

Divisions affected: *Benson & Cholsey*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **CHOLSEY - PROPOSED 20MPH, 30MPH & 40MPH SPEED LIMITS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph, 30mph and 40mph speed limits in Cholsey as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph, 30mph and 40mph speed limits in Cholsey, as shown in **Annex 1**.

#### **Financial Implications**

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

#### **Legal Implications**

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

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

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

#### **Sustainability Implications**

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

## Formal Consultation

- Formal consultation was carried out between 3 July and 26 July 2024. A notice was published in the Oxfordshire Herald 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, local District Cllrs, Cholsey Parish Council, and the local County Councillor representing the Benson & Cholsey division.

### Statutory Consultee Responses:

- Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, and wish their response to be listed as 'having concerns' rather than an objection.
- Thames Travel bus company objected to the proposals (full response found at **Annex 3**), citing that they considered the proposals to be unjustified, unjustifiable, and arbitrary, and would serve to make public bus services slower and less attractive, while in practice having a much more limited demonstrable safety impact in parts of the village, and none at all over extensive sections of currently entirely derestricted road. They also felt that it is not credible to suggest drivers will consistently self-enforce, which lies at the heart of effectiveness of the 20mph policy.

### Other Responses:

- 227 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Support	Partially support	Object	No objection	Total
20mph speed limit	120 (53%)	37 (16%)	61 (27%)	9 (4%)	227
30mph on Wallingford Road	80 (35%)	24 (11%)	88 (39%)	35 (15%)	227
40mph on Wallingford Road	83 (37%)	37 (16%)	75 (33%)	32 (14%)	227

\* note – all percentages rounded up/down to nearest whole number.

- Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	29 (13%)
Yes - cycle more	32 (14%)
No	154 (67%)
Other	12 (5%)

\* note – all percentages rounded up/down to nearest whole number.

11. Additionally, one email was received from a local resident which objected to the proposals, stating that the lower limit would have a negative impact on journey times, not required on safety grounds, and that a reduced speed limit would not change the behaviour of drivers who already exceed the current speed limit.
12. The responses are shown at **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 encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
14. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Cholsey.
15. The objection of Thames Travel, the bus operator, is noted and it is acknowledged that the proposals will impact on a significant length of the current bus route. 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.
16. 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 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.
17. An assessment of the likely actual impact of reduced speed limits on bus journey times by recording speeds reached on a single trip through the

proposed 20mph area. It is recognised that a single trip assessment will not be conclusive, but it gives an indicative prediction. The data and calculation are presented in **Annex 4**. In conclusion, if the bus is limited to a maximum of 20mph rather than the speeds recorded, the additional time taken would be 16 seconds through the village 20mph extent. This is in addition to the calculated increase of 7 seconds resulting from the 40mph limit on Wallingford Road. Hence, the overall estimated impact on the bus journey time is approximately 23 seconds.

18. Speed surveys were conducted to ascertain the actual current speeds at four locations along the bus route, as indicated here:

<b>Location</b>	<b>Proposed limit (mph)</b>	<b>Recorded mean speed (mph) Dir1</b>	<b>Recorded mean speed (mph) Dir2</b>
Papist Way (W of Downside)	20	22.9 (E/B)	22.8 (W/B)
Station Road (S of Willow Close)	20	21.4 (N/B)	23.1 (S/B)
Wallingford Road (N of Cross Road)	20	25.9 (NE/B)	24.4 (SW/B)
Wallingford Road (New Barn Farm)	40	41.8 (NE/B)	42.7 (SW/B)

19. In all four places, the recorded speeds are considered to be compatible with the revised speed limits being proposed.

20. Wallingford Road is a direct route between Cholsey and Wallingford, but is not appealing for cycling. There is a sub-standard footway on one side which is not suitable for conversion to shared use. A reduction in the speed limit to 40mph will help to improve conditions for safer cycling.

21. It should be noted that the 64m extension to the 30mph limit is required to create a total of 300m, which is the recommended minimum length. The impact of this small extension on journey times will be negligible.

22. 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: Consultation responses  
 Annex 3: Thames Travel full consultation response  
 Annex 4: Bus journey time analysis

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

October 2024

Cholsey 20mph Scheme

Legend	
Proposed 20	
Existing 30	
Proposed 30	
Existing 40	
Proposed 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	02.05.24	Proposal 1	C.R		

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Project title: Cholsey 20mph Scheme

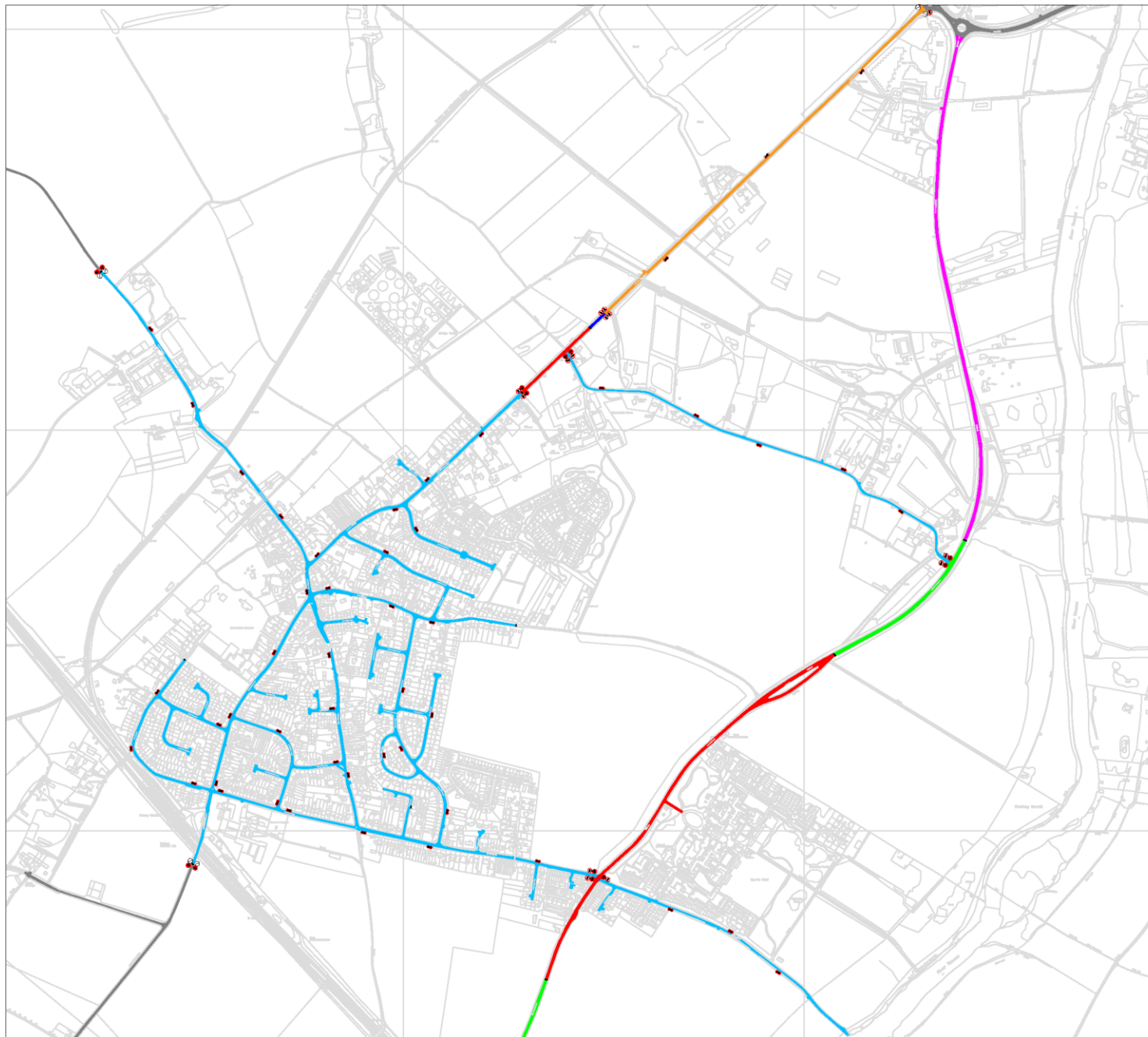
Drawing title:  
 Cholsey 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by AK	Approved by AK
	Date drawn 02.05.24	Date checked 09.05.24	Date approved 10.05.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b> – This response relates to all changes. Thank you for the consultation documents, in relation to the proposed speed limit change.</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 disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> </ul>

	<ul style="list-style-type: none"> <li>• existing traffic speeds (No data provided)</li> <li>• road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(2) Head of Built Environment and Infrastructure, (Thames Travel)</p>	<p><b>Object</b> – 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 a much more limited demonstrable safety impact in parts of the village, and none at all over extensive sections of currently entirely derestricted road. Where these sections are concerned, and on the approaches to the main village core, it is not credible to suggest drivers will consistently self-enforce, which lies at the heart of effectiveness of the 20mph policy.</p> <p><i>(Full response available at Annex 3)</i></p>
<p>(3) Local resident, (Cholsey, Pound Lane)</p>	<p>20mph speed limit – <b>Object</b></p> <p>I have a low emissions car which works perfectly at 30 mph, but does not work at 20 mph, so if you are trying to reduce fumes introducing a 20 mph speed limit will increase emissions, not reduce them.</p> <p>I would also like to know the number of pedestrian and cycle accidents caused by the 30 mph speed limit in the last 5 years in Cholsey. Please respond to let me know.</p> <p>30mph speed limit – <b>No objection</b></p> <p>I do not have objections to 30 mph and would like to reduce speeding on the road into Wallingford, but I do object to the introduction of 20 mph.</p>

	<p>40mph speed limit – <b>No objection</b> See above.</p> <p>Travel change: <b>No</b></p>
<p>(4) Local resident, (Cholsey, West End)</p>	<p>20mph speed limit – <b>Object</b> 30mph is fine in Cholsey</p> <p>30mph speed limit – <b>No objection</b> The footpath is not suitable for a 60mph road. If the footpath cannot be widened and a barrier to make it safer then a reduced speed limit is sensible.</p> <p>40mph speed limit – <b>No objection</b> The footpath is not suitable for a 60mph road. If the footpath cannot be widened and a barrier to make it safer then a reduced speed limit is sensible.</p> <p>Travel change: <b>No</b></p>
<p>(5) Local resident, (Cholsey, Droverside)</p>	<p>20mph speed limit – <b>Object</b> The more important issue in Cholsey is dangerously parked cars, for example outside the Red Lion and Treehouse School, along Station Road and around Tesco, which mean people have to drive towards the oncoming traffic on the opposite side of the road. It is only a matter of time before there is a serious collision on the blind bend outside the Treehouse School.</p> <p>30mph speed limit – <b>No objection</b> Coming towards Cholsey, should slow things down before the Caps Lane junction</p> <p>40mph speed limit – <b>Object</b> This would more sensibly be reduced to 50 mph - a 40 mph speed limit along this section of straight road with few houses/turnings seems unnecessary. The cycleway alongside the Wallingford road is not fit for purpose as it is too narrow to allow two cycles or a cycle and pedestrian to pass each other, so cyclists (myself included) will continue to use the road itself. It is therefore important that car etc. road users (myself included) can safely pass cyclists with minimum time exposed to danger on the opposite carriageway.</p>



