingford, Wantage Road)</p>	<p>Object – We live in the edge of Wallingford and want to support services, shops, leisure activities , theatre, cinema etc in Wallingford, but rely on a car (not carrying heavy shopping over a mile home). Reducing the speed along Wantage Road, which is a wide road with pavements, is already safe and desirable for walkers and cyclists. It has speed bumps and 30mph limit it does not need to be reduced further and penalise motorists. Such a move would make the town less desirable and encourage people towards Didcot. I do not believe that any decisions taken by Wallingford Town Council to initiate this scheme represents the views of the residents and those who run businesses in the town.</p> <p>Travel change: Other It will mean less frequent visits to the town and encumbered to go elsewhere for services and amenities.</p>

(123) Local resident, (Wallingford, Wantage Road)	<p>Object – First the plan is incorrect. The Shillingford road has already been reduced to 40mph(the 20, then 30 over the bridge - absolutely nonsensical). I object to the proposal as it will further dissuade shoppers to visit our beautiful town and support our amenities. The proposed 20MPH areas are wide roads with good safe footpaths and already limited to 30mph. Some have speed bumps too. This is unnecessary and unwanted.</p> <p>Travel change: No</p>
(124) Local resident, (Wallingford, Wantage Road)	<p>Object – Countless times I have stuck to 20mph around our area and get frustrated drivers behind me just overtake - which is even more dangerous.</p> <p>Travel change: No</p>
(125) Local resident, (Wallingford, Wantage Road)	<p>Object – The 20mph speed limit is a good idea in truly built up areas and around schools. Most of the roads identified for reducing the speed limit have good visibility and decent pavements. It is not necessary to impose further restrictions- which in themselves can cause harm in increasing harmful emissions. It will increase ‘ road rage’ from those who will ignore the change. It is difficult to maintain such a low speed without eyes constantly on the speedo, when they should be on the road. As cycles will not be subject to these restrictions drivers will need, as well as watching their speedo, to be watching for overtaking- and undertaking- cycles. Believe me, it does happen. Restricting these limits to where they are really needed will make them more likely to be observed by the majority.</p> <p>Travel change: No</p>
(126) Local resident, (Wallingford, Wantage Road)	<p>Object – ‘ - Waste of council money which could be put towards initiatives more beneficial to the town - Having lived in Wallingford my whole life - I have never felt that the speed limits were a safety concern - I don't see how reducing the speed limits around will encourage more people to walk/cycle around the time. The resource that would be committed to this could be used to develop infrastructure and launch initiatives which give people reason to use alternative modes of transport around town</p>

	Travel change: No
(127) Local resident, (Wallingford, Wantage road)	<p>Object – It's terrible idea, 20mph is far to slow for road traffic is often unachievable. All it ends up doing is slowing down traffic and clogging up the town with more vehicles. I'm a big cyclist and still think this is a ridiculous policy. It won't be adhered to anyway so there is little to no point in doing it. I've never heard of any traffic accidents in the town so it doesn't make sense as to why this needed. What's it going to be next, 10mph????</p> <p>Travel change: No</p>
(128) Local resident, (Wallingford, Wantage road)	<p>Object – Having lived in Wallingford all my life, as a pedestrian as much as a cyclist and a driver, having walked from the end of Wantage road into the town centre hundreds, if not thousands of times, I can honestly say that I believe 30 mph is the most suitable speed. Wantage Road used to have a 40mph limit which was too fast, with the fatality rate from accidents at that speed considerably worse than 30mph. 20mph is simply too slow, with only a slight decrease in fatalities. I often cycle at more than 20mph, yet now we considering driving at less than a fast cycle speed?! 20mph makes a lot of sense in narrow, central areas, or anywhere with a lot of footfall, especially around schools. But along wide open roads with sizeable pavements and speed bumps already in situ - no thank-you, it makes me wonder if the next step is horse and carts. It is painfully slow, it increases emissions in situ and increases wear on cars internals, it makes it harder for pedestrians to cross the roads because there are less gaps forming between the traffic. It encourages dangerous driving, with a greater number of overtakes happening because of the infuriating slower speed. We should be focussing our efforts/funding on better, separated cycle paths linking nearby towns and villages. We should aim to encourage more travel via alternative routes and methods to improve journey safety and cutting emissions.</p> <p>If, as a driver, you feel 30mph is too fast along larger roads leading out of a town, then perhaps you should seriously consider whether your reaction times are adequate for much faster driving elsewhere in the country. A hidden junction at 50mph is much harder to spot than a pedestrian in clear sight crossing from a pavement without looking properly. You should have your eye on a pedestrian and be ready to stop or move across in case they do anything untoward. Perhaps we should instead introduce mandatory driving test resits at 75 years of age?</p> <p>Making everyone's car journey 50% longer is not the solution to safer roads - it merely leads to division and resentment on the roads.</p> <p>Travel change: Other</p>

	No. New and improved cycle paths in and around and between towns and villages would though.
(129) Local resident, (Wallingford, Wantage Road)	<p>Object – I am objecting to the proposal to extend the 20mph speed limit down the Wantage Road in Wallingford. There are already speed bumps on this stretch of road and sufficient speed limit in place (30mph) that are already achieving the stated aims of this scheme - notably safety. According to the link provided on the county website to CrashMap there have be no incidents along this stretch of the Wantage Road (the website data covers 1999 - 2022). Furthermore, the location of the Wantage Road is close enough to the amenities of Wallingford that there would be no change in the use of transport by local residents. Those that can, do walk into Wallingford instead of driving. The traffic flow of those on the Wantage Road is largely through traffic of Wallingford (so unlikely to change their form of transport) or indeed those picking up from Fir Tree School, in which case those that can walk, already do. To implement a 20mph on the Wantage Road would simply be using local funds that could serve the community better, elsewhere, indeed for a 20mph where the needs and benefits are significant instead of here where at best they are minimal. In its current form, should this proposal be pushed through on the Wantage Road it would be a sloppy use of funds and demonstrate a lack of understanding of this particular road in Wallingford.</p> <p>Travel change: No</p>
(130) As a business, (wallingford, whiteley road)	<p>Object – I dont believe its necessary , will cause more traffic jams and increase levels of emissions in and around the area</p> <p>Travel change: No</p>
(131) Local resident, (Wallingford, Why would I tell you my road and postcode -- you don't need to know !)	<p>Object – It is a foregone conclusion that you will enforce these crackpot plans , irrespective of the wishes of the general public ,who do not have their heads engaged in rectal investigation ! Has it not occurred to any of you that lower gears mean higher exhaust gases ? Lower gears means more fuel burned , which in turn raises the cost of living . The atmosphere is polluted enough without you adding to it ! There was a time when people used their common sense and looked both ways before crossing the road . Cyclist already think they rule the roads -- totally ignoring red lights and all other traffic . The wearing of spandex tights etc does not make them fire-proof ! You should all take a step back and look for other ways of resolving this so called problem Oxford is becoming a no-go area and you are not helping it . You are trying to make Wallingford a place to be avoided and all for the sake of ego-polishing by a few insignificant councilors trying to make a reputation for themselves !!</p>

	Travel change: No
(132) Local resident, (Wallingford, Wilding road)	Object – 20mph limits should only be applied within town centre and residential built up areas. Travel change: No
(133) Local resident, (Wallingford, Wood Street)	Object – Unenforceable and unlikely to reduce average speeds by significant margins. Will also increase congestion. Drivers will be unlikely to follow this limit Travel change: No
(134) Local resident, (Wallingford, Wood Street)	Object – All these 20mph speed limits do is aggravate locals like me, they increase journey times, make us constantly late for things and I am sick and tired of this country's overly-cautious, risk-averse politically correct attitude to, well, everything. I don't care about all the no-doubt wonderful arguments you have as to why this is a good thing, you know as well as I do that these 20mph zones are about as popular as a colonoscopy. Not that I expect people like you to take a blind bit of notice of what a local resident like me has to say. You don't care and don't pretend otherwise. If this goes to Andrew Gant, that dictatorial bully will do whatever he thinks is necessary to push through his own agenda and make it law. The man needs to be removed. He is a classical musician, how is he in any way qualified to speak on transportation issues? If this gets implemented it will just be another sign that the government is not interested in the will of the people and will entrench the position that it is them versus us. Travel change: No
(135) Local resident, (Wallingford, Wood street)	Object – The proposed amendments include the main routes in and out of the town on wide roads where it is not appropriate to reduce to 20. Winterbrook in particular already suffers from poor traffic and limiting to 20 will only exacerbate this. Much better to remove the on street parking here that causes so much trouble. Travel change: No

<p>(136) Local resident, (Wallingford, Allnatt Ave)</p>	<p>Object – The speed limits are fine within town but the other suggested routes are not. It's too slow</p> <p>Travel change: No</p>
<p>(137) Local resident, (Wallingford, Allnatt Avenue)</p>	<p>Object – Although I live in Wallingford I find 20mph zones hugely frustrating to drive through. I do understand why they have been introduced. It's also worth noting that for example with the road that leads from the bridge to the crowmarsh roundabout not many cars actually follow the 20mph and instead do 30mph. I think if more 20 mph zones are introduced then the best way to make sure this is adhered to is to have speed cameras in place</p> <p>Travel change: No</p>
<p>(138) Local resident, (Wallingford, Barley Close)</p>	<p>Object – Large areas of Wallingford were previously already restricted by speed bumps, on street parking, and multiple road works from an ongoing lack of investment in local infrastructure, ridiculously frequent burst water mains etc.</p> <p>While I have read the Statement of reasons, it would appear that the real reasons are somewhat clouded and guided by one person, whose own area is conspicuous by its lack of these imposed limits, rather than based on residents wishes.</p> <p>Indeed , previous consultations in Oxfordshire have been against these proposals, yet the results were totally disregarded.</p> <p>I previously objected myself, and those objections were ignored.</p> <p>This experiment did not work in Wales, and research shows little gain by adopting this limit https://jech.bmj.com/content/77/1/17.</p> <p>The proposal will not move traffic out of town as claimed, the bypass has had its speeds reduced to the point it is no longer able to fulfil its role as a bypass, it is quicker to go through town for many journeys, so these speed restrictions have had exactly the opposite effect of moving traffic out of town.</p> <p>Traffic will instead sit for longer in the town centre, raising pollution levels, not reducing them.</p> <p>The claim that Sat Nav will direct traffic elsewhere is laughable.</p> <p>The majority of motorists who cause road accidents, in general, are speeding or not driving with due care and consideration, unfit to drive, or under the influence of drugs or drink.</p> <p>Changing the speed limit to 20mph will not deter or impact those people in the slightest.</p> <p>20mph zones have been shown to increase driver frustration, leading to more aggressive driving which leads to accidents.</p>

	<p>A 20mph zone outside schools, hospitals, GP surgeries are sensible. A blanket speed restriction is not. If you truly want to reduce traffic in Wallingford, stop granting planning permission to whichever housing contactor waves enough money at you for ridiculously large housing estates lining the bypass that; a) add enormously to the amount of traffic and pollution, and b) cause the speed on the bypass to be gradually eroded. It seems it's only a matter of time before you attempt to make that 30 or 20mph as well.</p> <p>This is a problem of your own short sightedness,</p> <p>The 20mph blanket restriction in Wallingford will make my, and everyone else's, journeys longer, causing more pollution and traffic queues with no significant proven benefits so far as reduction of fatalities and serious injuries, and at a substantial cost to us, the public.</p> <p>No, no, no.</p> <p>Travel change: No</p>
(139) Local resident, (Wallingford, Barley close)	<p>Object – Whilst certain parts outside schools should be 20mph especially during school times. Blanketing an entire town with a limit that no one will adhere to and being supported by a Green councillor who is anti car is ridiculous. You can't get people to stick to the 30 mph limit which is reasonable for the roads proposed.</p> <p>Travel change: No</p>
(140) Local resident, (Wallingford, Barley Close)	<p>Object – I support a 20mph limit in areas that represent the greatest risk of incidents, such as in the vicinity of schools or the town centre. When used appropriately these limits will increase safety at the places where it is most critical. However when used as a blanket restriction, people are less inclined to follow them as it is perceived as inconvenient and frustrating. As a result the intended benefits are lost. Additionally I have seen, first hand, multiple instances of increased dangerous driving where people aggressively tailgate or overtake motorists who are abiding by reduced speed limits (Shillingford Road is particularly bad for this).</p> <p>As a cyclist, I am very keen to ensure we have safe roads for the most vulnerable, however this has to be implemented intelligently in order for it to be effective</p> <p>Travel change: No</p>
(141) Local resident, (Wallingford, Barncroft)	<p>Object – I have a number of reasons for objecting:</p>