	<p>Travel change: <b>No</b></p>
<p>(6) Local resident, (Cholsey, Charles Road)</p>	<p>20mph speed limit – <b>Object</b> There is no just for the cost expenditure to change these speed limits, since the number of parked cars and congestion makes it impossible to drive at more than 10-15 miles per hour within the village, and 20-30 mph on the main road.</p> <p>30mph speed limit – <b>Object</b> No need for expenditure, it is not possible to drive at greater than 30 mph on this road</p> <p>40mph speed limit – <b>No objection</b> Unnecessary cost expenditure that would be better spent improving services, repainting lines and repairing roads.</p> <p>Travel change: <b>No</b></p>
<p>(7) Local resident, (Cholsey, Schuster Close)</p>	<p>20mph speed limit – <b>Object</b></p> <ol style="list-style-type: none"> <li>1. The proposed speed limit changes are unlikely to improve road safety in Cholsey as there is more than enough traffic, road furniture and parked cars, to maintain speeds at a safe level.</li> <li>2. Most drivers drive at an acceptable speed around the village and 30mph on Papist Way, Honey Lane, Church Road and station road is a safe speed with no evidence suggesting that the current speed limit has resulted in any accidents.</li> <li>3. The unnecessary introduction of enforces 20mph speed limits in other areas locally has, in my opinion, made the roads more unsafe as some drivers are now driving excessively slowly (10-15mph) causing others to become frustrated and attempt dangerous overtaking or driving exceptionally close so as to 'put pressure' on others to speed up.</li> <li>4. I have seen significantly more 'near accidents' due to this in South Moreton where this has been applied.</li> <li>5. The funding used to change the signage and conduct this change could be put to better use repairing dangerous potholes especially at the corner of honey lane with papist way. There could also be better placement of double yellow lines around central and passing areas of the village (eg Honey Lane) to ensure a clear view is not obstructed as is often the case. (Honey Lane and bottom of Wallingford road behind the shops in particular).</li> <li>6. As the 20min is rarely enforced by law enforcement of speed cameras those willing to drive recklessly continue to do so and so improving visibility and additional genuine traffic calming measures like priority junctions, speed reducing bumps etc are far more likely to improve the situation.</li> </ol>

	<p>30mph speed limit – <b>Object</b> Please see my previous comments. The national speed limit sign is outside of the residential area of the village and so I do not see what extending the 30pmh further up the road would do. Slowing vehicles down earlier in an area where it is not required will only frustrate drivers further.</p> <p>40mph speed limit – <b>No objection</b> I do not feel it is necessary as this road is straight with excellent visibility for its entirety with minimal entry/exits onto the main road causing significant risks to road users or path users. I do however feel the path is very close to the road and a vehicle (especially large vehicles) travelling at speed can make walking or running down the path quite daunting. Cycling on this road, whilst entirely safe, can at times of heavy traffic also feel quite scary.</p> <p>Travel change: <b>No</b></p>
(8) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Object</b> We do not we need a 20mph speed limit in the village. If people drove correctly there is no need. It will cause more pollution and aggravation plus how many people will take any notice. No one checks on how fast you go anyway. You are better off sorting out the bad parking around the village. I have no objection to having a 20mph speed limit along Church Road where the school is. As it is you cannot drive much faster than 20 because of all the cars parked up in the village.</p> <p>30mph speed limit – <b>Object</b> Why do you want to extend it ????</p> <p>40mph speed limit – <b>No objection</b> Traveling over that speed is hard because of the state of the road, it's like driving off road there are so many bumps in it</p> <p>Travel change: <b>No</b></p>
(9) Local resident, (Cholsey, Wallingford Road)	<p>20mph speed limit – <b>Object</b> 20mph speed limits do not benefit anyone. They just result in more delays.</p> <p>30mph speed limit – <b>Object</b> Once again, benefits nobody.</p>

	<p>40mph speed limit – <b>No objection</b>  Don't really know how this benefits anyone but sure.</p> <p>Travel change: <b>No</b></p>
(10) Local resident, (Cholsey, Agatha Christie Way)	<p>20mph speed limit – <b>Object</b>  Absolutely not, it is unsustainable, very difficult to enforce. No supporting data that is good for the environment, cars or tye area. Safety can be controlled by existing measures like additional crossing points and zebra crossing</p> <p>30mph speed limit – <b>Object</b>  See previous reasons</p> <p>40mph speed limit – <b>No objection</b>  Objection to lowering speed limits</p> <p>Travel change: <b>No</b></p>
(11) Local resident, (Cholsey, Abbots Mead)	<p>20mph speed limit – <b>Object</b>  Reduction in speed limit is unnecessary. Cholsey does not have a problem with speed of vehicles in the village. The proposal would not encourage me use alternative forms of transport and I doubt it would for other people in the village. The money spent on this proposal and the consultation itself would be better spent on maintaining the existing roads to enable repair of pot holes and remove overgrown foliage at the side of Reading road which hinders driver visibility and makes cycling on the path very unpleasant.</p> <p>30mph speed limit – <b>Object</b>  There is no need to extend the 30mph speed limit on Wallingford Road.</p> <p>40mph speed limit – <b>Object</b>  There is no need to reduce the speed limit on this section of Wallingford Road.</p> <p>Travel change: <b>No</b></p>

<p>(12) Local resident, (Cholsey, Amwell place)</p>	<p>20mph speed limit – <b>Object</b> 20 has become a fad, no one actually sticks to it, a sign does not slow people down spend the money on things we ACTUALLY NEED!</p> <p>30mph speed limit – <b>Object</b> More money being wasted on signs, cars are far safer than when the road limits were set decades ago.</p> <p>40mph speed limit – <b>Object</b> More money wasted on signs that people ignore, spend the little money we have on things we ACTUALLY NEED. It's a fad</p> <p>Travel change: <b>No</b></p>
<p>(13) Local resident, (Cholsey, Brentford close)</p>	<p>20mph speed limit – <b>Object</b> The 30 mile per hour limit has been perfectly fine for the last 60 years, people are not driving faster, the roads are just in a poorer condition due to the failures of Oxfordshire County Council to maintain them, this is a folly to waste our council tax. Reducing limits will not save lives, people will simply spend more time watching their speedometer than the road.</p> <p>30mph speed limit – <b>Object</b> The 30mph stretch ends at the residential boundary, why extend it beyond.</p> <p>40mph speed limit – <b>Object</b> Same as above, there is no reason but for some councillor to say they have a legacy.</p> <p>Travel change: <b>No</b></p>
<p>(14) Local resident, (Cholsey, Brentford Close)</p>	<p>20mph speed limit – <b>Object</b> In the absence of meaningful accident statistics and/or a clearly defined and quantifiable risk to road users of all classes, I believe there is no justification in lowering the 30mph limits. Police will not enforce a 20mph limit, making the expense of setting one up a waste of public money. If the 30mph limit is being broken by a minority, the only sensible course of action is to enforce it, which appears to be beyond the resources of the local authorities.</p> <p>30mph speed limit – <b>Object</b></p>

	<p>There is nothing wrong with the present limits of the 30mph zone. It is unlikely that any extension towards Wallingford would be observed by drivers. There are hardly any properties that would be 'protected' by such a change. I would concede that a 50mph limit to replace the present National limit would be acceptable.</p> <p>40mph speed limit – <b>Object</b>  There is nothing wrong with the present limits of the 30mph zone. It is unlikely that any extension towards Wallingford would be observed by drivers. There are hardly any properties that would be 'protected' by such a change. I would concede that a 50mph limit to replace the present National limit would be acceptable.</p> <p>Travel change: <b>No</b></p>
(15) Local resident, (Cholsey, Church road)	<p>20mph speed limit – <b>Object</b>  Unless it can be policed it is a waste of time</p> <p>30mph speed limit – <b>Object</b>  Unless you are able to police it is is a waste of time</p> <p>40mph speed limit – <b>Object</b>  Unless it is able to be policed it is a waste of time</p> <p>Travel change: <b>No</b></p>
(16) Local resident, (Cholsey, Cornflower Drive)	<p>20mph speed limit – <b>Object</b>  20mph is ridiculous and not needed. I understand 20mph limit near schools but throughout a village isn't needed.</p> <p>30mph speed limit – <b>Object</b>  Dont think there needs to be an extension of 30mph</p> <p>40mph speed limit – <b>Object</b>  It is currently fine as it is.</p> <p>Travel change: <b>No</b></p>

<p>(17) Local resident, (Cholsey, Crescent Way)</p>	<p>20mph speed limit – <b>Object</b> The cars parked around Cholsey already stop cars travelling faster than 20 mph. I have experienced many small villages who have chosen to instate a 20 mph limit see a huge increase in backed-up traffic and air pollution as a result. This also makes it harder for pedestrians to cross the road as they have to wait for a break in the traffic.</p> <p>30mph speed limit – <b>Object</b> This is a long, open stretch of road with incredibly low accident rates, reducing the speed limit to 30 mph seems like an insane decision.</p> <p>40mph speed limit – <b>Object</b> This road is straight and clear, there is no need for cars to travel at 40 mph along it.</p> <p>Travel change: <b>No</b></p>
<p>(18) Local resident, (Cholsey, Cross Road)</p>	<p>20mph speed limit – <b>Object</b> There are other more appropriate strategies than 20mph speed limits. Particularly a zebra crossing by Tesco's/roundabouts and dealing with cars parked on junctions.</p> <p>30mph speed limit – <b>Object</b> What are the safety statistics which would warrant this change? I feel the speed limit is appropriate to the road.</p> <p>40mph speed limit – <b>Object</b> See above</p> <p>Travel change: <b>No</b></p>
<p>(19) Local resident, (Cholsey, Droverside)</p>	<p>20mph speed limit – <b>Object</b> I believe 20mph is unnecessary slow, it has been proven in Wales that it doesn't work effectively</p> <p>30mph speed limit – <b>Object</b> There isn't a good cycle track as you cannot pass anything plus overhanging trees. The potholes also make cycling dangerous. People already have to limit speed due to potholes and uneven surfaces due to repairs</p>

	<p>40mph speed limit – <b>Object</b>  The road surface is so bad with potholes and uneven surfaces that there are enough delays already</p> <p>Travel change: <b>No</b></p>
(20) Local resident, (Cholsey, East end)	<p>20mph speed limit – <b>Object</b>  No requirement for this. No accidents and generally people drive well.</p> <p>30mph speed limit – <b>Object</b>  Ridiculous idea.</p> <p>40mph speed limit – <b>Object</b>  It's a 60 mph all day long. People need to get to work and not drive behind old drivers who can't stick to the speed limit.</p> <p>Travel change: <b>No</b></p>
(21) Local resident, (Cholsey, Fairfield)	<p>20mph speed limit – <b>Object</b>  There is no current problem with current speed limit.</p> <p>30mph speed limit – <b>Object</b>  Not needed</p> <p>40mph speed limit – <b>Object</b>  Not necessary</p> <p>Travel change: <b>No</b></p>
(22) Local resident, (Cholsey, Ferry lane)	<p>20mph speed limit – <b>Object</b>  Not necessary to be 20mph</p> <p>30mph speed limit – <b>Object</b></p>

	<p>Not needed</p> <p>40mph speed limit – <b>Object</b> Not necessary</p> <p>Travel change: <b>No</b></p>
(23) Local resident, (Cholsey, Goldfinch Lane)	<p>20mph speed limit – <b>Object</b> The limit would start too far along the Wallingford Road, as it does in South Moreton.</p> <p>30mph speed limit – <b>Object</b> Unnecessary</p> <p>40mph speed limit – <b>Object</b> Unnecessary</p> <p>Travel change: <b>No</b></p>
(24) Local resident, (Cholsey, Goldfinch Lane)	<p>20mph speed limit – <b>Object</b> There is no requirement to change the speed limits. The current restricted road limits are sufficient. There is no justification to reduce Wallingford Road national speed limit. It isn't straight road with no junctions, very limited properties, no schools or shops. This is why National Speed limits exist, for roads where there is no requirement for a reduction.</p> <p>30mph speed limit – <b>Object</b> As per my previous response - there is no justifiable reason to extend it. After it changes to a national limit there are no more junctions, schools or shops, with very, very limited properties. It is a straight country road. There is no reason to extend the 30mph limit.</p> <p>40mph speed limit – <b>Object</b> As above.</p> <p>Travel change: <b>No</b></p>