	<p>1. My strong objection is as a daily cyclist, driver and walker, the roads in Wallingford are in a dreadful state of repair, and highly dangerous. The potholes, and flaws in tarmac, mean that cycling is now a high risk venture, cars understandably swerve, are damaged, as also do many cyclists. I have grandchildren, I would never take them on Wallingford roads on their present condition. The fix my street looks like a war zone, with many reported holes being over 3 months old.</p> <p>2. Grass verges have not been cut, this year. I challenge any “good” driver or cyclist to negotiate safely many of the junctions, and inexperienced drivers, or children on bikes stand no chance. It makes no logic, or common sense, to prioritise investment in 20mph signs and road markings, when road conditions have been allowed to deteriorate in such a way.</p> <p>3. Take the Station/Wantage road. There are already sleeping policemen to help manage speeds, and the “allowed car parking “ means that there are already real prohibitors of too fast speeds. Please don’t waste monies, whether central or local, on schemes which are not required. Fixing the roads properly will be the best contribution to road safety by far.</p> <p>Travel change: No</p>
(142) Local resident, (Wallingford, Blackstone Road)	<p>Object – Blanket 20 limit is not needed. Put it where it is beneficial (around schools), not everywhere.</p> <p>Travel change: No</p>
(143) Local resident, (Wallingford, Bosley cres)	<p>Object – 20mph limits are very silly, nobody does the speed anyway, I think 30mph is much better.</p> <p>Travel change: No</p>
(144) Local resident, (Wallingford, Brookfield Close)	<p>Object – No nessary as the number of accidents is minimal</p> <p>Travel change: No</p>
(145) Local resident, (Wallingford, Brookmead drive)	<p>Object – It is unnecessary, a waste of money that could be better used. We currently have little or no children's services for example, the roads are not fit for purpose in many areas, the grass verges not properly maintained, so I'm not sure why the 20 mph are such a high priority. The 20mph zones encourage people to switch off their attention</p>

	<p>which is the opposite of what is required of a safe driver. We cannot legislate for every part of our human behaviour. In many places it is completely unnecessary, and in places where 20 mph is appropriate, it's obvious - you wouldn't be able to drive any faster. This will not prevent people who drive unsafely from driving unsafely - they will not take notice of a sign. Please can we spend our hard-earned money on other highly important issues. This is a waste of tax money.</p> <p>Travel change: No</p>
(146) Local resident, (Wallingford, Clapcot Way)	<p>Object – While I fully support the 20mph limit around schools, in the centre of town, and where there are numbers of pedestrians, extending it to relatively wide straight roads in this way is patently ridiculous. There is no significant issue with accidents on these roads, the limits will only increase pollution and driver frustration, and will likely be ignored by the majority of drivers in any case. Its notable that the blanket limit in Wales is beginning to be rescinded for these sorts of reasons. There has been no evidence that reducing the limits on these feeder roads will do anything to improve life for anyone, and will merely inconvenience a significant number of people for the sake of a politically correct box ticking exercise. I strongly object to the proposals for these reasons.</p> <p>Travel change: Other It will not affect my transport choices, but it will frustrate and delay the necessary journeys I make along these roads</p>
(147) Local resident, (Wallingford, Coopers Piece)	<p>Object – No need for this!</p> <p>Travel change: No</p>
(148) Local resident, (Wallingford, Croft Road)	<p>Object – Blanket 20 mph limits are not needed. Proper enforcement of 30 mph limits would be far more useful. Keep 20 mph for areas around schools and care homes etc</p> <p>Travel change: No</p>
(149) Local resident, (Wallingford, Croft Road)	<p>Object – Ineffective and dangerous) complacency , false sense of security. Takes too long to pass blockages</p> <p>Travel change: No</p>

(150) Local resident, (Wallingford, Croft Road)	<p>Object – These are main roads in and out of the town. The chances of a 20mph speed limit being adhered to are very unlikely. The limit is town town is mostly ignored now. It is incredibly costly, and the money could be spent elsewhere, improving the quality of or roads and fixing potholes.</p> <p>Travel change: No</p>
(151) Local resident, (Wallingford, Empress Drive)	<p>Object – There is no risk to persons on the roads in which the speed reduction is being proposed. Therefore reducing this speed limit will only cause a traffic build-up at peak periods and provide no benefit from a health and safety standpoint. This will then have a negative impact on the environment in the area having a large build-up of traffic.</p> <p>Travel change: No</p>
(152) Local resident, (Wallingford, Fir Tree Avenue)	<p>Object – I am a local resident & use my local roads as a pedestrian, cyclist, car driver & emergency vehicle driver. I think 20 mph speed limits have their place in certain locations but I don't believe that a blanket application is appropriate for all roads especially main roads that carry traffic in & out of town. I don't think people comply with the 20 limits & they make a mockery of the places where they are really needed & where I believe drivers will now be less likely to comply. In addition I understand that it has been shown not to work in Wales where many towns & villages are attempting to reverse the changes.</p> <p>Travel change: No</p>
(153) Local resident, (Wallingford, Fir Tree Avenue)	<p>Object – I agree 20mph is needed by schools but ridiculous to make it everywhere especially when there are wide pavements and sometimes a grassy area between the road and the pavement. I would be more on favour of having extra pelican crossings to help people cross in some places. The expense of having signage made and paint on the roads for the town centre is, a complete waste of money as the traffic lights stop you going fast through that area anyway with the amount of traffic in Wallingford these days with all the extra housing. I cannot remember the last time I went straight through on green in the town centre.</p>

	Travel change: No
(154) Local resident, (Wallingford, Fir Tree Avenue)	Object – 20mph only needed near schools or where there isn't a pavement which Wallingford have everywhere. Ridiculous in town centre as with 4way traffic lights you can't get to 10mph let alone 20. complete waste of money on signage etc which could be better spent. Put in a couple of extra zebra crossings if needs be. Travel change: No
(155) Local resident, (Wallingford, Fir tree avenue)	Object – Not needed Travel change: No
(156) Local resident, (Wallingford, Fir tree avenue)	Object – There are near to no accidents around Wallingford so making the speed limit 20 will only cause more disobedience and speeding. Travel change: No
(157) Local resident, (Wallingford, Fraser Gardens)	Object – I object to the widening of the 20mph plan. We had this in the previous area I lived it and it does not work 30mph roads should not be changed. The money spent on new signage etc would be better spent on fixing the crumbling roads and pavements which are a serious danger to all using them Travel change: No
(158) Local resident, (Wallingford, Goldsmiths Lane)	Object – A total waste of money which could be better spent. Ignored by all. Travel change: No

<p>(159) Local resident, (Wallingford, Habitat way)</p>	<p>Object – I don't understand how this would make a difference / encourage people to take other modes of transport. Reducing the speed limits would frustrate people more and cause more accident s</p> <p>Travel change: No</p>
<p>(160) Local resident, (Wallingford, Hambleden Drive)</p>	<p>Object – Existing 20mph limits are rarely adhered to. No one polices or enforces them.</p> <p>Travel change: No</p>
<p>(161) Local resident, (Wallingford, High Street)</p>	<p>Object – There have been NO attempts to ensure that this is policed with the result that the High Street is treated like a Formula One Speedway by many drivers from the Waitrose lights to the Bridge! Speed bumps or Cameras would make more sense than extending what is already ignored.</p> <p>Travel change: No</p>
<p>(162) Local resident, (Wallingford, High street)</p>	<p>Object – 20 mph limit will cause more accidents than it will solve! Spend the money on fixing the roads and make them safer for Cars & Cyclists!!</p> <p>Travel change: No</p>
<p>(163) Local resident, (Wallingford, High Street)</p>	<p>Object – I don't think is necessary to extend the 20 mph limit to other area of town, apart for the town centre.</p> <p>Travel change: No</p>
<p>(164) Local resident, (Wallingford, Hithercroft)</p>	<p>Object – Because Oxfordshire is being ruined by 20mph limits They are ridiculous. I understand by schools or hospitals but nowhere else . Driving at 20 is too slow for 3 gear and too fast for 2nd . It cannot be good for environment either ! The whole 20 mph across county should be scrapped</p>

	Travel change: No
(165) Local resident, (Wallingford, Hithercroft)	Object – It's unrealistic especially when cycles do over 20mph. Also has an impact on vehicles running at such low speeds. Travel change: No
(166) Local resident, (Wallingford, Imray Place)	Object – Driving at 20mph takes a lot of concentration, rather than looking the road you are watching the speedometer. Slower cars is worse for the environment. Travel change: No
(167) Local resident, (Wallingford, Matildas Place)	Object – Already plenty of 20mph areas in Wallingford and I actually live on one. We definitely don't need to extend it any more. Travel change: No
(168) Local resident, (Wallingford, McMullan close)	Object – Bloody ridiculous to implement everywhere. I don't object to 20 limits in sensible areas like outside schools and centre of town, it's difficult and frustrating to actually drive so ridiculously slow everywhere and this is a blanket war on sensible motorists who can judge sensible speed to drive according to surroundings and conditions. I am a cyclist as well as a motorist and I hate having traffic barely being able to overtake me and holding me up on my bike too. This ridiculous proposal makes no difference to safety and must be stopped. Travel change: No
(169) Local resident, (Wallingford, Meriden Court)	Object – 20mph slows traffic down causing more cars to be in the town at the same time increasing emissions and congestion Travel change: No

(170) Local resident, (Wallingford,)	<p>Object – The suggestion that 20mph makes a difference to 30 is not backed by a huge amount of evidence. If the proposed 20 was outside a school, or drs, it would be more understandable; however you are choosing to blanket Wallingford with this 20 in the hopes it will slow drivers down. Realistically, with the number of parked cars on the side of roads, cyclists etc you very rarely can get over 30mph. Making the entirety of Wallingford a 20 will just increase congestion, and will likely increase the number of RTC’s due to people’s impatience and lack of concentration at lower speeds.</p> <p>Travel change: Divert around.</p>
(171) Local resident, (Wallingford,)	<p>Object – The original plan is sufficient for the town's current needs, as confirmed by expert advice during the existing consultation. Since the speed limits in pilot areas are largely ignored, adding more changes is pointless without first addressing this issue. The frequent speed limit changes are causing problems. It is wasteful for OCC councillors to spend money on repeated consultations to satisfy a small minority's request for further extensions. If experts, after verifying the data, have stated that additional measures are unnecessary, their advice should be listened to and heeded.</p> <p>This 2nd consultation is poor use of money, time all because a town clerk and county Councillor didn't respond in time for first consultation. There was no request in original consultation data to broaden either. On one hand you say you have limited budget on the other due to incompetence you waste money.</p> <p>Travel change: No</p>
(172) Local resident, (Wallingford, Norman way)	<p>Object – 20 MPH speed limit is unnecessary across the whole town. I agree with areas but not a blanket 20 MPH</p> <p>Travel change: No</p>

<p>(173) Local resident, (Wallingford, Radnor rd)</p>	<p>Object – Not good for roads out of town. Fair enough by schools</p> <p>Travel change: No</p>
<p>(174) Local resident, (Wallingford, Radnor Road)</p>	<p>Object – I don't believe that the 20mph speed limit addresses any need that is currently active in the town. It will serve no purpose other to bunch up cars, leading to potentially more accidents than we currently experience. A pointless exercise.</p> <p>Travel change: No</p>
<p>(175) Local resident, (Wallingford, Radnor Road)</p>	<p>Object – There is no solid proof these limits have improved accident rates and some councils are now removing 20mph due to the fact it's slowing towns to a stand still and the pollutione els are rising. Plus it's a pointless exercise as minimal people abide so in turn a waste of council money</p> <p>Travel change: No</p>
<p>(176) Local resident, (Wallingford, Rowland close)</p>	<p>Object – Unnecessary and produce more dirty air in town due to people being in town in their car longer</p> <p>Travel change: No</p>
<p>(177) Local resident, (Wallingford, Rowland Close)</p>	<p>Object – No statistics to back up claims reduce accidents etc in these areas. Fully support 20mph around schools but not wider roads. Journeys by public transport already take longer than 5 years ago which does not encourage less car use and 20mph limits increase journey times again.</p> <p>Travel change: No</p>
<p>(178) Local resident, (Wallingford, Rowland close)</p>	<p>Object – Stupid unnecessary idea that hides the importance of real slow driving areas like schools</p> <p>Travel change: No</p>

(179) Local resident, (Wallingford, Saxon Close)	<p>Object – This implies further restrictions and stresses onto drivers unnecessarily. Collisions with pedestrians should be focused more on preventing and educating correctly how pedestrians should be behaving in traffic, rather than primarily focusing on the end result after an impact has occurred. Virtually any impacts are not going to end well, so rather focus on avoiding them happening in the first place.</p> <p>Travel change: No</p>
(180) Local resident, (Wallingford, Sovereign Place)	<p>Object – This is being implemented without any actual data on how 20mph limits will improve things. Figures seem to state there has been no severe accidents within Wallingford for the past 25 years involving motor vehicles. As a result I cannot see why this needs improving. Data taken from the blanket roll out of 20mph speed limits within Wales show a decrease in minor accidents but more importantly an increase in severe accidents. This along with the TVP suggesting they will not enforce these limits makes it impossible to understand why the council feels they need to spend large amounts of taxpayers money on such follies.</p> <p>Travel change: No</p>
(181) Local resident, (Wallingford, St George's road)	<p>Object – Waste of council's money</p> <p>Travel change: No</p>
(182) Local resident, (Wallingford, St Georges road)	<p>Object – It's a total waste of time, creates more pollution and most drivers break the 20mph limit anyhow</p> <p>Travel change: No</p>
(183) Local resident, (Wallingford, St John's Road)	<p>Object – Absolutely not needed. I rarely find anyone in support of the 20 mph limit other than by schools etc. The 30 mph limit which has been in existence for years with NO issues is now being replaced with a 20 mph limit that is just</p>