<p>(25) Local resident, (Cholsey, Hillside)</p>	<p><b>20mph speed limit – Object</b> There is no need for change. Its change for change sake, which will cause frustration to drivers. The only place that makes sense to change to a 20mph is outside the primary school.</p> <p><b>30mph speed limit – Object</b> Pointless. Its changing things for the sake of changing things. If you want to make it safer down the wallingford road long term, improve lighting and make it clearer where the speed changes.</p> <p><b>40mph speed limit – Object</b> There is no need to change the speed limit. Its change for change sake and is just the council again making everything slower for drivers. Its not greener or safer. If the council want to make it safer for people,down the wallingford road, cut the bushes more regularly, otherwise, its a waste if time and money. It will also just lead to more frustration. I dont really know why im commenting considering how the councils all over Oxfordshire have just ignored those they represents.</p> <p>Travel change: <b>No</b></p>
<p>(26) Local resident, (Cholsey, Newlands Way)</p>	<p><b>20mph speed limit – Object</b> In my experience drivers drive worse in 20 mile areas: either so worried they will go over the speed so they pay more attention to looking at the Speedo than their surroundings, it's also difficult to drive at that speed as it's so slow that drivers are often distracted and not paying full attention. In my experience even in 30 zones people drive slower as they are t sure if it's 20 or 30. Makes drivers very stop/start and not smooth and observant</p> <p><b>30mph speed limit – Object</b> It's a reasonable size road and plenty of visibility - the current speeds I think are reasonable. Slowing the traffic further will lead to frustrations of people getting to work/school.</p> <p><b>40mph speed limit – Object</b> As per my comments above - I feel it is adequate as it is now and any further changes will result in driver frustrations. It's been working well so why change it.</p> <p>Travel change: <b>No</b></p>

<p>(27) Local resident, (Cholsey, Old timber yard)</p>	<p>20mph speed limit – <b>Object</b> Leads to more congestion and journeys take longer. Council should be focusing on improving roads and pot holes not spending money on this. Pot holes cause twice as many near misses than the speed limit of 30 mph in Cholsey as you are constantly having to swerve in and out of the road to avoid them. There is no alternative public transport - buses finish early and start late for those who don't finish work before 5pm.</p> <p>30mph speed limit – <b>Object</b> There's no houses around that area. No need to reduce the speed limit.</p> <p>40mph speed limit – <b>Object</b> No need to reduce speed limit. Will cause yet more congestion and journeys take longer.</p> <p>Travel change: <b>Other</b> No - there is no alternative for me to get to and from work during my hours worked. Bus service is awful.</p>
<p>(28) Local resident, (Cholsey, Pound Lave)</p>	<p>20mph speed limit – <b>Object</b> Low speed limits increase pollution, cause damage to cars, &amp; mean motorists focus more on speedometers than road hazards. It is unlikely this will be enforced. More effort should be given to illegal parking &amp; bad driving which are the actual dangers in Cholsey.</p> <p>30mph speed limit – <b>Object</b> The limit is already too far out of the village.</p> <p>40mph speed limit – <b>Object</b> There is no sensible reason for this. Perhaps the council could instead fix the huge lump in the road approaching the village &amp; look at the proposed cycle/walking path to Wallingford.</p> <p>Travel change: <b>Other</b> I have no other option than to drive.</p>

<p>(29) Local resident, (Cholsey, Prefer not to say)</p>	<p>20mph speed limit – <b>Object</b> I don't think that this new speed limit is necessary</p> <p>30mph speed limit – <b>Object</b> There is no valid reason to extend tge 30mph limit</p> <p>40mph speed limit – <b>Object</b> As above</p> <p>Travel change: <b>No</b></p>
<p>(30) Local resident, (Cholsey, Rothwells Close)</p>	<p>20mph speed limit – <b>Object</b> People drive slowly in the village anyway in most circumstances- 20mph is a ridiculous speed to enforce and has now been overturned in other areas. Complete waste of money and won't stop the odd driver anyway</p> <p>30mph speed limit – <b>Object</b> See previous reply</p> <p>40mph speed limit – <b>Object</b> There is no sensible reason for doing this - it won't stop traffic, it won't stop accidents and it won't increase air quality - just another example of a waste of mineyy</p> <p>Travel change: <b>No</b></p>
<p>(31) Local resident, (Cholsey, SCHUSTER CLOSE)</p>	<p>20mph speed limit – <b>Object</b> Cars are considerably less fuel efficient at 20mph. This spree of 20mph and anti-car policies being adopted by OCC is ridiculous. It harms local businesses. Increases emissions and creates more scope for traffic accidents with people braking sharply. Ridiculous idea.</p> <p>30mph speed limit – <b>Object</b> Cars are less efficient at lower speeds. Lower speed limits (up to approx 50mph) increases emissions.</p>

	<p>40mph speed limit – <b>Object</b> Cars are less efficient at lower speeds. Lower speed limits (up to approx 50mph) increases emissions.</p> <p>Travel change: <b>No</b></p>
(32) Local resident, (Cholsey, Schuster Close)	<p>20mph speed limit – <b>Object</b> I don't think Cholsey needs to be 20mph zone as most cars can't go fast anyway. Happy for it to be in place by the school during pick up and drop. Rest of village is fine. Higher priority is putting more traffic calming on the Reading Road by Cholsey Meadows.</p> <p>30mph speed limit – <b>Object</b> Unnecessarily slow for this road</p> <p>40mph speed limit – <b>Object</b> 50 Mph would be an acceptable change</p> <p>Travel change: <b>No</b></p>
(33) Local resident, (cholsey, the forty)	<p>20mph speed limit – <b>Object</b> 30mph speed limit is acceptable for the village. There is no need to reduce it down to 20mph.</p> <p>30mph speed limit – <b>Object</b> There is no need to reduce the speed limit on wallingford road.</p> <p>40mph speed limit – <b>Object</b> There is no need to reduce the speed limit on wallingford road.</p> <p>Travel change: <b>No</b></p>
(34) Local resident, (Cholsey, Villa Close)	<p>20mph speed limit – <b>Object</b> Other than the school areas where there is already controls there is no need to implement restrictive speed limits in the village</p>

	<p>30mph speed limit – <b>Object</b>  There are no resident homes close enough to the road to apply this restriction to a main throughfare</p> <p>40mph speed limit – <b>Object</b>  Current system is adequate- I have not seen compelling data on incidents to restrict the speed away from the Highway Code norms</p> <p>Travel change: <b>No</b></p>
(35) Local resident, (Cholsey, Wallingford road)	<p>20mph speed limit – <b>Object</b>  The village suffers more from badly parked cars, at Tesco and numerous roads where cars are parked making it a single lane road.</p> <p>30mph speed limit – <b>Object</b>  No evidence of accidents to make it necessary</p> <p>40mph speed limit – <b>Object</b>  The only reason to reduce the speed would be for the 100s of potholes and dip by the bridge</p> <p>Travel change: <b>No</b></p>
(36) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>Object</b>  20 mph I am constantly watching speedo not the road. Get overtaken by cyclists. Do not know single person who is happy with 20 mph. Start concentrating on cyclists who are dangerous on the roads. Don't signal, go through red lights, make it difficult for cars to pass, causing motorists to take unnecessary risks. Start thinking of every road user and not just penalise car drivers. Most drivers are sensible and slow down near schools etc. It makes sense to have 20mph by schools and hospitals only.</p> <p>30mph speed limit – <b>Object</b>  It's a straight road with virtually no housing from Capps Lane and a wide pavement for walkers. Can I also add, as you didn't ask why I will travel by car. Some of us have to commute to work and public transport and cycling are not an option.</p>

	<p>40mph speed limit – <b>Object</b>  Straight road, virtually no housing and wide pavement.</p> <p>Travel change: <b>No</b></p>
(37) Local resident, (Cholsey, Abbots Mead)	<p>20mph speed limit – <b>Object</b>  Money should be spent on fixing pot holes first</p> <p>30mph speed limit – <b>Object</b>  Accidents caused by frustrated drivers over taking</p> <p>40mph speed limit – <b>Object</b>  Accidents caused by frustrated drivers over taking</p> <p>Travel change: <b>No</b></p>
(38) Local resident, (Cholsey, Abbots Mead)	<p>20mph speed limit – <b>Object</b>  Money should be spent on road repairs, parking, and verge management.</p> <p>30mph speed limit – <b>Object</b>  No evidence that this would be of any benefit</p> <p>40mph speed limit – <b>Object</b>  No evidence of improvement</p> <p>Travel change: <b>No</b></p>
(39) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Object</b>  No need, 20mph roads are more dangerous than 30mph - please see Wales changing their limits back.</p> <p>30mph speed limit – <b>Object</b></p>

	<p>Absolutely no requirement to do this - unnecessary. Spending public money for no reason.</p> <p>40mph speed limit – <b>Object</b></p> <p>Absolutely no requirement to do this - unnecessary. Spending public money for no reason.</p> <p>Travel change: <b>No</b></p>
<p>(40) Local resident, (Cholsey, Goldfinch Lane)</p>	<p>20mph speed limit – <b>Object</b></p> <p>20 MPH speed limit in cholsey.</p> <p>It seems to me that people in authority follow each other like lemmings. Instigating that which is merely popular. Not really thinking if an action is desirable or likely to have the desired effect. To say that statistics “prove” “X,Y,Z” is not so. One can make numbers say what one wants.</p> <p>Cholsey does not need a blanket 20mph speed limit. There are enough obstacles throughout Cholsey as to make a 20mph speed regulation, which would have to be Policed; superfluous. The 30 mph limit on the Wallingford road is on the perimeter of the built up area and therefore does not need extending. Speed humps further towards cholsey are already an obstacle to excessive speed. Vehicles then move into a series of bends on a road that is restricted by parked cars. In the centre of cholsey we have a cluster of roundabouts ,parked cars and often lorries. This arrangement again stifles speed. Virtually throughout the rest of Cholsey there are parked cars allowing only one car to pass at a time. This is no more true than in Church Road. Though safety must be paramount in that road. A 20mph limit is not going to improve the situation, traffic is already stifled with only one carriageway that is free from parked cars. Safety is a two way responsibility that requires the parents full attention.</p> <p>The idea that a 20mph limit will appreciably force travellers out of their cars is not going to happen, the distances driven are too great often without viable alternatives. Keeping the hedge trimmed along the Wallingford Road would do more to encourage people to cycle to Wallingford and the surrounding area. Without this maintenance, money that was spent making this route more suitable for cyclists is being wasted. Cutting long grass at the verges etc, preventing pedestrians from being forced into the raod would do more for their safety.</p> <p>If the environment is being used as an excuse for this project; well 56mph is the optimal speed for a car. Irrespective of where the money has come from the proposed project would be an absolute waste. There is so much more to be done.</p> <p>30mph speed limit – <b>Object</b></p> <p>Full text submitted above that explains</p> <p>40mph speed limit – <b>Object</b></p>

	<p>Out of built up area not necessary</p> <p>Travel change: <b>No</b></p>
<p>(41) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Object</b> In terms of increasing road safety, the number of parked cars within the village mean that, in order to negotiate them, 20mph is rarely achieved. So reducing and placing 20mph signs within the village is a complete waste of time. In terms of road safety, a review of ‘double yellow lines’ areas makes more sense. For example cars parked adjacent to the Red Lion public house make over taking them on a blind right hand bend particularly hazardous. As for extending the 30 mph area on Wallingford Road, few people adhere to it as it is. The only way you will reduce the speed people travel at is to place ‘traffic calming’ bumps which extend across the road with no break. Either that or more speed monitoring cameras.</p> <p>30mph speed limit – <b>Object</b> The speed limit extension is unrealistic. The one in place now is rarely adhered to. All it will do is create a line of frustrated drivers travelling too close together thereby increasing the risk of accidents.</p> <p>40mph speed limit – <b>Object</b> See comments on Question 7</p> <p>Travel change: <b>No</b></p>
<p>(42) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Object</b> The simplicity of safety on our roads is not going to be just reducing the potential impact speed of vehicles and pedestrians. The greatest impact would be to prevent situations that create potential danger. Abuse of the restrictions such as parking on double yellow areas to the extent that pedestrians and other road users are placed in potentially greater danger is not acceptable. For any authority to ignore and not enforce is complete negligence. The negligence is further evident in the deterioration of paths and roadside verges to the very obvious extent that safe passage of pedestrians and all other users of public paths and highways is compromised. Lives are placed in danger by the negligence of the authorities concerned. The distraction to a child by that dangerously parked vehicle as they try to cross the road as they go to school. The cyclists hidden from a drivers view on a bend where verges are not cut would be far safer if visible to others. The distraction to a driver trying to maintain a reduced speed limit takes away the concentration that should be completely made of the situations around them. An incident at reduced speed that resulted from a situation that should never have existed is one too many. We want safety for others not repeated lack of basic actions to prevent obvious dangers.</p>



	<p>30mph speed limit – <b>Object</b> Reducing the speed limit does not maintain the path alongside that right now is in a very dangerous state.</p> <p>40mph speed limit – <b>Object</b> Ditto</p> <p>Travel change: <b>No</b></p>
(43) Local resident, (Cholsey, Lapwing Lane)	<p>20mph speed limit – <b>Object</b> It is unnecessary, spend the money to actually fix the roads instead.</p> <p>30mph speed limit – <b>Object</b> Unnecessary</p> <p>40mph speed limit – <b>Object</b> Again, unnecessary</p> <p>Travel change: <b>No</b></p>
(44) Local resident, (Cholsey, Panters Road)	<p>20mph speed limit – <b>Object</b> I disagree with the statement of reasons provided. Reducing the speed limit to 20mph will not encourage walking and cycling within the village. There's many other dangers within the village other than the speed of cars, such as parking issues that make crossing the road and cycling more risky. There's also the overgrown hedges forcing people to walk on the roads and the poor parking outside tesco, where people consistently park within metres of the roundabout making it very difficult to see. Compliance will be low, people find 20mph speed limits frustrating and I don't believe there's a road safety issue due to speed on the proposed 20mph roads, is there any evidence or complaints of excessive speeding? The money could be spent on more important issues such as parking, dedicated cycling lanes, hedge cutting.</p> <p>30mph speed limit – <b>Object</b> It won't encourage walking or cycling due the reasons highlighted previously. And it won't improve road safety. Dedicated cycle lanes and wider pavements will make people feel safer and more likely to cycle, not reduced speed limits.</p>

	<p>40mph speed limit – <b>Object</b>  Dedicated cycle lanes and wider pavements will make people feel safer and more likely to cycle, not reduced speed limits.</p> <p>Travel change: <b>No</b></p>
<p>(45) Member of public, (Cholsey, Papist way)</p>	<p>20mph speed limit – <b>Object</b>  Cholsey is already used as a race track and a missive car park and 20mph will not change cars racing through the village.</p> <p>30mph speed limit – <b>Object</b>  Cars race through the village and this will make no difference.</p> <p>40mph speed limit – <b>Object</b>  Again cars race through the village and no speed limit will change this.</p> <p>Travel change: <b>No</b></p>
<p>(46) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Object</b>  You cannot enforce the parking or the speed limits now. The 20mph woke fad simply means lower gears and higher revs which equals more CO2</p> <p>30mph speed limit – <b>Object</b>  The implementation of a longer 30mph will increase the frustration and induce more overtaking thus making it more dangerous.</p> <p>40mph speed limit – <b>Object</b>  See previous comment</p> <p>Travel change: <b>No</b></p>

<p>(47) Local resident, (Cholsey, Wallingford road)</p>	<p>20mph speed limit – <b>Object</b> No need for 20mph speed limits, need road repairs the state of the roads are dangerous not the speed, educate people on how to use the road correctly. Maybe before building a load of houses all over Oxfordshire the infrastructures should be looked at first. Absolute mess.</p> <p>30mph speed limit – <b>Object</b> No need, absolute waste of tax payers money, it's wasted enough as it is, we don't need anymore stupid ideas. The best thing you can do is fix the roads we already have, cut down on littering and provide more pedestrian crossings.</p> <p>40mph speed limit – <b>Object</b> No need, absolute waste of tax payers money, it's wasted enough as it is, we don't need anymore stupid ideas. The best thing you can do is fix the roads we already have, cut down on littering and provide more pedestrian crossings.</p> <p>Travel change: <b>No</b></p>
<p>(48) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Object</b> There is no need to reduce the limit further. There are speed bumps already to slow traffic down &amp; the vast majority of people drive through the village carefully due to the number of parked cars on the road &amp; the junctions which cause traffic to slow down. Also as far as I know there haven't been any accidents (I live on Wallingford Road)</p> <p>30mph speed limit – <b>Object</b> Again there is no need. It's a long straight road with excellent visibility &amp; I'm not aware of any accidents that have happened due to speeding.</p> <p>40mph speed limit – <b>Object</b> Exact same comments as above</p> <p>Travel change: <b>No</b></p>
<p>(49) Local resident, (Cholsey, West End)</p>	<p>20mph speed limit – <b>Object</b> The current speed limit isn't policed so I don't see why changing it will make a difference. Our money would be much better spent improving the crossings, state of the roads, verges and helping with the increasing crime levels.</p>

	<p>30mph speed limit – <b>Object</b> It won't make any difference if not policed</p> <p>40mph speed limit – <b>Object</b> It will make no difference if not policed</p> <p>Travel change: <b>No</b></p>
(50) Local resident, (Cholsey, Reading Road)	<p>20mph speed limit – <b>Object</b> The objection is that there are more important issues in Cholsey. Pavements, are not cleared and reduced due to plants and hedges impeding walking area, let alone push a pram.</p> <p>30mph speed limit – <b>Object</b> Again more important issues, and people will not adhere to the restriction</p> <p>40mph speed limit – <b>Partially support</b> Again waste of money as I live on a 40 mph and it is not adhered to.</p> <p>Travel change: <b>No</b></p>
(51) Local resident, (Cholsey, Wallingford Road)	<p>20mph speed limit – <b>Object</b> There is no history of road accident's caused by speeding motorists involving pedestrians on the village roads, therefore how can this improve safety? You are looking at the wrong metric clearly lowers speed will cause less injury IF a pedestrian is hit by a car, to the extent that very little harm will come to a pedestrian if they walk into a car doing "0" mph. However recent research conducted independently by Edinburgh, Cambridge and Belfast universities demonstrated there is no evidence that 20mph speed limits will reduce traffic incidents, with suggestions that the lower speed limits could cause more incidents as motorists spend more time focusing on their speedometer trying to maintain 20mph instead of keeping a close watch on the road in busy pedestrian areas. Also traffic noise and exhaust pollution will increase and more fossil fuels will be consumed as vehicles are forced to travel in lower gears, resulting in higher RPM and fuel consumption, with the slower transit times through built up areas prolonging the time to pass through by 50% whilst vehicles spew out noxious exhaust gasses and creating noise pollution.</p>

	<p>30mph speed limit – <b>Object</b> This makes no sense as the extended 30mph zone goes beyond the built up area of the village.</p> <p>40mph speed limit – <b>Partially support</b> 40mph on the Wallingford road is a reasonable speed limit on a poorly maintained and narrow highway</p> <p>Travel change: <b>No</b></p>
<p>(52) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Object</b> I cannot see how this would improve road safety on the village roads when there is currently no history of traffic incidents involving the speed of vehicles and pedestrians. At a time when cars are safer than any time in the past with the introduction of new technologies , it makes no sense to waste my (taxpayers) money on a senseless change. If road safety is such a concern to the council (evidence suggests it isn't) then simple measures and better use of taxpayers money should be taken to improve the situation, by properly repairing the road surfaces and maintaining the verges to improve visibility and footpath accessibility thereby making roads and footpaths safer for motorists, cyclists and pedestrians alike.</p> <p>30mph speed limit – <b>Object</b> The proposed extension to the 30mph zone would extend beyond the built up boundary of the village and as such makes absolutely no sense</p> <p>40mph speed limit – <b>Partially support</b> A 40mph limit on the Wallingford Road makes some sense on a potentially dangerously unmaintained stretch of road where pedestrians are forced onto the road in places by the overgrown verges that cover the foot and (laughable) council designated cycle path. If the council are so concerned about pedestrian safety (there is no evidence to support this) then a priority has to be to keep the existing footpaths open and clear of weeds and vegetation so they can be used. The current condition of footpaths in the village and especially the well used Wallingford Road footpath are disgraceful and a clear indication that the council do not really care or understand the concept of pedestrians and road user safety, and are treating the taxpayers with utter contempt. Any accident that occurs as a result of this neglect should be highlighted with the council whose responsibility it is to maintain the highways held culpable</p>

	<p>Travel change: <b>No</b></p>
<p>(53) Local resident, (Cholsey, West End)</p>	<p>20mph speed limit – <b>Object</b> On the road to the school would be fine, but 20mph in the entire village is not at all necessary! What is the logic?</p> <p>30mph speed limit – <b>Object</b> Again, what is the logic, no one is crossing here because there is a pathway all the way up one side?</p> <p>40mph speed limit – <b>Partially support</b> If we have to have one in place, 40mph is fine for the reasons above</p> <p>Travel change: <b>No</b></p>
<p>(54) Local resident, (Cholsey, Crescent way)</p>	<p>20mph speed limit – <b>Object</b> Absolutely no solid evidence to justify the reduction. 20mph zones lead to an increase in vehicle emissions and can impede emergency vehicles</p> <p>30mph speed limit – <b>Object</b> Long straight road. Very few pedestrians.</p> <p>40mph speed limit – <b>Partially support</b> As above</p> <p>Travel change: <b>No</b></p>
<p>(55) Local resident, (Cholsey, Rothwells Close)</p>	<p>20mph speed limit – <b>Object</b> The 30mph is not enforced and drivers do not adhere to the speed limit. Changing it to 20mph will also be ignored and not enforced. New signage costs a lot of money in resources and labour and I object to my council tax being used on a pointless and expensive waste of resources.</p> <p>30mph speed limit – <b>Object</b></p>

	<p>No need to extend it if rest of Walli road is 40mph as per proposal below</p> <p>40mph speed limit – <b>Support</b>  The Wallingford road is driven too fast by many motorists and cyclists and pedestrians are at risk of being killed along Wallingford Road. Buses travel too fast and come perilously close to pavement pedestrians/cyclists</p> <p>Travel change: <b>No</b></p>
<p>(56) Local resident,  (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Object</b>  Totally unnecessary. Currently limits are adequate.</p> <p>30mph speed limit – <b>Object</b>  Unnecessary</p> <p>40mph speed limit – <b>Support</b>  Seems sensible. Lots of cyclists use this road, and pedestrians don't have much space on the pavement.</p> <p>Travel change: <b>No</b></p>
<p>(57) Local resident,  (Howell Court Cholsey, Reading Road)</p>	<p>20mph speed limit – <b>Object</b>  20 mph is madness and the fact that Wales are now reversing their 20 mph limits indicates that it is totally unacceptable.</p> <p>30mph speed limit – <b>Object</b>  Madness and no empirical evidence that it does anything besides reduce economic activity</p> <p>40mph speed limit – <b>Support</b>  Makes good business and common sense</p> <p>Travel change: <b>Other</b>  Avoid the area as much as possible and take my business elsewhere which will have a negative economic impact on the community</p>