	<p>not needed, basically a proposal set up by the anti car lobby on the Council. Put it to a town referendum and make sure over 50% take part.</p> <p>Travel change: No</p>
<p>(184) Local resident, (Wallingford, St John's Road)</p>	<p>Object – A blanket 20mph is both impractical and unnecessary. As I said in my previous response to the last survey, whilst I absolutely do not condone speeding, there has to be an allowance for common sense and keeping these lower limits to riskier areas such as outside schools, hospitals etc. I would prefer that the high monies required to implement such a scheme is put to other urgent areas that currently negatively impact on road safety - I am constantly appalled by the state of our road signs!! Many are unreadable due to being obscured by overgrown hedgerows or are filthy dirty or damaged in some way. Just take a journey to Didcot, Oxford or Reading and note how many signs or warning chevrons are not clearly visible as a result of these issues! I would say that that was a far more pressing concern than imposing a blanket 20mph speed restriction across town where the vast majority of drivers are appropriately cautious while driving through the town.</p> <p>Travel change: No</p>
<p>(185) Local resident, (Wallingford, St Johns)</p>	<p>Object – 30 is fine for hithercroft road. There are very few houses and no schools</p> <p>Travel change: No</p>
<p>(186) Local resident, (Wallingford, St Mary's Street)</p>	<p>Object – It's far too slow, annoying and difficult to maintain such a low speed. 20 mph roads should be very limited to places where there is a lot of foot and cycle traffic or near schools. These limits should be used sparingly.</p> <p>Travel change: No</p>
<p>(187) Local resident, (Wallingford, St Nicholas)</p>	<p>Object – I feel it is not necessary.</p> <p>Travel change: No</p>

<p>(188) Local resident, (Wallingford, Station road)</p>	<p>Object – Cannot see a reason Travel change: No</p>
<p>(189) Local resident, (Wallingford, Station Road)</p>	<p>Object – I think it's unnecessary as a blanket 20mph limit. It's necessary outside schools but it's not elsewhere 30mph works fine Travel change: No</p>
<p>(190) Local resident, (Wallingford, Thames st)</p>	<p>Object – Unnecessary Travel change: No</p>
<p>(191) Local resident, (Wallingford, The street)</p>	<p>Object – They are know good you don't what any cars on the roads Travel change: No</p>
<p>(192) Local resident, (Wallingford, Trenchard Close)</p>	<p>Object – I am strongly opposed to 20mph restrictions except in specific places (outside schools and hospitals, for example). The current situation of reducing speed limits just about everywhere means we all spend longer in cars, going more and more slowly (for example, the A4130 from Great Western Park to the A34 - a long, straight, wide road, with a 40mph limit). These increased driving times must increase pollution (cars rev more at 20mph than 30mph, as it sits on the cusp of two gears). In addition, a study of a 20mph zone in Belfast over 3 years showed no discernable effect on on speed, casualties or traffic volumes (7 cars per day difference is quoted in the study). https://jech.bmj.com/content/77/1/17 "A 20 mph speed limit intervention implemented at city centre scale had little impact on short- or long-term outcomes for road traffic collisions, casualties and speed." Travel change: No</p>

(193) Local resident, (Wallingford, Trenchard Close)	<p>Object – The existing 20 mph within the centre of Wallingford is sensible, and I supported that. However, the current extension wider is not required and is slowing down journeys for local residents. Rolling out 20 mph "for the sake of it" is an arrogant and unhelpful position, and results in bad will from motorists towards the council.</p> <p>Travel change: No</p>
(194) Local resident, (Wallingford, Wallingford)	<p>Object – Largely pointless waste if taxpayers money. Majority of traffic doesn't slow down and the concept of encouraging other firms if transport is nonsense, invest in cycle lanes and rural bus services if that is the objective</p> <p>Travel change: No</p>
(195) Local resident, (Wallingford, Wantage road)	<p>Object – Increases congestion (prime example is Nuneham Courtney which is more often than not bumper to bumper). This is very frustrating on daily commute and must be awful for residents who now have a constant stream of heavy traffic. Often end up doing 15 or less mph due to build up which is ridiculous and also often come to a virtual standstill leading up to the drop in speed limit as all the traffic is backed up. . Money could be put to much better use. As a driver I find myself more likely to become distracted/ switch off when driving at a snail's pace and I have become an angry driver. I used to like driving but just find these 20mph frustrating and ridiculous.</p> <p>Travel change: No</p>
(196) Local resident, (Wallingford, Wigod way)	<p>Object – Makes no difference should only have 20 speed limit outside schools.</p> <p>Travel change: No</p>
(197) Local resident, (Wallingford, Winterbrook)	<p>Object – It will only cause more congestion within the town. A 20m/h speed limit has proven to slow down the traffic within wallingford and other surrounding villages which is only polluting the area and longing the vehicle use on the roads.</p>

	Travel change: No
(198) Local resident, (Wallingford, Winterbrook)	<p>Object – Journeys by bus will be even less attractive than they are: Through routes should not be subject to 20mph restrictions in my opinion. If safety is a concern then enforce existing 30mph limits. If pollution is a concern then stop building new houses without new road infrastructure & close local gravel pits.</p> <p>Travel change: No</p>
(199) Local resident, (Wallingford, Winterbrook)	<p>Object – 20mph is far to slow. 20mph zones should only be used near a school zone.</p> <p>Travel change: No</p>
(200) Member of public, (Wallingford, Wormald Road)	<p>Object – Wales is reversing it's expansion of the 20mph limit, it is very hard to keep at 20mph, so drivers spend more time looking at the Speedo than the road, this makes driving at 20mph more unsafe for pedestrians. The limit should stay at 30mph except for directly outside a school .</p> <p>Travel change: No</p>
(201) Local resident, (Wallingford (resident), McMullan close)	<p>Object – Increases traffic time through the town, it also increases congestion, making 5e town more unsightly and more polluted (cars pumping out exhausts take longer to get through town, increasing emissions). Other locations where these have been applied appear to have much more traffic present throughout much more of the day.</p> <p>Travel change: No</p>
(202) Local Cllr (i.e. Town/Parish/District), (Wallingford , town councillor, Station Road	<p>Object – Speaking to residents the view is town centre and schools yes 20mph. Other roads coming into Wallingford 30mph 20mph isn't policed and we haven't seen any insight on current 20mph.</p>

wallingford, like a race track)	Travel change: No
(203) Local resident, (Wallingford cholsey didcot, Wallingford road.)	Object – Lowering the speed limit is not the answer to safer roads. Road quality is however the biggest issue we face on the roads UK wide especially in my local area. Fix the roads trust people drive within the law. 20 or 30 you will still have dangerous drivers. All your doing is frustrating safe drivers and those your targeting are already breaking the law hence a lower limit will do nothing. Travel change: No
(204) Local resident, (Wallingford jungle thanks to the council!!, Fir tree)	Object – Council are useless!! Your trying to reduce speed but your leaving verges uncut for months making it difficult to see cars coming on the road! Let's get our priorities right! When u have enough money to do the basics , then u can waste it on this rubbish! Travel change: No
(205) Local resident, (Wallingford Oxfordshire, Wittenham close)	Object – It's not necessary and a complete waist of money Travel change: No
(206) As a business, (Wallingford, Oxon, Hithercroft)	Object – Utter waste of money and council resources pushed through on only ideological reasons and nothing to do about safety. Travel change: No
(207) Local resident, (Wallingford, Hurst close)	Object – I object to the further expansion of the 20mph speed limit in Wallingford. Whilst I support the use of 20mph zones outside of schools and in residential areas, I believe the access roads to Wallingford should be maintained at the current speed limits. It is my experience that 20mph limits are largely ignored if they are universally applied and unnecessarily inconvenience drivers. To encourage cycling the council should invest in infrastructure (i.e. segregated cycle lanes between the villages) , rather than reducing the speeds of cars to "cycling speed". The council; will also

	<p>need to make decisions on each roads individual merit - why sis the Cholsey straight 60mph (unsuitable) and the Shillingford road 40mph (too slow). In short, it needs careful consideration and not a blanket roll out</p> <p>Travel change: No</p>
(208) Member of public, (Wantage, Wantage)	<p>Object – The idea is purely idiotic but there are a huge number of idiots supporting 20 speed limits in the country absolutely moronic</p> <p>Travel change: No</p>
(209) Member of public, (Warborough,)	<p>Object – I believe 20 mph limits should be imposed on specific justifiable locations rather than a blanket as many places are perfectly safe with a 30 and slowing only wastes drivers time and increases frustration</p> <p>Travel change: No</p>
(210) Local resident, (Warborough, Thame Road)	<p>Object – Nationwide surveys demonstrate that signed only speed limit reductions from 30mph to 20mph result in average in just a decrease in 85th percentile speed of 1mph. There is not evidence to support a zero accident rate if traffic speeds are reduced from 30mph to 29mph.</p> <p>The extensions you are proposing are already well supported with speed limiting natural and enforced obstacles (speed humps). It is a waste of money to also change these to 20mph, it will only slow traffic, cause jams and annoy drivers resulting in dangerous overtakes. We have all been subject to drivers hot headed maneuverers when presented with a pointless reduction in speed and a driver actually sticking to the 20mph limit.</p> <p>Travel change: Other</p> <p>I will avoid shopping in Wallingford and using any of the amenities</p>
(211) Local resident, (Winterbrook, Reading)	<p>Object – The speed limit of 30mph on the Reading road is not policed. Nobody takes any notice of it . Therefore 20mph is a total waste of time and money. Save the money and do a proper job and fill in the dozens of potholes and redo the path which floods every time it rains. As usual a complete waste to money.</p> <p>Travel change: No</p>

<p>(212) Member of public, (Woodcote, where some of these 20mph idiotic measures have been put in place, Lackmore Gardens)</p>	<p>Object – There is no safety or environmental reason to impede or restrict the travel of a private individual. Restricting travel could negatively impact local business. 20mph restrictions proved to be a disaster in Wales. Many of them are being rolled back.</p> <p>Travel change: No</p>
<p>(356) Local resident, (Wallingford)</p>	<p>Object – I previously stated that Winterbrook Lane as a single track road should be 20mph, I agree that proposal, and it is a pity my last comment was not acted upon.</p> <p>However I object to the proposed reduction in speed along Hithercroft Road and Castle Street. Both of these streets are wide and with no obvious dangers given their straightness and segregated paths.</p> <p>I regularly use both and they function well at present and are not unpleasant to use. Given this the stated aims of the proposal will not be better achieved by a lower speed limit. The way these roads function now does not off put either pedestrians or cyclists.</p> <p>There is no need for lower speed limits here, and providing such lower speed limits is more likely to encourage speeding on other roads so as drivers may make up lost time.</p> <p>Cars have never been safer. Driving aids have never been as good. These things are getting better not worse. 20mph cars still cause accidents. Quiet moving cars that don't generate noise are not proven to be safer.</p> <p>I also object to the increased journey time that these moves will make not just for me but for everyone which will increase the costs burden and effectiveness and efficiency of the local economy.</p> <p>Please do not reduce limits on Hithercroft Road or Castle Street.</p>

<p>(355) Email response, (unknown)</p>	<p>Object – It is all well and good to propose these changes BUT who is going to enforce the new limits?? Currently, I have not seen any measures to ensure the existing limits are adhered too. This whole thing could be a complete waste of money and time.</p> <p>I am sorry to be negative but without enforcement this is just pie in the sky.</p>
<p>(357) Email response, (unknown)</p>	<p>Object – I do not think it necessary to extend the 20mph zone. If people keep to 30mph,as most people do the existing speed limit if sufficient. The effect on out frequent bus services will be bad and should be taken into account.</p>
<p>(213) Local resident, (Cholsey, Wallingford Road)</p>	<p>Partially support – I believe that partial 20mph could be enforced such as in the town square, on residential roads and such. I do believe there are some areas that simply don't need 20 and some that do so care should be taken to distinguish which! A blanket may be a mistake</p> <p>Travel change: No</p>
<p>(214) Member of public, (Cholsey,)</p>	<p>Partially support – I support the 20 miles in the town centre, but object to it on the outskirts</p> <p>Travel change: No</p>
<p>(215) Local resident, (Cholsey, Ilges lane)</p>	<p>Partially support – I think it would me better to spend the budget on road repairs . The road surface and cycle lanes full of debris s d detritus remain a risk to cyclists whatever the speed of the cars.</p> <p>Travel change: No</p>
<p>(216) Local resident, (Cholsey, Newlands Way)</p>	<p>Partially support – If it's not policed, which it won't be because there aren't enough police, then it's a waste of money</p> <p>Travel change: No</p>

<p>(217) Local resident, (Wallingford, St Georges Road)</p>	<p>Partially support – While understanding the case for the extended 20mph zone, I strongly feel that simply changing the speed limits and displaying this with signs is insufficient to ensure that traffic follows this. There must be parallel changes to the street furniture and visual cues that ensure drivers are conscious of the changes, such as adding chicanes in the straight sections of roads (e.g. the proposed entry point to the 20mph zone along Castle Street, and the straight portion of Hithercroft Road by Lidl), by using raised streets level with the pavement (e.g. in the centre of Wallingford), by placing cycle lanes in the middle of road, rather than pushed to one side. Such visual cues are far more actionable and clear when driving than signage, which will ensure drivers do abide by the new rules. Moreover, they enhance the drivers' awareness, resulting in safer roads.</p> <p>Travel change: No</p>
<p>(218) Local resident, (Wallingford, Borough Avenue)</p>	<p>Partially support – I'm partially supporting but would fully support if I believed the 20mph speed limit would be enforced/policed - besides the roads at Hithercroft (which is regularly policed) and Wantage Rd (occasionally) I'm certain no other time of enforcement on any roads within Wallingford takes place. I cannot see that changing just because the speed limit has changed - so it's a "What's the point" from me, as I regularly see people speeding in all of those areas (soon to be a 20 mph zone) who are 30 mph now?</p> <p>Travel change: No</p>
<p>(219) Local resident, (Wallingford, Borough Avenue)</p>	<p>Partially support – Have environmental specialist been approached for their scientific opinion on this matter? I appreciate a 20 mile an hour speed limit is suitable parts of Wallingford I.e. the town centre or outside schools, but I think a blanket restriction will increase congestion, journeys will take longer and car emissions will increase. I thought Countries were trying to reduce pollution to save the planet!</p> <p>Travel change: No</p>
<p>(220) Local resident, (Wallingford, Castle Street)</p>	<p>Partially support – While I wholeheartedly support measures to reduce speeding/dangerous driving in residential areas, I'm not convinced lowering the speed limit is an effective measure against the most problematic offenders. Living in Castle Street I've seen speeds far, far in excess of the current 30mph limit and have no reason to believe</p>

	<p>those drivers will pay any more attention to a 20mph limit. The only likely outcome will be to reduce progress by drivers that already obey the 30mph limit and who are not the subject of our concerns.</p> <p>Travel change: No</p>
<p>(221) Local resident, (Wallingford, Castle street)</p>	<p>Partially support – In the market place where there are lots of pedestrians and by the schools I support 20mph limit. However other roads it doesn't feel safer, and leads to more people ignoring them. Where its straight roads with clear visibility it feels extremely slow for no logical reasoning.</p> <p>Travel change: No</p>
<p>(222) Local resident, (Wallingford, Croft Villas)</p>	<p>Partially support – I still think that making roads 20mph which have one side parking is asking for trouble. For example if you are travelling up Croft Road northwards towards the High Street there is parking, mainly, on the west side of the road. If you are waiting at the St. John's school end to drive up Croft Road you already have to wait a long time for cars to come down, as more cars come of the High Street while you are waiting for others to come down. This can lead to a tail back to the mini roundabout in St John's Road with cars puffing out exhaust right outside the school - presumably exactly what the council wish to avoid.</p> <p>I have already seen a lot of 'road rage' on this road, especially since the Council amended the parking on this street, including two weeks ago when a car overtook a waiting bus, the bus driver then swung out to stop the car passing, it was very dangerous.</p> <p>The same could happen on busy roads such as Wantage Road where the parking is on one side of the street.</p> <p>Travel change: No</p>
<p>(223) Local resident, (Wallingford, Empress Drive)</p>	<p>Partially support – On roads around schools and through housing estates, 20MPH is fine. However it does not need to be such on more main roads. The road between Shillingford roundabout, over Shillingford bridge and into Wallingford to Castle street varies several times, between 20 and 40, which in itself is dangerous. To have a uniform speed of 30 will be safer . And most cars will not reach 30 n most areas of that road.</p> <p>Travel change: No</p>

<p>(224) Local resident, (Wallingford, Fir Tree Avenue)</p>	<p>Partially support – Whilst understanding the need to reduce speed limits in the grounds of safety, I am very concerned about the impact of parking on safety. There are cars parked at the end of Fir Tree Avenue in Wallingford which cause a great deal of problems especially during school term time and I have personally observed some very near misses involving children. Surely looking at the impact of parked cars on safety is worthy of consideration?</p> <p>Travel change: No</p>
<p>(225) Local resident, (Wallingford, Fitzcount Way)</p>	<p>Partially support – It's a great idea BUT without enforcement it is not going to work.</p> <p>Travel change: No</p>
<p>(226) As a business, (Wallingford, Lester Way)</p>	<p>Partially support – I support the 20mph zones being extended to include all residential areas, however would retain 30mph around the Hithercroft Industrial Estate.</p> <p>Travel change: No</p>
<p>(227) Local resident, (Wallingford, Reading Raod)</p>	<p>Partially support – I originally objected to the imposition of the 20mph speed limits in Wallingford (with the exception of the roads around the town hall and the road between Wallingford bridge and the Kincroft recreation area on the basis that if policed correctly they were fit for purpose. As a regular user of the paths around the 20mph zone in Crowmarsh, traffic speeds are pretty much as they were before.</p> <p>That said, if 20mph speed zones are going to be implemented across Wallingford, there should be a consistent approach and also only imposing this where required.</p> <p>Regarding the proposed amendments, I make the following comments /observations</p> <ol style="list-style-type: none"> 1. Castle Street / Shillingford Road – a point 45 metres northwest of its junction with Norries Drive: SUPPORT 2. Hithercroft Road – its junction with the A4130 Hithercroft roundabout: OBJECTION - this is not a residential area - Its mostly industrial unit area with people and working going about their work - I dont see any reason to reduce the speed limit on this road other than to inconvenience people going about their jobs. 3. Reading Road/Winterbrook – a point 50 metres north of its roundabout

	<p>junction with the A4130 Nosworthy Way / Bosley Way: SUPPORT - putting the 20mph start halfway down the Reading road is nonsensical - Its all residential and would just encourage drivers to accelerate quickly once out of the 20mps zone before reaching the bypass</p> <p>4. The Street – a point 40 metres west of its junction with Stephens Field:SUPPORT</p> <p>5. Wantage Road – its roundabout junction with the A4130 Calvin Thomas Way / High Road:SUPPORT</p> <p>6. Winterbrook Lane – a point 210 metres west of its junction with Reading Road/Winterbrook: SUPPORT - you cant do more than 20mph down there anyway</p> <p>Travel change: No</p>
<p>(228) Local resident, (Wallingford, Rowland Close)</p>	<p>Partially support – I partially support it as i believe it is beneficial in the main city centre area where there is an increased number of pedestrians. I think in pther areas it is irrelevant, if you would like to make the rest of the town safer then placing pedestrian crossing more frequently would be much more efficient - currently there are a lot of areas where there are no safe crossing parts.</p> <p>Travel change: Other</p> <p>I don't have any other option then car, 20 mph zones will generate quality bike roads, are they?</p>
<p>(229) Local resident, (Wallingford, St Johns Road)</p>	<p>Partially support – 20mph is painfully slow but I see the merit in certain spots</p> <p>Travel change: No</p>
<p>(230) Local resident, (Wallingford, St. John's terrace)</p>	<p>Partially support – I can understand residential areas, but main roads especially St. John's terrace, 30 was ample. Making all roads 20, will be hard to manage. I feel the shillingford road should have been left on the National speed limit. 60 was enough. Issues now with reducing speed to these limits, is drivers have even longer time on their journeys.</p> <p>Travel change: No</p>

<p>(231) Local resident, (Wallingford, Wantage road)</p>	<p>Partially support – I understand the 20mph around schools. However I find the other areas slow down the traffic far too much. Also most people do not adhere to the rules. The 20mph in my mind seems to be a deterrent to using cars which unfortunately is not practical in society as public transport is expensive and much less convenient. I would like to see the statistics as to how many accidents have been prevented by the switching.</p> <p>Travel change: No</p>
<p>(232) Local resident, (Wallingford, Wood Street)</p>	<p>Partially support – Unfortunately the current 20 mph limits in Wallingford are not obeyed, partly due to poor signing. There are no road markings on Wood Street, Thames Street, and New Road, nor any sign at the beginning of these streets. It isn't clear when you enter the town from Wallingford Bridge that the 20 mph sign includes these side roads. Poor signing denigrates the whole system - no point in extending it if it's seen as ambiguous and can be ignored.</p> <p>Travel change: No</p>
<p>(233) Local resident, (Wallingford, Blue Mountains)</p>	<p>Partially support – I agree with it being used on residential streets/housing estates but not on main roads like the road through Wallingford, Newnham Courtney, Shillingford Hill, etc</p> <p>Travel change: No</p>
<p>(234) Local resident, (Wallingford, Castle Street)</p>	<p>Partially support – I'm not convinced by any data I have seen that the blanket 20 mph limit results in increased safety/few accidents. Most drivers ignore speed limits but there is a dangerous assumption by pedestrians that the cars will slow down. I live on Castle Street and cars do not stick to the current 30mph limit so they will definitely not stick to 20mph</p> <p>Travel change: No</p>
<p>(235) Local resident, (Wallingford, Fir Tree Avenue)</p>	<p>Partially support – Agree around schools</p> <p>Travel change: No</p>

<p>(236) Local resident, (Wallingford, Fraser Gardens)</p>	<p>Partially support – Make it safer for cyclists and pedestrians</p> <p>Travel change: No</p>
<p>(237) Local resident, (Wallingford, High street)</p>	<p>Partially support – In reality 20mph is not reached in the centre of Wallingford owing to congestion. I don't think this measure should be done without consideration to other traffic issues such as pollution and congestion of traffic over the bridge to Crowmarsh.</p> <p>Travel change: No</p>
<p>(238) Local resident, (Wallingford, Lower wharf)</p>	<p>Partially support – Some roads definitely do not require 20mph limit</p> <p>Travel change: No</p>
<p>(239) Local resident, (Wallingford, Lower Wharf)</p>	<p>Partially support – I don't agree with blanket 20. I support the existing 20 town centre and would like to see it extended by all schools however I see no reason for stretches like Castle street to be included</p> <p>Travel change: No</p>
<p>(240) Local resident, (Wallingford, Norries Drive)</p>	<p>Partially support – I feel the amount of 20mph limits we currently have are adequate.</p> <p>Travel change: No</p>
<p>(241) Local resident, (Wallingford, St John's road)</p>	<p>Partially support – Why is St John's Road still not shown?</p> <p>Travel change: Yes - cycle more</p>

<p>(242) Local resident, (Wallingford, St Mary's Street)</p>	<p>Partially support – It is unnecessary. This is a town not a village.</p> <p>Travel change: No</p>
<p>(243) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>Support – We support this extension to the 20mph speed limit in Wallingford based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers.</p> <p>This benefit happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are. Extending the Wallingford scheme on these roads is consistent with this policy, and several of these roads are frequently used by cyclists, some for example being part of National Cycle Network Route 5.</p> <p>Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(244) Local resident, (Abingdon, Appleford Drive)</p>	<p>Support – 20mph works well in Abingdon but it too misses the edge of town where so many live.</p> <p>Travel change: Yes - cycle more</p>
<p>(245) Local resident, (Benson, Old Icknield Way)</p>	<p>Support – Reducing speed is the only way to make it safer for kids to walk and cycle to school. Reducing speeds always leads to more people cycling.</p> <p>Given how small Wallingford is, 20mph speed limits will only have a very limited impact on car driver journey times, even if they go from one side to the other.</p> <p>Travel change: Yes - cycle more</p>

<p>(246) Local resident, (Brightwell cum sotwell, Bell lane)</p>	<p>Support – Better for road safety, the environment and will not significantly reduce journey times. Travel change: Yes - cycle more</p>
<p>(247) Local resident, (Brightwell cum sotwell, West end)</p>	<p>Support – It will make Wallingford safer Travel change: No</p>
<p>(248) Local resident, (Brightwell cum Sotwell, Monks mead)</p>	<p>Support – The Wantage road is no different to any other Wallingford residential road and should be included. It forms a route to school for many children and people travel in excess of the current 30mph limit. Travel change: Yes - cycle more</p>
<p>(249) Local resident, (Cholsey, Amwell Place)</p>	<p>Support – Speed reductions make life safer Travel change: No</p>
<p>(250) Local resident, (Cholsey, Church Road)</p>	<p>Support – I am a cyclist and I want my children to feel safe riding their bikes in Wallingford. I'm also concerned about pollution from cars speeding up and slowing down in a small town. Travel change: Yes - cycle more</p>
<p>(251) Local resident, (Cholsey, Church road)</p>	<p>Support – Safety for all Travel change: Yes – walk/wheel more</p>
<p>(252) Local resident, (Cholsey, Forty)</p>	<p>Support – Spewing is an issue with parked cars pedestrians and kids at risk</p>