<p>(58) Local resident, (Reading Road, Reading Road)</p>	<p><b>20mph speed limit – Object</b> I believe a blanket 20mph limit over long stretches of road is counter productive. Instead of being 100% attentive to your surroundings, being alert to everything that is happening on the pavement that could cause you to stop or take evasive action, you are staring at the speedometer. I believe this is far more dangerous than travelling at 30mph. I would support 20mph around the Forty and up to the school, but as explained above, for all or most of Cholsey to be 20mph would I believe be more likely to cause accidents.</p> <p><b>30mph speed limit – Object</b> Very little housing along this stretch, totally unnecessary. Far better to have an off road cycle lane between Wallingford and Cholsey.</p> <p><b>40mph speed limit – Support</b> Quite a short distance between end of 30mph and the roundabout at Winterbrook, so 40mph quite acceptable</p> <p><b>Travel change: Other</b> I regularly pop into Cholsey for pharmacy, butchers and hairdresser. Cycling is really dangerous along the Wallingford Road, so regardless of the traffic speed, I would not cycle. I would stop using the shops in Cholsey and likely drive to Didcot.</p>
<p>(59) Local resident, (Cholsey, Ilges lane)</p>	<p><b>20mph speed limit – Object</b> It is not the speed limit that is the problem, the village fills up with parked cars, all wanting to get on the train, creating a slalom course in the village, more zebra crossings will slow the traffic in key areas such as by the schools, train station, village shops ect.</p> <p><b>30mph speed limit – Partially support</b> Partially support : by the school,</p> <p><b>40mph speed limit – Object</b> The speed limit on this road is suitable, and has to many pot holes and uneven road surfaces to drive at a high speed</p> <p><b>Travel change: No</b></p>



<p>(60) Local resident, (Cholsey, Lapwing Lane)</p>	<p>20mph speed limit – <b>Object</b> 20mph zones are all well and good but who is going to police it??? More focus should be put on the dangerous parking throughout the village - this poses more of a threat to public safety than somebody driving at 30mph rather than 20mph.</p> <p>30mph speed limit – <b>Partially support</b> No information on how far north it is proposed to extend. That said, again who is going to police it? Nobody polices the current 30mph zone so it'll just be a pointless exercise</p> <p>40mph speed limit – <b>Object</b> Why? Most people do 40mph down that road anyway. It's a narrow road that doesn't need a speed limit - people should drive the appropriate speed to the road they're travelling on. Perhaps more focus should be on making the pavement safe for people to use and not allow hedges etc to overgrow. I don't know who agreed the path should be shared between pedestrians and cyclists but they're clearly neither a pedestrian or cyclist along that road.</p> <p>Travel change: <b>No</b></p>
<p>(61) Local resident, (Cholsey, Crescent Way)</p>	<p>20mph speed limit – <b>Object</b> With the poor road parking in the village and pot hole issues, most people drive between 20-30 anyway. I'd much rather the money be spent fixing potholes and putting in proper line marking to stop people parking in dangerous places on several of the village roads. Changing to a blanket 20mph - which won't stop the people who do speed already from doing that anyway - is just spending money on the wrong thing. Fix the parking on Wallingford Road, Church Road (especially at school times where it's so dangerous), parking near the Red Lion, amongst others, first.</p> <p>30mph speed limit – <b>Partially support</b> I think that zone is already long enough frankly</p> <p>40mph speed limit – <b>Partially support</b> Fix the path and overgrowth first to make it safer for people on the pavement, and the side of the road for drivers/cyclists</p> <p>Travel change: <b>No</b></p>

<p>(62) Local resident, (Cholsey, Hillside)</p>	<p>20mph speed limit – <b>Object</b> With the volumn of traffic and the number of parked cars in the village a 20mph speed limit is unnecessary. We would like to see better parking facilities and restricted parking on roads around the Forty, the station and the school. We believe that improved parking will increase safety in the village whereas a 20mph speed limit will cause congestion.</p> <p>30mph speed limit – <b>Support</b> Extending the 30mph speed limit on the Wallingford Road will save lives. The joint cycle land/footpath is too narrow and broken, thereby forcing pedestrians and cyclists onto the road. It is a dangerous road for all road users.</p> <p>40mph speed limit – <b>Support</b> See above. How will a new speed limit be enforced? Safety on the Wallingford road is essential. Better maintenance of the cycle/footpath will add to the safety of all road users.</p> <p>Travel change: <b>No</b></p>
<p>(63) Local resident, (Cholsey, Ipsden court)</p>	<p>20mph speed limit – <b>Object</b> Speed limits currently suitable</p> <p>30mph speed limit – <b>Support</b> Road is narrow</p> <p>40mph speed limit – <b>Support</b> 60 mph too fast for narrow road</p> <p>Travel change: <b>No</b></p>
<p>(64) Local resident, (Cholsey, Church Road)</p>	<p>20mph speed limit – <b>Partially support</b> I believe that in general a sensible speed limit is needed, particulaly outside the Primary School where 20 mph is appropriate . There are other areas on Wallingford Road with a good view ahead, where 30mph is adequate. However, no speed limit is useful withut some enforcement, and the present 30m.p.h limit is widely exceeded on frequent occasions, even outside the school during schools hours.</p>

	<p>30mph speed limit – <b>No objection</b>  Beyond the Bellway Estate junction the view is clear, houses are on one side of the road only and the speed humps are adequate to give reasonable speed control.</p> <p>40mph speed limit – <b>No objection</b>  My reasons are covered by previous answers.</p> <p>Travel change: <b>No</b></p>
(65) Local resident, (Cholsey, Hermitage Court)	<p>20mph speed limit – <b>Partially support</b>  Reduced speed limits in the residential parts of the village may be sensible (although as with all limits, enforcement is the issue - anyone who routinely exceeds the existing limits is unlikely to respond to reduced limits). However, I do not support the proposed changes in relation to speed limits on Reading Road between Cholsey and the Winterbrook roundabouts. Heading north, the road past the Caps Lane junction has a good surface and good lines of sight, and the Winterbrook roundabouts are well signposted. In general I am in favour of the idea that the same stretch of road should not have multiple changes in speed limit where there is no obvious change in road conditions.</p> <p>30mph speed limit – <b>No objection</b>  I have no strong views.</p> <p>40mph speed limit – <b>No objection</b>  I have no strong views</p> <p>Travel change: <b>No</b></p>
(66) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Partially support</b>  Support 20mph speed limit in close proximity to schools.  Objections include drivers frustrated by several changes of speed within short distances and 20mph difficult to maintain.  Often hassled by other drivers in 20mph areas.</p> <p>30mph speed limit – <b>No objection</b>  Support 30mph extension on Wallingford Road. Road very narrow. Cyclists. Particularly important after dark.</p>

	<p>40mph speed limit – <b>No objection</b> As above</p> <p>Travel change: <b>No</b></p>
<p>(67) Local resident, (Cholsey, Chequers Place)</p>	<p>20mph speed limit – <b>Partially support</b> An all over 20mph limit throughout Cholsey is a bit over the top. Most of Cholsey struggles with parked cars and dangerously parked cars at junctions so you very rarely make it to 30 anyway. I do support the 20mph near the school at school pick up and drop off times or in its place a lollipop person to make it safe for children to cross.</p> <p>30mph speed limit – <b>No objection</b> Don't feel it's necessary but wouldn't oppose it.</p> <p>40mph speed limit – <b>No objection</b> Is it really needed??</p> <p>Travel change: <b>No</b></p>
<p>(68) Local resident, (Cholsey, Droverside)</p>	<p>20mph speed limit – <b>Partially support</b> A4130 severs the Bunk Line ROW from Cholsey to Wallingford. The Wallingford section of the A4130 is now essentially becoming a built-up area. There are no local safe crossings of the A4130 and the objective is to encourage cycling etc. Cholsey students wish to cycle safely to Wallingford. Wallingford residents wish to cycle safely to Cholsey Station. Safe crossings in a A4130 20 mph zone need to be provided. The A329 passes through a built-up area which severs Cholsey in half. Parents will not risk their children walking or cycling to school, as there are no safe crossings. Two are needed: for the Ilges Lane path and for Papist way. The speed limit should be 20mph in the A329 built up zone.</p> <p>30mph speed limit – <b>No objection</b> Wallingford Road is narrow and very straight. Speeding is therefore encouraged by that straightness, and as a driver it always feels unsafe. Cyclists do not use the single pathway as it is too narrow. When they use the road instead, they have speeding cars and lorries bearing down on them. The road roughly aligns East-West, and motorists can be dazzled at sunrise and sunset.</p>

	<p>40mph speed limit – <b>Object</b> As explained earlier. It does not meet the objectives and is still unsafe.</p> <p>Travel change: <b>No</b></p>
(69) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Partially support</b> I partially support because while reducing the speed limit to 20. This won't mean anything unless it is actually enforced will cameras be put in place?. Speed also isn't the only issue for road safety. Junction designs are also a factor. Visibility in both directions is key, not all junctions have this, e.g the Bellway development. Emphasis also needs to be placed on parking. Properties are typically designed with 2 spaces, however frequently households have more than this which leads to dangerous parking for visitors.</p> <p>30mph speed limit – <b>No objection</b> No comments</p> <p>40mph speed limit – <b>Partially support</b> No comments</p> <p>Travel change: <b>No</b></p>
(70) Local resident, (Cholsey, Hillside)	<p>20mph speed limit – <b>Partially support</b> Not all roads require the reduction. Some do however such as near the shops, school and train station</p> <p>30mph speed limit – <b>No objection</b> Make the road safer for longer especially with bus stops on the road</p> <p>40mph speed limit – <b>Support</b> Makes using the path safer and more enjoyable to walk to Wallingford. at present this feels dangerous with vehicles passing walkers and cyclists at 60mph</p> <p>Travel change: <b>No</b></p>

<p>(71) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Partially support</b> In general I support the proposals however extending the 20 zone past St Marys Church out towards Cholsey Hill and South Moreton seems to be excessive for a low population zone when a 30 is more suitable at this point.</p> <p>30mph speed limit – <b>No objection</b> No objection to this</p> <p>40mph speed limit – <b>Support</b> Whilst there is a footpath it is not wide and not suitable for both pedestrians and cyclists. As a cyclist I have felt unsafe on the Wallingford Road due to the speed of other vehicles.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(72) Local resident, (Cholsey, Abbots mead)</p>	<p>20mph speed limit – <b>Partially support</b> Yes to outside Schools and shopping areas. With the majority of road congested with parked cars the speed limit is self regulating already. Very few people exceed the limit and those that do will carry on regardless of a 20mph sign. With next to no chance of being caught speeding.</p> <p>30mph speed limit – <b>Object</b> It works fine as it is..</p> <p>40mph speed limit – <b>No objection</b> Ok</p> <p>Travel change: <b>No</b></p>
<p>(73) Local resident, (Cholsey, East End)</p>	<p>20mph speed limit – <b>Partially support</b> Traffic flow through the village centre is already impeded by parking issues, and lowering the speed limit could inadvertently exacerbate congestion. This is particularly true of Station Way, The Forty, and the section of Wallingford Rd by the Red Lion.</p> <p>30mph speed limit – <b>Object</b></p>

	<p>30mph is too slow for this road, where a 50mph limit is probably more appropriate. The footpath between cholsey and Wallingford is narrow and inadequate, and it is this rather than the road traffic speed that is problematic for greener transport</p> <p>40mph speed limit – <b>No objection</b> 40mph limit seems slow but is probably a fair balance. 30mph for a stretch of road with no housing is unnecessary</p> <p>Travel change: <b>No</b></p>
<p>(74) Local resident, (Holsey, Amwell place)</p>	<p>20mph speed limit – <b>Partially support</b> Slow as it is</p> <p>30mph speed limit – <b>Object</b> Does not need to be</p> <p>40mph speed limit – <b>Object</b> Does not need to be</p> <p>Travel change: <b>No</b></p>
<p>(75) Local resident, (Cholsey, Honey lane)</p>	<p>20mph speed limit – <b>Partially support</b> I support the speed limit around the school area. Everywhere else hasn't been an issue being 30mph</p> <p>30mph speed limit – <b>Object</b> Changing speed limit isn't going to stop me from driving.</p> <p>40mph speed limit – <b>Object</b> I cycle that route. It's a fast road. There is a footpath that is meant for pedestrians and cyclists, unable to use it due to the overgrown footpath.</p> <p>Travel change: <b>No</b></p>