	Travel change: No
(253) Member of public, (Crowmarsh, Mcculloch meadows)	Support – Support it as there many children crossing the roads and people Travel change: Yes – walk/wheel more
(254) Member of public, (Goring Heath, Path Hill)	Support – The areas identified for an extension of the 20 mph limit are substantially residential and 20 mph is clearly safer for pedestrians and cyclists than 30 mph, and traffic noise and pollution is less. As I would prefer a 20 mph limit in front of my house, I feel sure that residents in Wallingford would also. Travel change: No
(255) Local resident, (Wallingford, 1 Thames Street)	Support – Safety for pedestrians, animals, especially for the elderly & those with walking issues. i also support the advantages on environmental issues - hopefully if these is reduced traffic it will improve breathing issues. Plenty of towns, villages & cities have 20mph zones now - we have just got to get drivers used to them. I am a driver, walker and ex-cyclist. Travel change: No
(256) Local Cllr (i.e. Town/Parish/District), (Wallingford, Aston Close)	Support – I fully support a 20 mph speed limit for Wallingford. One that extends out to the ring road on Wantage Road, Hithercroft Road and Reading Road/Winterbrook, and that starts North of Norries Drive on Shillingford Road. We must make our roads as safe as possible for the most vulnerable – pedestrians, mobility scooter users, cyclists etc – and reducing the speed limit is a proven way of doing this. It is of note that Wallingford Town Council voted for this, and County Councillor Pete Sudbury fully supports this. I hope that this measure will also reduce ‘through’ traffic in town, since it will make google maps more likely to divert users on to the ring road, improve air quality, reduce global-heating-related carbon emissions etc. Travel change: Yes - cycle more

<p>(257) Local resident, (Wallingford, Aston close)</p>	<p>Support – It will make it safer for me travel through town by bike Travel change: Yes - cycle more</p>
<p>(258) Local resident, (Wallingford, Aston Close)</p>	<p>Support – I cycle to work every day through Wallingford and am frequently overtaken by cars who are not doing the 30mph limit in their impatience to get ahead of me, including on the bridge, which they are not supposed to. I also walk everywhere and frequently have to run across roads at crossings, as cars will not slow down and take pedestrians into account. I believe a culture of 20mph is more respectful to all road and pavement users and the affect of this decrease in speed is limited for the the motorists - unless they have brain surgery to perform Travel change: Yes – walk/wheel more</p>
<p>(259) Local resident, (Wallingford, Aston Close)</p>	<p>Support – To keep children and other members of the public safe Travel change: Yes - cycle more</p>
<p>(260) Local resident, (Wallingford, Atwell Close)</p>	<p>Support – As stated by the councillor it wiuld reduce so many problems. Not sure anyone will take notice of the speed limit as they don't now! Travel change: No</p>
<p>(261) Local resident, (Wallingford, Castle Lane)</p>	<p>Support – Our narrow town centre roads will not support speeds above 20 mph Travel change: No</p>
<p>(262) Local resident, (Wallingford, Castle Street)</p>	<p>Support – For the part of Castle Street which is by the town centre (ie anywhere pedestrians cross from the existing footpath to the castle and castle grounds) there are blind turns where the traffic has been speeding from Shillingford and this puts people unfamiliar with the area in jeopardy. Tourists get lost all the time looking for the “castle” (lol and</p>

	<p>bles) and so reducing the speed limit will keep them safer. Maybe add some signposts to Castle Lane explaining the castle can't be accessed that way too, because it looks like you can on map apps.</p> <p>Travel change: No</p>
<p>(263) As part of a group/organisation, (Wallingford, Castle Street, Wallingford)</p>	<p>Support – We at Wallingford Community Speedwatch wholly support the plan to extend the 20mph speed limit in Wallingford to the curtilage with the A4130 and beyond that point originally identified on Castle Street in the direction of Shillingford. Our speed surveys since April 2023 have shown that there is indeed a speeding problem in this town, and bringing the speeds down with TROs, appropriate road signage should help to effect this change in driving behaviour. We want safer roads for everyone, and that includes pedestrians, cyclists and other road users - and this 20mph plan is a huge step in the right direction.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(264) Local resident, (Wallingford, Castle Street, work Lester Way)</p>	<p>Support – As a resident and Town councillor I would like to fully support your new revised plans and thank you for listening to us. I live in Castle Street ,on the very nasty bends ,where traffic can take to corner at a very fast rate. I also have to travel all the other routes out of town and people come off the by-pass still doing 30 to 40 mph, and especially at the Hithercroft entrance ,we have a very active well supported sports centre and if 20mph helps kids get safely to their activities I am all for it. Please please go ahead with the revised plan and keep us safe.</p> <p>Travel change: No</p>
<p>(265) Local resident, (Wallingford, Charter way)</p>	<p>Support – Lower speeds are safer, in. A town or narrow roads and inadequate parking, it makes sense to keep the speed limit lower</p> <p>Travel change: No</p>
<p>(266) Local resident, (Wallingford, Chiltern Crescent)</p>	<p>Support – To avoid confusion and a plethora of signage I agree that the 20mph limits should be at the 3 bypass roundabouts and also the junction of Shillingford Rd / Norries Drive. This should reduce the amount of signage - generally could you adopt a policy that two road signs are removed for every new sign erected? Where 20 mph is designated, could road humps be removed, eg St Georges Rd and Wantage Rd, as they are not maintained and are</p>

	<p>damaging vehicles, and cause drivers to weave to avoid the impacts? I note the plan shows Calvin Thomas Way (ie bypass) as 'existing 40 mph'. My recollection is that this is a temporary speed limit to cover the period of construction of Highcroft development. It must be reinstated to NSL (60mph) to avoid traffic going through the town as the perception is that will be quicker to reach Crowmarsh/Benson/Henley etc. that way?</p> <p>Travel change: No</p>
(267) Local resident, (Wallingford, Croft Road)	<p>Support – Road safety for my young family is important. We are fortunate to live in a small walkable place but it's made less safe by speeding.</p> <p>Visibility is often poor when crossing the road, due to built environment and parked vehicles. I have had several near misses when crossing with children where drivers have only seen us at the last moment. On a few occasions drivers have accelerated towards me crossing when walking a toddler across the road. It makes me feel so unsafe. I would not allow my child to cycle in Wallingford and there is a noticeable lack of children cycling to school.</p> <p>I live on a busy main road in Wallingford and see terrible speeding which is unsafe due to parked vehicles. A wider area of 20mph would hopefully encourage drivers to be more considerate of local roads. I hope that one day my street is part of the proposals.</p> <p>Travel change: Yes – walk/wheel more</p>
(268) Local resident, (Wallingford, Empress drive)	<p>Support – Extension of 20mph limit would cover the areas that would need it most</p> <p>Travel change: No</p>
(269) Local resident, (Wallingford, Fraser Gardens)	<p>Support – 20mph will make for a safer and more pleasant urban environment.</p> <p>Travel change: No</p>
(270) Local resident, (Wallingford, Goldsmiths Lane)	<p>Support – I support this 20mph limit in the town precincts. However the enforcement needs action. Even 30mph in some areas is not observed. Slow down signs at the edge of town would be advisable</p> <p>Travel change: Yes – walk/wheel more</p>

(271) Local resident, (Wallingford, Goldsmiths lane)	<p>Support – There are many vulnerable residents who find pavements difficult and we have to walk slowly. Crossing roads has to be done carefully. Also electric cars often can't be heard. Slow down signs would help to regulate speed.</p> <p>Travel change: Yes – walk/wheel more</p>
(272) Local resident, (Wallingford, Hazel Grove)	<p>Support – slower speeds save lives and these are all roads with residential properties. Having got used to the 20mph limits in use now, they are not a problem with journey times</p> <p>Travel change: No</p>
(273) Local resident, (Wallingford, Kings Reeve Place)	<p>Support – It will be safer for pedestrians and cyclists</p> <p>Travel change: No</p>
(274) Local resident, (Wallingford, Millington road)	<p>Support – Cars too often speeding on road leading to castle meadows and dangerous to cross plus need crossing where Bullcroft comes out opposite Waitrose</p> <p>Travel change: Other Powerchair disabled</p>
(275) Local resident, (Wallingford, Nelson close)	<p>Support – I have no objection to 20th in residential areas as long as it can be policed.</p> <p>Travel change: No</p>

<p>(276) Local resident, (Wallingford, Plantagenet Close)</p>	<p>Support – Danger to pedestrians and cyclists from speed differential. The current driving trend for drivers who will ‘continue at all costs’ never considering slowing or stopping for others. 20mph restriction can only help with safety for all road users in the area.</p> <p>Travel change: No</p>
<p>(277) Local resident, (Wallingford, Portcullis Drive)</p>	<p>Support – Paths are narrow and speeding cars threaten the safety of my children</p> <p>Travel change: No</p>
<p>(278) Local resident, (Wallingford, Reading Road)</p>	<p>Support – Continue to feel that 20mph restrictions in built up areas have important safety benefits especially in places like Wallingford where pavements are narrow, there are schools, a hospital etc. Compared to the safety benefits the downsides to introducing 20mph restrictions are irrelevant in my opinion.</p> <p>Travel change: Yes - cycle more</p>
<p>(279) Local resident, (Wallingford, Reading Road)</p>	<p>Support – Want to make roads safer.</p> <p>Travel change: No</p>
<p>(280) Local resident, (Wallingford, Reading Road)</p>	<p>Support – Strongly support - extension of 20mph will hopefully prevent people driving at excess speed in a built up area with limited pavements. In addition may limit the number of vehicles using Wallingford as a cut through which just adds to congestion and pollution.</p> <p>Travel change: Yes - cycle more</p>
<p>(281) Local resident, (Wallingford, Reading Road)</p>	<p>Support – Please reduce traffic speed to make town safer especially with regards to air pollution.</p> <p>Travel change: Yes - cycle more</p>

(282) Local resident, (Wallingford, Reading Road)	<p>Support – It will make it safer for pedestrians and cyclists. However it must be enforced, as we have an issue even on the 30 mph areas where motorists exceed the limits by massive amounts.</p> <p>Travel change: Yes – walk/wheel more</p>
(283) Local resident, (Wallingford, St Georges)	<p>Support – There is no question of the benefits provided by 20mph limits in built-up areas. The revised plan will be simple for drivers to understand (resolving many of the current issues in Wallingford where several different limits are in force), easy to police, and will greatly benefit residents. I wholly support this proposal.</p> <p>Travel change: No</p>
(284) Local resident, (Wallingford, St John's Road)	<p>Support – I am part of the Wallingford Community Speedwatch campaign and witnessed the speeds that some motorists seem more comfortable driving at. It is the minority. I live on St John's Road and witness daily speeding vehicle that come off Reading Road. It needs controlling especially as we have a school on the street. The narrow footpaths also offer challenges with parents pushing pushchairs.</p> <p>Travel change: Yes – walk/wheel more</p>
(285) Local resident, (Wallingford, St Johns Road)	<p>Support – I live on St Johns Road and its a race track, with the new parking that was put in last year I can only see 10 metres down the road when turning out of my drive and often vehicle are doing well in excess of 30MPH when approaching from the west and are accelerating hard when approaching from east to get past the line of parked cars. There is a school and a crossing at the Western end of the road and the road narrows just before the Reading Road Junction with a very narrow pavement on one side. Walking and cycling here is horrendous. Someone should come and just observe the way people drive down here especially at busy times, try between 15:00-1600 when the Wallingford Scholl buses are caning it down the road. If there is 20 MPH on Shillingford Hill, why not here?</p>