<p>(76) Local resident, (Cholsey, Kentwood Close)</p>	<p>20mph speed limit – <b>Partially support</b> Cars are driving too fast down Station Road and the road by the Primary school, however i am not sure 20 mph limits will stop that behaviour. 30mph is a suitable speed limit on those roads if they are enforced. I don't see any need to reduce the speed limit on other roads in the village such as Papist way as its wide, large road where there is plenty of space of bikes, cars, buses etc. There have been very limited incidents in the village except on the two roads listed above due to speed. I think it's appropriate to have a reduced limit by the school and over the bridge towards the church due to the number of children walking and limited pavement space.</p> <p>30mph speed limit – <b>Object</b> When there are no houses and only the turn into the farm which is barely used, it is not required.</p> <p>40mph speed limit – <b>Object</b> There is no reason to reduce the speed limit on this road to 40mph. It's a wide road with a separate path and I feel safe cycling and walking down this road regardless of the limit being 60mph. We would be better suited having a speed highlighter or camera as the limit changes down to 30 mph instead.</p> <p>Travel change: <b>No</b></p>
<p>(77) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Partially support</b> I support 20 mph for the built-up central parts of the village, but object to the extended reduction towards Wallingford. It will lead to dangerous tailgating and overtaking by those ignoring the limit. Limits should be largely self policing and a law which many break is a bad law.</p> <p>30mph speed limit – <b>Object</b> See before</p> <p>40mph speed limit – <b>Object</b> See before</p> <p>Travel change: <b>No</b></p>



<p>(78) Local resident, (Cholsey, Rowland Road)</p>	<p>20mph speed limit – <b>Partially support</b> 20mph is needed around the school, the roundabouts, station road, ilges, panthers, papist way to ensure safety especially for children within the village. However, it is not needed additionally on Wallingford Road, what is needed there is a proper cycle way which is not overgrown.</p> <p>30mph speed limit – <b>Object</b> Not needed, people ignore it anyway so if you extend it will be totally ignored. What is needed is a decent cycle way.</p> <p>40mph speed limit – <b>Object</b> No not needed. Decent wide cycleway and footpath which are maintained are far more important.</p> <p>Travel change: <b>No</b></p>
<p>(79) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Partially support</b> I'm in favour of the 20 mph along Station Road because that's where i live and it's becoming a race track. The 40 mph into the village is pointless and how will it be policed ?</p> <p>30mph speed limit – <b>Object</b> What's the point of that ? No one would take any notice</p> <p>40mph speed limit – <b>Object</b> You need to concentrate on the village centre not the roads leading in or out</p> <p>Travel change: <b>No</b></p>
<p>(80) Local resident, (Cholsey, Wallingford road)</p>	<p>20mph speed limit – <b>Partially support</b> I understand why you would put a lower speed limit entering and through cholsey but people don't stick to the speed limit anyway so I don't see the point in it and also that was the reason for putting the speed humps down to reduce speed. People don't stick to the speed limit regardless so I don't see it would change anything. Also I don't think the Wallingford straight should change from a 60 to a 40, to me to have lived here all my life and it's always been a 60 I don't think it should be Changed ! What should change is the maintenance of the walking path and bushes along side the road !</p>

	<p>30mph speed limit – <b>Object</b>          People don't stick to the speed limit anyway, it wont make a difference!          It's always been 30 plus humps were put in to reduce speed.</p> <p>40mph speed limit – <b>Object</b>          It's always has been a 60 not had many issues . I've always lived in cholsey , I don't see why it should change, if people are going to drive irresponsible the speed limit isn't going to change that!</p> <p>Travel change: <b>No</b></p>
<p>(81) Local resident,          (Cholsey, Wantage Road)</p>	<p>20mph speed limit – <b>Partially support</b>          I object to the changes on Station Road, Wallingford road, Papist Way and Reading road.          I support the proposals in residential roads e.g. Crescent Way.          Reasons for objections:          1) Will cause an impact on journey times.          Station road and Wallingford road are a thoroughfares for local and non-local residents. The roads are not subject to heavy traffic or do they have traffic lights, hence the statistics for cities that show 20mph cause little impact to journey times are not applicable. Hence a maximum speed reduction of 33% will increase journey times through Cholsey significantly.          2) Not required on safety grounds. The records for the proposed 20mph zones have, in the preceding 10years, had no road incidents featuring a pedestrian or child.          3) A reduced speed limit will not change the behaviour of drivers who already exceed the current speed limit. If drivers are driving at excess speeds then speed limits will only affect those who are not a problem. Thus reduced speed limits for these roads through Cholsey stand to negatively impact the majority, whilst a minority will not change because of them.</p> <p>30mph speed limit – <b>Object</b>          1) Will not make a difference for perception of safety for cyclists and pedestrians as 30mph is still 3-5 times the speed of recreational cyclists and 10mph faster than the speed of hobby cyclists.          2) Will cause an impact on journey times.          Station road and Wallingford road are a thoroughfares for local and non-local residents. The roads are not subject to heavy traffic or do they have traffic lights, hence the statistics for cities that show 20mph cause little impact to journey times are not applicable. Hence a maximum speed reduction of 33% will increase journey times through Cholsey significantly.          3) Not required on safety grounds. The records for the proposed 20mph zones have, in the preceding 10years, had no road incidents featuring a pedestrian or child.</p>

	<p>4) A reduced speed limit will not change the behaviour of drivers who already exceed the current speed limit. If drivers are driving at excess speeds then speed limits will only affect those who are not a problem. Thus reduced speed limits for these roads through Cholsey stand to negatively impact the majority, whilst a minority will not change because of them.</p> <p>40mph speed limit – <b>Object</b></p> <p>1) Will not make a difference for perception of safety for cyclists and pedestrians as 40mph is still 3-4 times the speed of recreational cyclists and double the speed of hobby cyclists.  2) Will cause an impact on journey times.  Station road and Wallingford road are a thoroughfares for local and non-local residents. The roads are not subject to heavy traffic or do they have traffic lights, hence the statistics for cities that show 20mph cause little impact to journey times are not applicable. Hence a maximum speed reduction of 33% will increase journey times through Cholsey significantly.  3) Not required on safety grounds. The records for the proposed 20mph zones have, in the preceding 10years, had no road incidents featuring a pedestrian or child.  4) A reduced speed limit will not change the behaviour of drivers who already exceed the current speed limit. If drivers are driving at excess speeds then speed limits will only affect those who are not a problem. Thus reduced speed limits for these roads through Cholsey stand to negatively impact the majority, whilst a minority will not change because of them.</p> <p>Travel change: <b>No</b></p>
(82) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>Partially support</b>  In general support, but how will this be enforced? If it isn't enforced it is pointless.  Depends on the specific locations impacted, which wasn't clear - is this a blanket replacement of the existing boundary and cover all areas - how does this work in relation to the Fairmile?</p> <p>30mph speed limit – <b>Object</b>  Not needed - an excuse to not properly maintain the cycle/ pedestrian path</p> <p>40mph speed limit – <b>Object</b>  See above</p> <p>Travel change: <b>No</b></p>

<p>(83) Local resident, (Cholsey, Brookside)</p>	<p>20mph speed limit – <b>Partially support</b> While I think 20mph is good around Schools I don't see the need for a blanket covering all of the village.</p> <p>30mph speed limit – <b>Object</b> Why is this needed? Surely the 30 does it's job as it is.</p> <p>40mph speed limit – <b>Object</b> I think 50 mph would be a better option. The road is straight with excellent visibility. Cyclists need more encouragement to use the joint foot/cycle path.</p> <p>Travel change: <b>No</b></p>
<p>(84) Local resident, (Cholsey, Pound Lane)</p>	<p>20mph speed limit – <b>Partially support</b> Agree fir the reduced speed limit in the village but not the reduced limit on the wallingford road.</p> <p>30mph speed limit – <b>Object</b> I don't think think the reduction is needed outside the village</p> <p>40mph speed limit – <b>Object</b> Not required</p> <p>Travel change: <b>No</b></p>
<p>(85) Local resident, (Cholsey, Queens Road)</p>	<p>20mph speed limit – <b>Partially support</b> I fully understand the reasoning behind the proposed 20 mph speed limit and would wholeheartedly support it if it were confined to the village itself. I do not support the creeping legislation of limits to the national limits on other roads.</p> <p>30mph speed limit – <b>Object</b> The state of the bumps in the road are enough to limit my speed and I object to the creeping erosion of National speed limits on roads outside the village.</p> <p>40mph speed limit – <b>Object</b></p>

	<p>Same reasons as above.</p> <p>Travel change: <b>No</b></p>
(86) Local resident, (Moulsford, Moulsford)	<p>20mph speed limit – <b>Partially support</b> My concern would be that it may not be possible to over take a cyclist safely if max speed is 20 and the cycle is going along at say 15 mph which means effective speed limit may be unacceptably low.</p> <p>30mph speed limit – <b>Object</b> Same as above comments</p> <p>40mph speed limit – <b>Object</b> When required driver can still drive a little slower - ie if pedestrians around but when road is completely clear this seems an over - restrictive limit.</p> <p>Travel change: <b>No</b></p>
(87) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Partially support</b> Many cars have difficulty in operating in low gear which leads to more emissions. 20 mph is ridiculous and unnecessary. A compromise speed of 25 mph makes much more sense. It's a pity no one in high office had the wit to think of that?</p> <p>30mph speed limit – <b>Object</b> We are being treated as children. When will they decide that 20 mph is too high and lower it again. Treat us as adults, for Gods sake.</p> <p>40mph speed limit – <b>Partially support</b> See above</p> <p>Travel change: <b>No</b></p>
(88) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Partially support</b></p>

	<p>I believe there are roads within Cholsey which people speed along unnecessarily, these are the busier roads (Station Road, Wallingford Road) and improved focus on speed will be of benefit. I'm not sure about smaller roads, I believe these will already have slow speed traffic.</p> <p>30mph speed limit – <b>Object</b> The 30mph zone already covers the residential area, there is no requirement to limit the speed outside of this area.</p> <p>40mph speed limit – <b>Partially support</b> I don't believe Wallingford Road is the real problem. There isn't a long space to build up speed outside of 30mph zone, I wouldn't regularly travel much above 40mph on this stretch anyway.</p> <p>Travel change: <b>No</b></p>
(89) Local resident, (Cholsey, Station road)	<p>20mph speed limit – <b>Partially support</b> Station Road should be 20mph, it is dangerous especially with so many children around. Speed limits on the Reading Road should be enforced daily.</p> <p>30mph speed limit – <b>Object</b> Not required for safety in this section of road</p> <p>40mph speed limit – <b>Partially support</b> Support but only if it is enforced otherwise it will be ignored</p> <p>Travel change: <b>No</b></p>
(90) Local resident, (Cholsey, Schuster Close)	<p>20mph speed limit – <b>Partially support</b> I'm in support of the 20km limits in the higher traffic areas, especially in and around school (Church Road / Ilges lane) and smaller roads such as Ferry Lane especially)</p> <p>30mph speed limit – <b>Object</b> The current 30 / 40 / 50 / 30 limits along the road seem fine and have to be enforced more strictly, especially at the Winter Brook Roundabout. A pedestrian / cycling solution should be considered - this could include trimming hedges and maintaining better walkways and include a crossing for pedestrians and cyclists</p>

	<p>40mph speed limit – <b>Support</b> 40mph</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(91) Local resident, (Wallingford, Reading Road)</p>	<p>20mph speed limit – <b>Partially support</b> Agree with 20mph around the Forty and up to the school, but see no reason to restrict to 20mph all the other roads in Cholsey. Do not agree it is necessary to extend the 30mph on the Wallingford Road Cholsey to Wallingford, but happy with the 40mph up to the roundabout instead of 60mph.</p> <p>30mph speed limit – <b>Object</b> Very little residential property on this stretch, so 30mph extension not needed.</p> <p>40mph speed limit – <b>Support</b> Short stretch of road leading up to roundabout so 40mph is acceptable.</p> <p>Travel change: <b>No</b></p>
<p>(92) Local resident, (Cholsey, Ashfield Way)</p>	<p>20mph speed limit – <b>Partially support</b> I agree with the 60mph being reduced to 40mph. I think that it should be 20mph from The Forty out from each road until the station, church and caps lane.</p> <p>30mph speed limit – <b>Partially support</b> 40mph is better</p> <p>40mph speed limit – <b>No objection</b> N/A</p> <p>Travel change: <b>No</b></p>

<p>(93) Local resident, (Cholsey resident all my life, Goldfinch Lane)</p>	<p>20mph speed limit – <b>Partially support</b> I believe 20 mile an hour should only be out side schools and nursing homes and Day Centre and elderly housing such as Merrymead. All of these are situated in Church Road Cholsey. The thought of 20 miles per hour anywhere else in Cholsey is ludicrous. More zebra crossing and and car restrictions would be received with a bigger response. Going slowly can cause accidents because people have to keep looking at the speedometer. More thought should have been taken when new builds were given the go ahead. People move here because of the railway station and they drive their cars and can't find parking, so park on the side of the road creating more hazards. I could go on but what's the point when you have made your minds up. Angry resident.</p> <p>30mph speed limit – <b>Partially support</b> Wallingford Road. Because of the new development it has been made more dangerous. People speeding around the corner from the village and people speeding in from Wallingford even in a 30 mile limit people coming out of the development it all adds up to disaster. We have people dodging the car's and bikes to cross the road. There really isn't anything you can do to prevent someone being hurt except educate them on road safety. Good luck with that one.</p> <p>40mph speed limit – <b>No objection</b> Wallingford Road should be safe for all. The hedges should be cut and verges cut for cycles and walker's. Make signs more visible and put a half Island just before the caps lane houses. This has helped on the Reading road.</p> <p>Travel change: <b>No</b></p>
<p>(94) Local resident, (Cholsey, Agatha Christie Way)</p>	<p>20mph speed limit – <b>Partially support</b> A blanket change of speed in Cholsey is not required, this should be targeted outside schools and in the main shopping area. There is currently more of an issue with inappropriate and illegal activity parking near school and shop areas which are not enforced and pose a danger to road users and pedestrians, this also means that speed is rarely over 10mph in this area. Another issue is the maintenance of the road ways and walkways, again both presenting danger, the pathways are impassable in some areas as they are so overgrown that pedestrians have to walk in the road, including with HGV children in pushchairs. This is prevalent on the Wallingford Road and Reading Road, Papist Road areas. Regardless of speed limit these dangers need to be dealt with. Details of any enforcement of any changes to limits should be shared with local residents, and the use of interactive speed signage should be considered ahead of blanket speed changes to influence driver behaviour.</p>



	<p>30mph speed limit – <b>Partially support</b>  The proposed 40mph speed limit on Wallingford Road needs to be justified, on what basis - if the pavement, which is a shared cycle route were correctly maintained such a low limit would not be required.</p> <p>40mph speed limit – <b>Object</b>  The proposed 40mph speed limit on Wallingford Road needs to be justified, on what basis - if the pavement, which is a shared cycle route were correctly maintained such a low limit would not be required.</p> <p>Travel change: <b>No</b></p>
(95) Local resident, (Cholsey, Schuster Close)	<p>20mph speed limit – <b>Partially support</b>  Certain roads in Cholsey need 20mph at certain times e.g. Church Road at school drop off/pick up.</p> <p>30mph speed limit – <b>Partially support</b>  It depends how far this will extend. It does not need to be the whole road.</p> <p>40mph speed limit – <b>Partially support</b>  It could be 50mph rather than 60mph on the less built up section.</p> <p>Travel change: <b>No</b></p>
(96) Local resident, (Cholsey, Ruttle close)	<p>20mph speed limit – <b>Partially support</b>  The only reason I will partially support this is that people will now do 30 if it's changed to a 20mph limit instead of doing 40mph. I object that the reading road speed limit isn't going to change as we live near this road and the amount of people driving at least 50mph into this part of the village is crazy and dangerous. I won't allow my children to cross that road alone to get to school transport as there is no safe crossing for them to use. Something needs to be done so the youth and families of Cholsey meadows can feel safe getting to school and then village shops!</p> <p>30mph speed limit – <b>Partially support</b>  I don't see it as an issue</p> <p>40mph speed limit – <b>Partially support</b>  It's been fine the way it is for years</p>

	<p>Travel change: <b>No</b></p>
<p>(97) Local resident, (Cholsey, Schuster)</p>	<p>20mph speed limit – <b>Partially support</b> Why on earth is the Reading Road a329 not part of this. The path is narrow, lots of childten, dog walkers families etc use that pathway everyday and every time I walk along it people are speeding. The village itself isn't an issue bit The a329 needs a lower speed limit</p> <p>30mph speed limit – <b>Partially support</b> It seems unnecessary</p> <p>40mph speed limit – <b>Partially support</b> It seems unnecessary</p> <p>Travel change: <b>No</b></p>
<p>(98) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Partially support</b> Having seen other 20mph limits implemented in other vilages it is more dangerous due to it not being enforced. I would suggest that keeping the current limits and actually enforcing these limits would be a better option. When 20 mph zones are introduced, for people like me who follow the speed limits, the speed that people come up behind you is dangerous. People are doing 40mph in the 30's, when changing to 20mph these people still do 40 and now the closing speed is 20mph which in my opinion is dangerous. I would be happy if the 30mph was enforced, I would be OK with it being dropped to 20mph as long as it is enforced. dont just drop the speed limit and leave it to be self managed as it makes it dangerous.</p> <p>30mph speed limit – <b>Partially support</b> I would not object to this, but i would highlight that there is a river bridge which has a bump on it which needs to be taken at about 30mph, not the national limit which it currently is.</p> <p>40mph speed limit – <b>Support</b> no objections, I think this would be good as the road is ok at national but would be safer at 40.</p> <p>Travel change: <b>Other</b></p>

	<p>No, I used to cycle a lot but the overall road safety has dropped since covid and reducing the speed to 20mph makes overtaking more difficult so I would probably be less likely to cycle. I can maintain 20mph+ on the bike, but this would not prevent people</p>
<p>(99) Local resident, (Cholsey, Sandy Lane)</p>	<p>20mph speed limit – <b>Partially support</b> It's only the more main roads which are a problem so a whole village approach seems unenforceable?</p> <p>30mph speed limit – <b>Partially support</b> Would need speed camera</p> <p>40mph speed limit – <b>Support</b> Needs a speed camera or average speed check as no one will take any notice</p> <p>Travel change: <b>No</b></p>
<p>(100) Local resident, (Cholsey, Station road)</p>	<p>20mph speed limit – <b>Partially support</b> In theory a good idea. However as most motorists don't adhere to the 30mph, why would they take notice of 20mph. Enforcement and cameras throughout the village should be considered .</p> <p>30mph speed limit – <b>Support</b> Pavement is close to the road and quite narrow next to cars travelling 60+mph</p> <p>40mph speed limit – <b>Support</b> 40 is better than 60</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(101) Local resident, (Cholsey, Honey Lane)</p>	<p>20mph speed limit – <b>No objection</b> Cars regularly speed down our road (Honey Lane) and I have seen many near misses, both here and by the Tesco. My main concern is for the children walking to and from school.</p> <p>30mph speed limit – <b>No objection</b></p>

	<p>You've cleared the village already the national speed limit sign so can't see need to extend</p> <p>40mph speed limit – <b>No objection</b>  40 seems reasonable, the condition of the road is bad there. fixing that should be the priority rather than changing the limit and cyclists should be able to go on the shared path (provided someone maintains the hedges)</p> <p>Travel change: <b>No</b></p>
(102) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>No objection</b>  Safety reasons</p> <p>30mph speed limit – <b>No objection</b>  Safety reasons</p> <p>40mph speed limit – <b>No objection</b>  Safety reasons</p> <p>Travel change: <b>No</b></p>
(103) Local resident, (Cholsey, Goldfinch Lane)	<p>20mph speed limit – <b>No objection</b>  My daughter walks past the bend by the red lion to get t the school bus. Cars race round that bend, I would feel she is safer with a 20mph limit.</p> <p>30mph speed limit – <b>No objection</b>  Safety</p> <p>40mph speed limit – <b>Partially support</b>  I don't understand what you are askign here, what 40mph extension?</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(104) Local resident, (Cholsey, West End)</p>	<p>20mph speed limit – <b>No objection</b> The areas that will be covered are very urban, where vehicles are hazards to walkers, cyclists, children etc. and most people are driving at less than the current 30 mph limit. There are roads, such as Station Road, where people currently exceeding the 30 mph making considerable a hih risk.</p> <p>30mph speed limit – <b>No objection</b> drivers are accelerating in anticipation of the 30 mph limit</p> <p>40mph speed limit – <b>Partially support</b> I feel that 40 is to low and 50 is more appropriate. However the foot pavement should have the hedges trimmed more frequently or further back from the edge of the road.</p> <p>Travel change: <b>No</b></p>
<p>(105) Local resident, (Cholsey, Hithercroft)</p>	<p>20mph speed limit – <b>No objection</b> 20 is plenty</p> <p>30mph speed limit – <b>No objection</b> Safe</p> <p>40mph speed limit – <b>Partially support</b> Will be difficult to enforce</p> <p>Travel change: <b>No</b></p>
<p>(106) Local resident, (Cholsey, Pound lane)</p>	<p>20mph speed limit – <b>No objection</b> It just makes sense,with parked cars,schools and shops,everything needs to slow down</p> <p>30mph speed limit – <b>Object</b> I think wallingford rd is OK as is.</p> <p>40mph speed limit – <b>Object</b></p>

	<p>I think it's fine as is</p> <p>Travel change: <b>No</b></p>
(107) Local resident, (Cholsey Meadows, Southby close)	<p>20mph speed limit – <b>No objection</b> In Cholsey itself, there is no need to travel more than 20mph.</p> <p>30mph speed limit – <b>Object</b> The road out to Wallingford has a 30mph up to a reasonable distance away from the village, there is no need to extend this further. You should look at reducing the speed limit on the a329 outside Cholsey meadows to 20mph.</p> <p>40mph speed limit – <b>Object</b> No need for it.</p> <p>Travel change: <b>No</b></p>
(108) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>No objection</b> Many road in the village centre are so choked up with parked cars that it is impossible to go above 20mph anyway and this would minimise risk to pedestrians crossing</p> <p>30mph speed limit – <b>Partially support</b> I support the extension as far as the end of the housing run, but past that there is no need for 30mph limit</p> <p>40mph speed limit – <b>Partially support</b> Where these are no buildings there is no need to reduce the speed limit</p> <p>Travel change: <b>No</b></p>
(109) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>No objection</b> The speed limit needs to change to 20mph in Cholsey, following on from other villages in the area. Cars travel too fast around the village , especially down Station Road, ensuring the safety of people and pets. Why this hasn't happened sooner I really don't know.</p>

	<p>30mph speed limit – <b>Support</b> It will be safer to walk and cycle</p> <p>40mph speed limit – <b>No objection</b> To make the road safer to cycle into wallingford</p> <p>Travel change: <b>Yes - cycle more</b></p>
(110) Local resident, (Cholsey, Church Road)	<p>20mph speed limit – <b>Support</b> Living near the centre of the village the reduced speed limits will make it safe for pedestrians trying to cross the road junctions. The current speed limit along the Wallingford road is too high but will be difficult to manage</p> <p>30mph speed limit – <b>No objection</b> No objection</p> <p>40mph speed limit – <b>No objection</b> No objection but have concerns how this will be managed</p> <p>Travel change: <b>No</b></p>
(111) Local resident, (Cholsey, Honey Lane)	<p>20mph speed limit – <b>Support</b> People drive way too quickly through the village</p> <p>30mph speed limit – <b>No objection</b> .</p> <p>40mph speed limit – <b>No objection</b> .</p> <p>Travel change: <b>No</b></p>