	<p>30MPH is an inappropriate speed for St Johns Road/ Croft Road, it is only a matter of time before something dreadful will happen. Stuff the objectors, they don't live here and they can use the bypass for travelling around Wallingford rather than rat running through here. PS I have worked in Road Transport all my life and do a lot of driver training, I know what poor driving looks like.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(286) Local resident, (Wallingford, St Johns Road)</p>	<p>Support – Cars regularly speed at excessive levels along St Johns Road, which is particularly dangerous given St Johns school. My family have avoided a number of very near misses when reversing onto our drive due to the speed of other cars I would also like to see speed humps introduced as a further deterrent</p> <p>Travel change: No</p>
<p>(287) Local resident, (Wallingford, St Johns Road)</p>	<p>Support – I fully support the extension of the 20mph limit to the whole of Wallingford - the new sections of road covered at the edge of town are just as busy, are bounded by residential properties, and speeding tends to be greater, especially coming off the bypass.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(288) Local resident, (Wallingford, St Johns Road)</p>	<p>Support – Increased safety and perception of safety</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(289) Local resident, (Wallingford, St John's Road)</p>	<p>Support – People speed past schools and past parking</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(290) Local resident, (Wallingford, St. John's Road)</p>	<p>Support – As a resident of Wallingford, I have first-hand experience of the horrendous excess speed deployed by users of our town's roads - such speeds making for unsafe conditions for other road users, cyclists and pedestrians. I wholly support the wholesale extension of the 20mph speed limit to the curtilage of the A4130 and also beyond the point at Norries Drive to the new point on Shillingford Road, and look forward to enjoying safer roads for everyone.</p> <p>Travel change: Yes - cycle more</p>
<p>(291) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – Living on Wantage Road we constantly experience vehicles driving dangerously fast, on a regular route use by school children, grinding over speed bumps and making exiting our property difficult.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(292) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – I support the proposals to extend the coverage of the 20mph limit on the basis of the following three points:</p> <p>(a) Pedestrian safety: Wantage Road in particular is a key pedestrian route for school children walking to Wallingford School and primary schools. It is also a main pedestrian route into the town for residents wishing to access the town's services. Reducing the speed limit on Wantage Road would improve safety for pedestrians due to the lower risks associated with accidents involving slower-moving traffic.</p> <p>(b) Air quality: 20mph speed limits on the additional stretches of road stated in the proposal would encourage vehicular traffic to use the bypass (Calvin Thomas Way and Bosley Way) rather than cutting through Wallingford Town. Drivers seeing a 20mph speed limit at entry points to the town (such as at the roundabout where Wantage Road joins Calvin Thomas Way) would be more inclined to use the bypass (40mph limit) rather than travel through the town, thereby reducing volume of traffic through Wallingford town and leading to improved safety and air quality in the town.</p> <p>(c) Little adverse impact on journey times. One of the concerns about 20mph speed limits is often its impact on journey duration. I would suggest that the impact on overall journey times caused by these proposals would be very minimal due to the majority of the urban journey time being taken up by waiting at traffic lights, junctions and pedestrian crossings, and accelerating/braking as a result of encountering these features. The benefits for safety and air quality far outweigh any negligible increase in journey duration.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(293) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – I support this for the safety of other road users as the road is a very busy pedestrian and cycle route for residents from Wantage Road and Brightwell-cum-Sotwell into the centre of town.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(294) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – 20mph should be the default standard for urban roads. Having variable speed limits is likely to undermine drivers' education and awareness of that standard, thus reducing people's safety.</p> <p>Travel change: No</p>
<p>(295) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – I'm a cyclist and I think a lower speed limit is safer for all</p> <p>Travel change: Yes - cycle more</p>
<p>(296) Local resident, (Wallingford, Winterbrook)</p>	<p>Support – I believe the original recommendations of 20mph within the full ring road should have been adhered to. In particular, the traffic on Winterbrook / Reading Road travels very fast where there is narrow pavement and families trying to walk into town. The pavement is also incomplete requiring walkers to cross the road multiple times. In addition, this is the cycle route to Cholsey station and as such should be safer to cycle along than it is currently. I support 20mph for the full length of Reading Road & Winterbrook and I would support additional traffic calming measures given the recent accident.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(297) Local resident, (Wallingford, Winterbrook)</p>	<p>Support – People drive down reading road at 40mph+ while I am trying to get my child into her car seat with no regard for safety. It should be 20 until just past the murren and then 30 from there to the ring road</p> <p>Travel change: No</p>

<p>(298) As part of a group/organisation, (Wallingford, Winterbrook)</p>	<p>Support – I am responding as Chair of Wallingford and Area Living Streets, and we are very pleased to see that all the routes that were to remain as 30 mph in Wallingford have now been transferred to 20 mph. As the reasons in this document say, this will be safer overall, and will encourage Active Travel. It will also make it more feasible for further Active Travel developments, such as cycle routes along these arterial roads, and much needed improvements to pedestrian footpaths on the roads such as Winterbrook Road now added to the plan.</p> <p>As you are aware, this is in fact the original resolution passed by the Wallingford Town Council, and we objected as Living Streets to the changes made arbitrarily by OCC at the first consultation. They were not justified. We are very pleased to see the original whole town area re-instated.</p> <p>Trevor Bedeman Chair WALs Wallingford & Area Living Streets 07785970963</p> <p>Travel change: Yes - cycle more</p>
<p>(299) Local resident, (wallingford, winterbrook)</p>	<p>Support – The three roads now included in the amended proposal are all main roads but also residential streets. They all, in places, only have pavement along one side of the road so pedestrians need to cross over regularly if they want to walk along any of these major roads. Also because they are very old routes often the pavements are narrow. As a town resident I think it is important to be able to walk around the town safely. Cars need to share the space with pedestrians and cyclists. A lower speed limit should help facilitate this.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(300) Local resident, (Wallingford, Winterbrook)</p>	<p>Support – People currently do 40 or 45 in a 30. So suggesting that 20 is too slow doesn't work. Go 30 and we'll all be happy but don't complain about a 20 limit when most of you are going 40. Your own fault. 20 is needed to reduce those going 40 down to 25, still breaking limit anyway. This needs enforcement or pointless.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(301) Local resident, (Wallingford, Winterbrook Lane)</p>	<p>Support – I believe that the radial routes out of Wallingford Town Centre should be consistently 20 mph up to the point where those roads join the by-pass i.e. the full length of Reading Road/ Winterbrook past Winterbrook Lane, the full length of Station Road/ Wantage Rd and the full length of St John's Rd and Hithercroft Road. There are large residential developments underway between these roads and we should encourage walking and cycling by deploying lower speed limits. Also I frequently cycle to the Sports Park on Hithercroft Rd and without dedicated cycle paths the current speed of cars makes it dangerous. I am in my 60s and want to continue cycling.</p> <p>Travel change: Yes - cycle more</p>
<p>(302) Local resident, (WALLINGFORD, Winterbrook Lane)</p>	<p>Support – I am a car driver and cyclist. I can see that car drivers travel far too fast on the approach roads into Wallingford, and I have personal experience of cycling and walking along Reading Road. Cars squeeze past me when I am cycling and do not uphold the current speed limits on this road. Parents are nervous about their children walking on the road to school and consider it dangerous. Please reduce the speed limit on all roads approaching and within Wallingford - it will make the town safer, encouraging more adults and children to walk and cycle in and around the town and create a healthier and happier place for everyone to enjoy living in.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(303) Local resident, (Wallingford, Winterbrook, Reading Road.)</p>	<p>Support – As I explained in an earlier survey, I will support any measures that will make our local roads safer, BUT enforcement of speed limits is the only answer to excessive speed. The people who routinely ignore current speed limits will continue to ignore any new limits. I always obey speed limits but I am totally fed-up with some other drivers and their aggression, usually behind my car. More ENFORCEMENT PLEASE.</p> <p>Travel change: No</p>
<p>(304) Local resident, (Wallingford, Aston Close)</p>	<p>Support – Cars speeding from the bypass into town along Heithercroft Road. Also cars speeding going both ways along Castle Street.</p> <p>Travel change: No</p>

<p>(305) Local resident, (Wallingford, Atwell Close)</p>	<p>Support – I want safer roads for the public and my family. People drive far to fast in Wallingford Travel change: Yes – walk/wheel more</p>
<p>(306) Local resident, (Wallingford, Barbican Close)</p>	<p>Support – The change from 30mph to 20mph throughout Wallingford (as far as the ring road) could improve pedestrian safety but only if it is actively enforced. Travel change: Yes – walk/wheel more</p>
<p>(307) Local resident, (Wallingford, Barncroft)</p>	<p>Support – I support the proposals. The reduced speed limit will make it safer and more pleasant for cyclists and pedestrians especially child pedestrians and cyclists. Travel change: Yes - cycle more</p>
<p>(308) Local resident, (Wallingford, Beansheaf Terrace)</p>	<p>Support – Safety Travel change: No</p>
<p>(309) Local resident, (Wallingford, Brookmead Dr)</p>	<p>Support – We need to reduce speeds in our town and keep us all safe. 20mph will slow people down to a speed that generally doesn't cause death if in a RTA Travel change: No</p>
<p>(310) Local resident, (Wallingford, Calvin Thomas Way)</p>	<p>Support – Safety should be a priority. Travel change: No</p>

<p>(311) Local resident, (Wallingford, Castle street)</p>	<p>Support – I live in Castle Street and am aware of motorists speeding up to 50 mph as they leave the town which makes it dangerous for pedestrians attempting to cross the road to access Castle meadows</p> <p>Travel change: No</p>
<p>(312) Local resident, (Wallingford, Cherwell close)</p>	<p>Support – Driving faster than 20mph through a built up town, with a ring road is entirely excessive at the expense of safety, sense of safety, active travel, healthier lives from better air quality, greater dwell time by pedestrians who shop longer because its more pleasant when there are less cars. Better for our independent businesses in the long run, once people get over the sense of entitlement of travelling over 20mph at the expense of others wish to walk, cycle, scoot and wheel. With an aeging demographic we need a community that can stay as active for as long as they can. With bigger cars and larger lorries, all vehicles need to travel more slowly anyway. When driving our cars, we should accept its by exception or necessity and know their place in a community.</p> <p>Travel change: Yes - cycle more</p>
<p>(313) Local resident, (Wallingford, Cherwell Close)</p>	<p>Support – Safer & calmer streets have to be a health benefit for all.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(314) Local resident, (Wallingford, Habitat Way)</p>	<p>Support – I support this purely from a safety perspective. Generally I would like to see better cycle lane provision. If curbs could be made more wheelchair friendly it would reduce the need for vulnerable people to be pushed on the roads.</p> <p>Travel change: No</p>
<p>(315) Local resident, (Wallingford, Hanover Court)</p>	<p>Support – This will make the area much safer</p> <p>Travel change: No</p>

<p>(316) Local resident, (Wallingford, Hanover Court)</p>	<p>Support – Improved road safety on streets that are often busy with pedestrians and cyclists. Travel change: Yes - cycle more</p>
<p>(317) Local resident, (Wallingford, High Street)</p>	<p>Support – Make Wallingford safer Travel change: No</p>
<p>(318) Local resident, (Wallingford, High Street)</p>	<p>Support – A 20mph limit will be of benefit to walkers and cyclists. Also to those pushing infants and young children in buggies and prams. The pavements on the left hand side to the river are quite narrow. Slower vehicles would benefit such pedestrians as well. Travel change: No</p>
<p>(319) Local resident, (Wallingford, High Street)</p>	<p>Support – I live in the High Streets Wallingford and I feel it is safer for everyone to have 20 mph. The amount of traffic has greatly increased and people speed between the traffic lights anyway so 30mph then turns into 35 mph. Travel change: Yes – walk/wheel more</p>
<p>(320) Local resident, (Wallingford, Kngs Reeve Place)</p>	<p>Support – Improve safety and environmental concerns Travel change: Yes - cycle more</p>
<p>(321) Local resident, (Wallingford, NCR5)</p>	<p>Support – Improves road safety and reduces greenhouse gases emissions Travel change: Yes - cycle more</p>

<p>(322) Local resident, (Wallingford, Reading Road)</p>	<p>Support – Safety Reading Road particularly dangerous</p> <p>Travel change: No</p>
<p>(323) Local resident, (Wallingford, Station Road)</p>	<p>Support – This is a great improvement on the original proposals, and should make active travel more attractive.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(324) Local resident, (Wallingford, Station road)</p>	<p>Support – On Station road people are driving so fast. Pets are getting killed, its very dangerous to cross the road. Grass is long too on verges which council are not cutting either. I'm not sure why we are paying council tax when nothing it's done. Not even mentioning pot holes.</p> <p>Travel change: No</p>
<p>(325) Local resident, (Wallingford, Station Road)</p>	<p>Support – Consistency for drivers and pedestrians</p> <p>Travel change: No</p>
<p>(326) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – I was born in Wallingford and still live here by Wantage Road. I've seen an increase in traffic and car speed.</p> <p>I think a 20mph speed limit is safer for vehicles, cyclists and pedestrians on all roads within and leading out of the town. I feel a limit of 20mph along the Shillingford road would make it much safer for cyclists and also wildlife. I see many deer that have been run over and killed along that stretch of road. Too many drivers put their foot down and exceed the present speed limit.</p> <p>I am in support of this 20mph proposal.</p> <p>Travel change: Yes - cycle more</p>

<p>(327) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – 30mph speed limit in in areas where there are speed controls eg Wantage Road are still abused by drivers Travel change: No</p>
<p>(328) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – Wantage Road resident. Curently 30mins but traffic routinely exceeding that in a built up residential area. I have small children that can't cross the road by themselves with such risks Travel change: No</p>
<p>(329) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – My house shakes when lorries go past at speed. Cars mount the pavements too and it's scary walking on them. Travel change: No</p>
<p>(330) Local resident, (Wallingford, Wantage Road)</p>	<p>Support – Reducing vehicle speeds will improve the safety of all road users especially pedestrians and cyclists. Wallingford and area needs a full management plan to reduce car usage in particular the idiocy of school runs of <1mile. Proper cycle lanes and pelican crossings to Hithercroft & Wantage Road are priorities as part of a detailed Active Travel plan for the Town and environs. Travel change: Yes - cycle more</p>
<p>(331) Local resident, (Wallingford, Wilding rd)</p>	<p>Support – Wallingford is a small very busy town and 20 mph is to be recommended for safety reasons. People speed whenever they can causing unnecessary accidents involving people and animals Travel change: No</p>
<p>(332) Local resident, (Wallingford, Winterbrook)</p>	<p>Support – The traffic on Winterbrook/Reading is very busy and does not follow the current 30mph speed limit (including buses, lorries and other large vehicles). I believe taking it down to 20mph would slow them down. We have to cross this road twice due to lack of pavement and it is very difficult at the current speed.</p>

	Travel change: No
(333) Local resident, (Wallingford, Wintergreen lane)	Support – The speed some people drive up the Reading Road is dangerous a 20 limit might slow them down a bit. Travel change: Yes - cycle more
(334) Local resident, (Wallingford, Wood st)	Support – Makes the roads safer Travel change: No
(335) Local resident, (Wallingford, Wood Street)	Support – Hopefully those that can't adhere to the current limits will at least slow down when in the 20mph zone and therefore make our town safer. Travel change: Yes – walk/wheel more
(336) Local resident, (Wallingford resident, Reading road Wallingford)	Support – I live on the Reading Road and people regularly speed . It's dangerous Travel change: Yes - cycle more
(337) Local resident, (Wallingford, Tudor Close)	Support – Make roads safer for our children Travel change: No
(338) Local resident, (Winterbrook, Reading Road)	Support – The Reading Road is increasingly busy year by year accommodating cars, heavy vehicles, pedestrians and cyclists. Pedestrians have to cross the road at least twice and usually three times. Cyclists contend with ever increasing constrictions due to parked cars. Residents need to turn into and out of properties throughout its length. All these daily residential activities will be made safer and easier with a 20mph limit consistent with all other residential roads in the county.

	Travel change: Yes - cycle more
(339) Local resident, (Winterbrook, Winterbrook)	<p>Support – I live in Winterbrook. Cars currently do not adhere to the 30mph speed limit and break very hard when they come to the Wallingford 20mph limit causing squeaking breaks and frightening children. Also, a vast majority of Winterbrook / Reading road has a path only on one side of the street and crossing the road to can be a very dangerous venture with speeding cars.</p> <p>Travel change: Yes - cycle more</p>
(340) Local resident, (Winterbrook, and Winterbrook Lane, Reading Road)	<p>Support – Reading Road through Winterbrook has only a narrow pavement on one side alternately and it is necessary to cross the road several times to walk to Wallingford. I am elderly and I use a walking stick. My daughter is disabled and uses two crutches. It is very dangerous to cross the road as the traffic goes so fast.</p> <p>Travel change: Yes – walk/wheel more</p>
(341) Local resident, (Crowmarsh Gifford, The Street)	<p>No objection – Appears to be working at present.</p> <p>Travel change: No</p>
(342) Member of public, (Goring, Locksile Way)	<p>No objection – Looks like the most sensible approach; clear and easily understandable. Also easier to enforce.</p> <p>Travel change: No</p>
(343) Local resident, (Wallingford, Charter Way)	<p>No objection – Fewer car claims will reduce my insurance costs in the long run.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(344) Local resident, (Wallingford, High street)</p>	<p>No objection – I fully support the 20mph limit, it is then clear and consistent which if also obvious through refreshed signed should lead to behaviour change of vehicular road users increasing safety for all who use our streets.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(345) Local resident, (Wallingford, Reading Road)</p>	<p>No objection – I'm really pleased that essentially all roads within the by-pass will be 20 mph. This not only improves safety but is nice a simple.</p> <p>Travel change: Yes - cycle more</p>
<p>(346) Local resident, (Wallingford, St lucians)</p>	<p>No objection – Safety and the health of the town</p> <p>Travel change: No</p>
<p>(347) Local resident, (Wallingford, Winterbrook)</p>	<p>No objection – Speeding in Winterbrook is out of control with many cars accelerating to 50 mph + as they have passed parked vehicles. If the 30 mph were better enforced it would not be necessary to reduce to 20 but in the absence of that it seems the only way to make the road safer. The proposed extension beyond the Winterbrook roundabout is good as surprisingly there is currently no speed limit on these roundabouts and they are treated like racing chicanes by some. Any change in speed limits must bring the roundabouts within the change to make them safer also for cyclists and pedestrians.</p> <p>Travel change: No</p>
<p>(348) Local resident, (Wallingford, Winterbrook lane)</p>	<p>No objection – Safety of children on Reading road bearing in mind the new houses</p> <p>Travel change: No</p>

<p>(349) Local resident, (Wallingford, Calvin thomas)</p>	<p>No objection – Safety Travel change: Yes - cycle more</p>
<p>(350) Local resident, (Wallingford, High street)</p>	<p>No objection – I live on the high street, at night the cars drive quite fast): Travel change: No</p>
<p>(351) Local resident, (Wallingford, Jethro Tull gardens)</p>	<p>No objection – Reduced speed makes the roads safer Travel change: No</p>
<p>(352) Local resident, (Wallingford, St Georges Road)</p>	<p>No objection – Hard to safely reach 30 within ring road except in dead of night. Will be a lot less confusing if all the roads have a consistent limit. Travel change: No</p>
<p>(353) Local resident, (Wallingford, St John's Road)</p>	<p>No objection – 20 mph is safer, quieter and encourages motorists to use the bypass. The impact on the length of journeys is minimal. Travel change: No</p>
<p>(354) Local resident, (Winterbrook, Wintergreen Lane)</p>	<p>No objection – Traffic goes much too fast Travel change: No</p>



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22nd July 2024

By email only: christian.mauz@oxfordshire.gov.uk

Attn: Christian Mauz
Senior Officer (TRO and Schemes), Network Management

Director of Environment & Place
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

Dear Mr. Mauz,

STATUTORY CONSULTATION – Ref: CM/12.6.390/P0105 - Wallingford proposed additional 20mph Speed Limits

Thank you for your consultation on this proposal.

I refer to the proposed Traffic Regulation Order changes referenced above. City of Thames Travel (Wallingford) Limited (“Thames Travel”, “TTW”) finds itself in the position of having to make a **strong objection**.

We consider the proposals unjustified, unjustifiable, and arbitrary, and will serve principally to make public bus services slower and less attractive, while in practice having no credibly demonstrable safety impact.

I note that a full set of Statutory documentation is appended to the consultation but that a separate consultation web-form is also involved. The language on the consultation portal does not make clear how far external input on the proposals is likely to influence the Council, but the questionnaire can reasonably be read as inviting prior comment on proposals that may or may not be taken forward by the Council. However, the entry of these amendments to the formal statutory process means that such a conclusion would be entirely erroneous, and that the Council is, in fact, committed to progressing these proposals as they stand. In fact, there is no mechanism existing that allows alteration of the proposals between publication by the Council, and final approval. At the very outset we must say that we consider that the Council is presenting the proposals in a manner that could reasonably be read as being intentionally deceitful and duplicitous.

The proposals are not in conformity with current formal Government guidance set out in the Department for Transport Local Transport Note 01/2013, revised and reissued in April 2024, that concerns the setting of local speed limits. This Guidance was expressly promulgated to clearly signal how Local Highway Authorities should seek to appropriately balance the flow and speed of all kinds of traffic, having regard to both the nature of specific roads, and their purpose, to properly discharge their Traffic

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Part of the Go-Ahead Group

Management Duty. This is set out at Section 16 (1) of the Traffic Management Act 2004. This plainly states that:

“It is the duty of a local traffic authority [or a strategic highways company (“the network management authority”)] to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

- (a) securing the expeditious movement of traffic on the authority's road network; and*
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.”*

The duty is mode agnostic. Thus, while the legislation elsewhere gives specific weight to the need to consider and properly provide for the needs of non-motorised users, it in no way endorses from first principles a view that facilitating safe and expeditious movement for non-motorised modes should in so doing, have little or no regard to any other mode as a matter of principle.

We find the process followed by the County Council that has led to these proposals to be a cause for at least as great concern. Leaving aside technical specifics, this draft set of Orders represents an iterative process, entirely devoid of rigour or any published evidence, that in no way demonstrates that the clear expectations of national policy and guidance have been considered or applied. Nor do we see any evidence that the statutory Traffic Manager appointed by the Council to discharge the Network Management Duty has had any input or scrutiny of these and a range of other proposals made, or what the outcome of any such scrutiny might have been.

Background

Thames Travel runs a network of bus services across South Oxfordshire. We run the vast majority of scheduled bus mileage in South Oxfordshire, and nearly all of it when Oxford Bus Company routes are considered. This includes some intense operations in Science Vale, centred on Didcot. Wallingford, a relatively short distance to the east, in effect is the primary public transport hub for a very extensive area of rural South Oxfordshire, along the Thames Valley. As such, regular bus services extend to all points of the compass from the Market Place.

Historically, looking back 30-40 years, bus services were extremely limited in the town and the wider area. The main route, then numbered 105, operated between Oxford and Reading via Wallingford and Cholsey only about every hour.

Over the last 20 years, close partnership working with the County Council has allowed the gradual reinforcement and development of bus services, most recently directly assisted by both significant population growth associated with housing development, and the developer funding that has also accompanied this expressly to secure improved services. The result of this is that the town and surrounding villages benefit from a greater degree of bus connectivity and frequency than they have ever historically enjoyed. Arising from this, we can point to steady patronage growth, that despite the very serious and damaging effects of the COVID-19 pandemic, has now resumed.

The service pattern reflects the central position of the town that arose historically at a key bridging point over the Thames:

- The key Oxford-Reading corridor via Wallingford follows the A4074, today, also serving Woodcote, operating broadly northwest - southeast. Today known as the X40 "River Rapids" route, this service runs every 30 minutes. We are committed to raising this to every 20 minutes, along the whole line of route, supported by County Council funding on what is expected to be a time-limited "pump-priming" basis, to secure reinforcement and mode shift on the corridor, building on its growth momentum. We have already directed more modern EURO VI vehicles to operate the service, having placed an order for brand-new high-specification buses for the enhanced service, expected to arrive in 2025. The service runs 7 days a week with a comprehensive evening and Sunday offer, and forms a key part of the County's premium inter-urban route network, as defined in the Oxfordshire Bus Service Improvement Plan (BSIP).
- An east-west route group 33/33A operates every 30 minutes between Wallingford and Didcot. Alternate buses continue west of Didcot to Abingdon each hour, and likewise every hour to Henley on Thames along the A4123. The 33A diverts to serve the Hithercroft employment area and Highcroft development within the town.
- Regular local connections are additionally operated to Cholsey, and its rail station, as service 136; and to Benson village and RAF Benson as service 139, again, both generally operating every hour. Service 136 offers an enhanced half-hourly peak service Monday-Friday. Many of these journeys interwork between the two routes to offer direct cross-town links.

Notwithstanding the clear track record over an extended period of growing the relevance and patronage of the local bus network in partnership with the Council, we must stress that the bulk of the network continues to rely on a significant amount of time-limited revenue support. Even accounting for this, the operation is commercially quite fragile, partly because we have always aimed to co-invest with the Council where we have seen strong growth momentum on commercially stronger services.

Thus, the impact of any Council initiatives on both bus journey time, reliability and productivity is of very great concern to us, both generally, and in and around South Oxfordshire in particular. All stakeholders should be advised that the clear success developing the network in and around Wallingford over the last decade in particular, should not be taken as meaning that the current operation is entirely secure or stable. Achieving substantial further uplifts in the quality of bus service provision, to secure the Council's wider transport and socio-economic policy objectives, will demand ongoing partnership to make buses both faster, and more reliable; as well as more frequent still.

Following several issues whereby a large number of 20mph proposals on key sections of bus routes in Oxfordshire were advanced by the county council following requests from parish councils, which generally had not involved any prior engagement with bus operators, we formally objected to several such schemes. This included the major scheme in Abingdon which affected a very large number of core bus routes.

After some discussions regarding the process being adopted by the County Council to move forward the "20's plenty" policy, we agreed with the Council's Highways Officers that both major bus operators would provide a list of settlements where the council had indicated that a 20mph scheme was planned, where the potential for serious adverse impacts on bus services within that settlement from injudicious blanket substitution of 20mph for existing 30 mph limits existed.

Such a list was provided by OBC and Thames Travel to OCC on 21st March 2023. Wallingford featured on this list, and prominently so.

We and other bus operators have repeatedly advised the Council that the cumulative effect of the blanket application on 20mph limits in this way on bus operations would be material. Across multiple substantial settlements, it cannot but have the effect of slowing buses to down to the point where timetables can be both no longer relevant to large sections of the population, and moreover are no longer operable within the current operating and financial resources.

This kind of impact has already led to the need to curtail scheduled bus mileage and connectivity on the 33 route, which until May 2024 continued beyond Abingdon to Oxford. We had to break the route at Abingdon, owing to the imposition of what we considered to be unnecessarily extensive 20mph restrictions in Sutton Courtenay in particular, to which we also objected. Further 20mph restrictions were published in Culham, which we have also highlighted as further eroding bus productivity and might need us to make further adjustments to route and timetable, none of which is likely to make the service other than less attractive and convenient for certain users, especially in intermediate villages.

The issues we highlight above are well known to the Council and have been consistently and repeatedly expressed, in an appropriate, considered and timely manner. We have been careful to have a very high regard given to balancing the wider objectives of national and County Council policy, with the ongoing need to make buses significantly faster and more reliable. This is axiomatic within the National Bus Strategy for England and carried through into Oxfordshire's BSIP as a matter of principle. The Council and bus operators including ourselves, are formally and contractually bound to achieve exactly these objectives both generally and through specific interventions, in a collaborative manner, through a Statutory Enhanced Partnership (EP).

Clearly, effective collaboration demands a consistent approach involving all the relevant transport and highways function of the Council, not restricted narrowly to the formal operation of the mechanisms set out in the EP. Accordingly we have assiduously and constructively sought to engage with the active travel and highways safety functions within the Council, and this has included informal contributions when we have been granted the opportunity, as well as in numerous formal written responses to specific proposals as they have been made public.

Following bus operator challenge in March 2023, the Council had agreed to include an opportunity for us to comment in advance on emergent 20mph proposals, especially in the most extensive settlements where there are larger numbers of bus passengers and movements on the one hand, and the most extensive lengths of bus route operating within built-up areas.

Wallingford we would consider to be just such a settlement. The Council previously carried out a consultation on proposed expansion of 20mph speed limits in Wallingford on 25th October 2023, and nowhere in this consultation was it referenced that a further "phase 2" consultation would follow. Neither was this advised to us by the county at any point between March 2023 and the time of writing.

The proposals

The proposals seek to extend the 20mph limits that already cover over 90% of the public highway within the town, to 4 specific stretches of road that had intentionally been retained at their previous 30mph limit following previous proposals to generally replace the existing 30mph limits within the town with a 20mph sign-only restriction, that have since been implemented recently.

These four other key stretches all have the following common characteristics:

- They are on radial routes extending from the edge of the town - which benefits from bypasses built in the 1980s and 1990s on all but the towns northern side-towards the centre.
- 3 of the 4 are formerly classified routes, and, irrespective, nevertheless continue to perform a significant local through movement function, and are not primarily or solely used as residential access streets, nor do they exhibit the density of development, mixed uses and more intense interaction associated with the town centre, of even local convenience-based retail facilities.
- The inner stretches of these corridors running within the historic settlement core are more intimate in nature and reflect higher density of development and activity, and a wider mix of uses in and around the historic market town High Street and Market Place. On their outer sections that form these new proposals, these routes run through what is mainly low-density "ribbon" development, set well back from these roads, which at the time of construction would have mainly been classified A roads with higher levels of traffic, including large vehicles than today. The exception, Hithercroft Road, is the principal link between the bypass and the main employment and industrial are of Wallingford, purposely engineered to handle large volumes of HGV traffic. It has no direct frontage access. None of the outer stretches of these roads has a large number of residential side roads, where right turning traffic would cause vehicles on the mainline to have to slow or stop. Vehicular access to the new Highcroft development south of Wantage Road and the even larger Winterbrook development west of Reading Road is exclusively taken from the bypass, Calvin Thomas Way/Bosley Way. As such it is not creating additional conflicts between vulnerable road users and traffic on the stretches of road in question. Master planning is intentionally directing local walking and cycling trips out of the developments towards the town centre, or elsewhere in the town, onto direct dedicated links, that intersect with the radial routes further into town where a 20mph limit is already in place, such as via Portcullis Drive.
- The roads are relatively wide, with generally good forward visibility, and generally significant standoffs between built development and the kerblin. There is very limited "visual friction" arising from the roadside environment that signals and psychologically encourages drivers to generally proceed at slower speeds – LTN01/2013 makes clear that empirical evidence suggests that self-enforcement of a 20mph limit can only be expected to occur if the baseline average speed is at or below 24mph. We see no evidence that these stretches currently achieve this behaviour.

Entirely in line with the movement function of these roads, three of these 4 routes accommodates a bus service:

- Reading Road is used by the X40 River Rapids, the main core bus route serving the town, and the 136 service to and from Cholsey. An additional 650 m of bus route will fall within the 20mph scope if these proposals are implemented south of Portcullis Drive.
- Wantage Road is used by the 33 service to Didcot and Abingdon. An additional 750m of bus route is proposed to be reduced to 20mph between Sinodun Road and the Bypass.

- Hithercroft Road is used by the 33A, again towards Didcot. This again adds about 650m of bus route to the existing 20mph signed limit on this corridor.

Again, as we have repeatedly observed, taken on their own, these effects while material, would not be so great as to threaten the attractiveness of the bus offer or materially affect operating costs and revenues. **But this proposal consolidates an already extensive 20mph within Wallingford and must be viewed in the context of similar proposals in all settlements, large and small, on the line of the route, many of which involve similarly extensive stretches of route.** The application of local speed limits, according to LTN, should have proper regard to the impact on traffic flow, including, explicit mention of bus journey times. **It is this cumulative impact that is seriously corrosive.**

It is for this reason that we separately are raising strong objections concurrently to separate proposals under consultation for Cholsey, that seek to curtail bus operating speeds radically, along the vast majority of the rest of the 136 route. Despite being a rural service, passing through open countryside over much of its length, **something exceeding half the entire combined 136-139 route is currently proposed to be operable at a maximum speed of 20mph.** We have already had to make changes to what was previously a successful service pattern on this route to reflect the fact that the previous timetable had become unachievable, due to the constraints of these extensive speed limits, and this has generated significant negative feedback from local residents, including many complaints directly to the County Council.

All this being the case, we conclude that the proposals are both contrary to the guidance in the LTN, fundamentally ill-conceived, will have little real positive impact on the attractiveness of walking and cycling, over and above the 20mph measures already taken in the town. This would be true even if 20mph was the maximum speed that was driven. This is inconceivable. The LTN itself makes plain that high levels of driver self-enforcement cannot be anticipated on such roads. **The only practical effect of the proposals, in real-world terms, will be to make buses slower, and bus journeys less attractive.**

We and the County's other main operators have been making exactly these kinds of representations from the very outset.

In fact, the situation proposed for Wallingford is highly analogous to Witney, where a blanket imposition of a 20mph limit was imposed, over the objections of Stagecoach, the major bus operator; and which we understand is seeing disappointing levels of driver compliance long after project implementation, particularly on the kinds of road we describe above.

We should also highlight Abingdon, which albeit is a much larger town, where we again made objections, but where we are pleased to record that a more nuanced and considered approach was arrived at through collaborative discussion with officers the Town Council and other stakeholders. This led to the outer ends of radial routes being retained at 30mph. The "Abingdon model" is in essence the current situation in Wallingford.

No rationale is presented for the Council coming back to revisit this matter in Wallingford, and we received no prior warning that there was to be a "phase 2" to the initial proposals. Indeed, it appears that one or more senior Council officers have taken it entirely upon themselves to decide, following the completion of due process, that they wish to pursue an "absolutist" approach. The nature of the proposals leads a reasonable observer to conclude these proposals are a retroactive attempt to impose

the narrowest conceivable set of solutions to improve the safety of road users, and improve the attractiveness of active travel, without any regard to its wider effects, including on public transport, or even its effectiveness in its own immediate goals. It is thus reasonable to conclude that the proposals largely reflect blind adherence to single axiom, irrespective of context or likely effect, based more on ideology than reason or evidence.

This is both highly inappropriate for any public body, and deeply troubling.

Concluding Comments

This increasingly arbitrary, ill-considered and unevidenced approach to the application of this policy on bus routes is a matter of high and rising concern to us, particularly in light of previous commitments made by the council regarding advance engagement with us on the limited number of 20mph schemes which we had identified as representing a risk to bus operation. The Council's officers have struggled to keep the commitments it made to us in April 2023, to undertake this pre-engagement. This is yet another such example.

It is especially troubling to us that following our prior input and due process, officers are returning within an extremely short timescale to already-made 20mph schemes to ensure that any major movement corridors are subject to the same treatment as the narrowest and most intricate residential accessways. This is in defiance of LTN01/2013, broad principles within which form the basis for our own input and a suitably prior consensus. These new proposals are being advanced after previous Cabinet Member Decisions without any published evidence to explain who has made these decisions, on what evidence, and to what expected effect. This behaviour clearly and fundamentally breaches both basic levels of trust, as well as good practice.

At no point have we ever expected to Council's officers to agree with us on every point regarding the extent of 20mph limits on major traffic corridors. We recognise not only the Council's prerogative as statutory custodian of the public highway, but also that bus passengers form just one part of the wider community of road users – though this is a constituency that the Council's own adopted policies set out in the Local Transport and Connectivity Plan (LTCP) state that it needs to radically enlarge, if it is to achieve its wider goal to greatly reduce car dependence and its negative consequences, as early as 2030.

Accordingly, we have always taken a pragmatic view with great respect for the Council's need to achieve a frequently difficult balance between conflicting objectives. We have made very large number of material compromises, even when we have considered that the overall outcome will serve to undermine the attractiveness and efficiency of bus services to a material extent, when we can see that there is a wider case to achieve greater benefits across other policy objectives, that positively weigh against our customer's and business' immediate interests.

These among a series of latest proposals, indicate that a sub-set of salaried officers within the active travel function clearly do not share these values, or a viewpoint that places a suitably high value on the need to arrive at a broadly based, considered and balanced view.

We see substantial and increasing evidence that a determined view exists, and is hardening within the relevant parts of the highways function, that the most dogmatic and simplistic approach to managing traffic speeds in built-up areas is the one that they

will follow. This has regard neither to LTN 01/2013, nor considered input from ourselves, or for that matter, the County Constabulary, which has consistently cautioned that the arbitrary blanket imposition of 20mph limits is generally unenforceable and without high levels of self-enforcement, will be ineffective, a principle that is also explicit within the LTN.

Within the last 3 months we have invited the Council's officers to re-engage with us, while we consider what prudent steps we should take as a business going forward. It would appear increasingly difficult to justify maintaining our generally optimistic, revenue growth-focused approach, in light of the behaviours currently being exhibited by this part of the Council's highways function. In fact, the positive outcome to such limited dialogue as we have had more recently, has been repeatedly betrayed by subsequent events.

In this light, we find it as troubling as it is regrettable that we have to remind the Council of its duties in Primary Legislation, as well as its contractual commitments in a Statutory Enhanced Partnership. We find it impossible to comprehend how so unbalanced and unevidenced an approach to local traffic regulation can be pursued by the Council when it runs seriously counter to the achievement of multiple other of its own transport policies concerning public transport, while having no demonstrable effect on car use and dependency. We find it equally perplexing that so arbitrary and absolutist an approach is being taken on these outer stretches of generally classified roads, which even taken on its own terms cannot credibly be expected to effective either in increasing active travel, nor on improving the safety of vulnerable road users, who are not in significant conflict with motor vehicles on the stretches concerned. These are actually a tiny fraction of the entire length of public highway in any of the settlements concerned and thus cannot be considered to prejudice the wider achievement of the Council's safety and active travel goals.

So concerned are we that the Council is behaving in an irrational, ineffective, arbitrary and capricious manner, with profoundly damaging potential consequences for the short and longer term attractiveness and sustainability of the bus service offer, that we will be discussing formally through the Enhanced Partnership Board what steps we might need to take going forwards to help the Council return to a more properly considered approach to managing the highway used by bus services, not least to meet its own ambitious policy objectives to improve public transport, and secure the highest level of mode shift to bus ever achieved in the UK as soon as 2030.

The current situation is the culmination of a wider one that shows over at least the last 10 years, that the Council consistently struggles to appropriately govern and control its own internal affairs, discharge its statutory duties, properly work with external parties and stakeholders, or progress projects to delivery in a timely and cost-effective manner.

Where the 20mph policy is concerned, we consider that it is time to seriously consider involving suitable external parties and processes to arrive at an appropriate resolution that will have the effect that:

- The Council is properly and fully discharging its Network Management Duty in accordance with statute
- The Council properly has had regard to the Public Sector Equalities duty, in the promulgation of 20mph limits, given that cycling in particular is not accessible to large numbers of people with Protected Characteristics, while bus use is often their key and only means of mobility apart from walking. Promoting cycling in such an extreme and inappropriate manner, to the systematic,

consistent, and material detriment of bus services is, we believe, a breach of that Duty.

- The Council is accountable to the contractual commitments into which it chose to enter in the Oxfordshire Statutory Enhanced Partnership, specifically those that involve making bus journeys faster and more reliable.

We thus urge the Council to withdraw these current proposals.

At least as important, we wish to sound a clear alarm that we see the Council needing to change its course, and in certain places, its very culture, to ensure that it best secures its policy goals at the least risk, and in the most propitious ways possible.

In closing, we reiterate - once again - our strongest and oft-stated ongoing support for the Council's current transport policy objectives in the round. As always, the current objection is raised not because we wish to in some way derail or obstruct the Council, but to try to ensure that in trying to achieve one objective in an overly simplistic and over-zealous way, other key policy outcomes are not jeopardised. It therefore could not be of greater regret to us that we find the need to make the points that we do and write in the tone that we have. We trust that we can find the Council's officers and members open to discussing the matters we raise above further, at the earliest reasonable opportunity.

Yours sincerely

Managing Director