<p>(112) Local resident, (Cholsey, Ilges lane)</p>	<p>20mph speed limit – <b>Support</b> By reducing the speed limit it will provide a safer environment for our village for pedestrians and drivers</p> <p>30mph speed limit – <b>No objection</b> The 30 mile speed limit at present as drivers enter the village dose not slow down traffic in a majority of drivers and this needs addressing.</p> <p>40mph speed limit – <b>No objection</b> The road is narrow and the proposal would slow down traffic entering the village prior to a lower speed limit in the village</p> <p>Travel change: <b>No</b></p>
<p>(113) Local resident, (Cholsey, Ilges lane)</p>	<p>20mph speed limit – <b>Support</b> There are lots of children walking to school across heavy traffic in parts of the village, particularly the various roundabouts surrounding Tesco. There are no crossing patrols, pedestrian crossings or traffic lights to make this area safe. I have been concerned for years about a car vs pedestrian accident in this area</p> <p>30mph speed limit – <b>No objection</b> I'm not worried about this part of the village. The roads are straight with minimal parking and good visibility</p> <p>40mph speed limit – <b>No objection</b> There are cyclists and pedestrians</p> <p>Travel change: <b>No</b></p>
<p>(114) Local resident, (Cholsey, Old Timber Yard)</p>	<p>20mph speed limit – <b>Support</b> There is constant speeding in Cholsey and a serious accident is waiting to happen. Papist Way and Reading Road have constant speeding around 40mph. It is not safe for children and must be changed. It is vital that this is enforced with police speed watches and speed cameras.</p> <p>30mph speed limit – <b>No objection</b> This does not impact me.</p>



	<p>40mph speed limit – <b>No objection</b> This does not impact me.</p> <p>Travel change: <b>No</b></p>
<p>(115) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Support</b> Reducing the limit to 20mph through the village might actually mean that some drivers reduce their speed to 30mph. A limit of 20mph through the more pedestrian heavy areas of the village - Station Road, Papist Way might make for a safer environment for mixed road users too. Not to mention safer for our pets.</p> <p>30mph speed limit – <b>No objection</b> No further comments</p> <p>40mph speed limit – <b>No objection</b> The village feels less safe at the moment - increased cars, removal of enforced parking restrictions on Station Road have seen an increase in non-resident parking - more noticeable cars driving at speed; I advocate for a safer community</p> <p>Travel change: <b>No</b></p>
<p>(116) Local resident, (Cholsey, Abbots Mead)</p>	<p>20mph speed limit – <b>Support</b> Safety</p> <p>30mph speed limit – <b>No objection</b> Safety</p> <p>40mph speed limit – <b>No objection</b> Safety</p> <p>Travel change: <b>No</b></p>

<p>(117) Local resident, (Cholsey, Agatha Christie Way)</p>	<p>20mph speed limit – <b>Support</b> Speeding is notorious around Cholsey. Inconsiderate parking (Tesco area, Memories of Bengal restaurant etc) creates dangerous situations - lowering speed limit will help reducing the risk on the streets of Cholsey</p> <p>30mph speed limit – <b>No objection</b> NA</p> <p>40mph speed limit – <b>No objection</b> NA</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(118) Local resident, (Cholsey, C)</p>	<p>20mph speed limit – <b>Support</b> I have young children, safety reason</p> <p>30mph speed limit – <b>No objection</b> C</p> <p>40mph speed limit – <b>No objection</b> C</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(119) As part of a group/organisation, (Family worker at St Mary's Church Cholsey, Church rd)</p>	<p>20mph speed limit – <b>Support</b> I do feel the traffic in Cholsey goes too fast so anything we can do too slow it down is a good thing. As the family worker for St Mary's and a cyclist I see on a daily basis speeding putting young lives in danger.</p> <p>30mph speed limit – <b>No objection</b> the shared cycle path is too narrow and usually too overgrown to use. The traffic speed up as soon as it passes the current 30 MPH sign. I am slightly better off being on a trike but for 2 heeled bikes it is a nightmare. I feel with the cuts in buss passes more young people will be cycling this dangerously sped road.</p>

	<p>40mph speed limit – <b>No objection</b>  40 is better than current but i prefer 30 ... we all know people go faster than the limit</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(120) Local resident,  (Cholsey, East End)</p>	<p>20mph speed limit – <b>Support</b>  The village has relatively narrow roads with lots of parked cars and low visibility. There are lots of young families who walk around, including children walking to school. There is no need to be doing more than 20 mph through the village - the improvements to safety and air quality will be well worth it.</p> <p>30mph speed limit – <b>No objection</b>  I fully support reduced speeds in the village, but the current location of the start of the 30 zone is outside of the residential area and I think that people are more likely to comply with a 20mph limit in the village if they know they can travel quicker outside of the built up area (ie target the measures where they will have biggest impact to maximise compliance).</p> <p>40mph speed limit – <b>Object</b>  I fully support reduced speeds in the village, but the 60 zone is outside of the residential area on a dead straight road with good visibility and very rarely parked cars etc. I think that people are more likely to comply with a 20mph limit in the village if they know they can travel quicker outside of the built up area (ie target the measures where they will have biggest impact to maximise compliance)</p> <p>Travel change: <b>No</b></p>
<p>(121) Local resident,  (Cholsey, Papist way)</p>	<p>20mph speed limit – <b>Support</b>  For the safety of the children in the village.</p> <p>30mph speed limit – <b>No objection</b>  Safety.</p> <p>40mph speed limit – <b>Object</b>  Safety.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(122) Local resident, (Cholsey, Sandy Lane)</p>	<p>20mph speed limit – <b>Support</b> Speeding in the village has become ridiculous. The wallingford Road despite speed bumps still has fast and dangerous drivers. 20mph will help but won't stop bad driving.</p> <p>30mph speed limit – <b>No objection</b> I thought wallingford Road already was 30mph. There needs to be speed cameras there</p> <p>40mph speed limit – <b>Object</b> 40mph - too fast</p> <p>Travel change: <b>No</b></p>
<p>(123) Member of public, (Weston village, Bath, N/a)</p>	<p>20mph speed limit – <b>Support</b> I am planning on moving to Cholsey in the next 2 months. I am moving from Bath where all the local residential roads have a 20 mile limit. Whilst initially sceptical it is far more relaxing to walk and drive in the area &amp; generally feels safer.</p> <p>30mph speed limit – <b>No objection</b> Safer for all road users.</p> <p>40mph speed limit – <b>Object</b> Safer for road users</p> <p>Travel change: <b>No</b></p>
<p>(124) Local resident, (Cholsey, Caps Lane)</p>	<p>20mph speed limit – <b>Support</b> I fully support the proposals to lower the speed limits in Cholsey and the surrounding roads. Is it possible to change the proposed 20mph limit to 25mph? DfT surveys have shown a large percentage of drivers (49%) exceed the 20mph limit. 20mph is difficult to maintain as you are constantly looking at the speedometer rather than the road! Most seasoned drivers can sense that they are travelling at 30mph without constantly checking the speedometer. A 25mph limit is not too much of</p>

	<p>a stretch to adjust to. A 25mph limit would achieve a reduction in injuries to pedestrians and cyclists which is the reason for the proposals. Manufacturers should make their cars capable of using cruise control at 20mph.  How will the proposal be enforced?  Will the council do any before/after research to show the proposals have had the desired effect?  What other proposals are the council looking at to reduce accidents/injuries to road users/pedestrians</p> <p>30mph speed limit – <b>No objection</b>  The location of the 30mph limit seems to me to be arbitrary so moving it a few metres doesn't make much difference.</p> <p>40mph speed limit – <b>Partially support</b>  The hedge along the Wallingford Road must be maintained as pedestrians have to step into the road to pass cyclists, mothers with pushchairs etc. Getting hit by a car or bus at 40mph rather than 60mph won't make much difference to your outcome.</p> <p>Travel change: <b>No</b></p>
(125) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Support</b>  The roads are narrow and often have cars parked down one side. A 20mph limit will make the village safer.</p> <p>30mph speed limit – <b>No objection</b>  I'd rather have lower speed limits than more hideous speed bumps.</p> <p>40mph speed limit – <b>Support</b>  While Wallingford Road is in the terrible state it's currently in, it's unsafe to drive faster than 40mph anyway! Please make this road safer by fixing the potholes quickly, and remediating the subsided sections on either side of the culvert!</p> <p>Travel change: <b>Yes - cycle more</b></p>
(126) Local resident, (Cholsey, Honey lane)	<p>20mph speed limit – <b>Support</b>  I think lots of roads can't support cars speeding and it puts a lot of people's lives at risk</p> <p>30mph speed limit – <b>No objection</b>  I don't think it's necessary but don't mind it being in place</p>

	<p>40mph speed limit – <b>Support</b>          Being a cyclist on that road is really scary because cars zoom pasts and don't give enough room</p> <p>Travel change: <b>No</b></p>
(127) Local resident, (Cholsey, Papist way)	<p>20mph speed limit – <b>Support</b>          Speed of traffic in the village as still ignoring 30mph</p> <p>30mph speed limit – <b>No objection</b>          Doesn't seem to make a lot of sense but wouldn't object either.</p> <p>40mph speed limit – <b>Support</b>          Feels dangerous for cyclists and pedestrians along that road</p> <p>Travel change: <b>No</b></p>
(128) Local resident, (Cholsey, Station road)	<p>20mph speed limit – <b>Support</b>          Currently there is dangerous driving and speeding, particularly down Station Road and Church Road. This is made worse by the parked cars and there are near misses every day. It is dangerous for school children to cross the road. A 20 mph limit would help this.          Further parking restrictions also need to be brought in.</p> <p>30mph speed limit – <b>No objection</b>          I don't see any problem with where the 30 mph zone currently stops, although many drivers have already sped up before it ends.</p> <p>40mph speed limit – <b>Support</b>          This road is narrow, and buses, tractors and lorries use it. Especially in winter there are often pot holes down both sides. Also, the pavement is narrow and there are many people who use it to walk or cycle on.          I think a 40 mph limit would make this road safer and more comfortable for all users.          60 mph is often not safe on this road.</p>

	<p>Travel change: <b>No</b></p>
<p>(129) Local resident, (Cholsey, Brentford close)</p>	<p>20mph speed limit – <b>Support</b> Don't feel whole of village needs to be 20mph</p> <p>30mph speed limit – <b>Object</b> Not needed</p> <p>40mph speed limit – <b>No objection</b> Not needed</p> <p>Travel change: <b>No</b></p>
<p>(130) Local resident, (Cholsey, Goldfinch lane)</p>	<p>20mph speed limit – <b>Support</b> Due to the significant level of parked cars around the village people drive too fast in order to 'get past' before they meet other traffic and get held up. I believe this would improve with a reduced speed limit. This is particularly problematic around the school, on honey lane, station road and towards the red lion pub</p> <p>30mph speed limit – <b>Object</b> This is not a built up area and has minimal traffic and therefore a reduced limit is not required</p> <p>40mph speed limit – <b>Object</b> As above, this is not a built up area so reduced limits are not necessary</p> <p>Travel change: <b>No</b></p>
<p>(131) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Support</b> Safety reasons inside the village. Especially at school times and as regards the bad parking in the village. However, I believe it's essential that the 20mph limit does NOT extend halfway up Wallingford Road or Reading Road to where the present 30mile and hour signs are that It starts in the village e.g. to begin near the Red Lion and at the entrance to the top of Papist Way.</p>

	<p>If it starts too far along the road, people will not take notice of them. Very much as happens in North Stoke near the railway bridge, people do not go 20mph until they get to the actual village there.</p> <p>30mph speed limit – <b>Object</b> If it's for the whole length of Wallingford Rd I object strongly. If it's to keep the 30mph sign where it is I would support</p> <p>40mph speed limit – <b>Object</b> If it's for the whole length of Wallingford Rd I object strongly. If it's to keep the 30mph sign where it is I would support</p> <p>Travel change: <b>No</b></p>
(132) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>Support</b> It might slow down some of the cars that race through the village</p> <p>30mph speed limit – <b>Object</b> The present 30 speed limit goes beyond all but one house, so can see no need to extend it.</p> <p>40mph speed limit – <b>Object</b> This is an open road mainly flanked by fields and it has a cycle path. I can see no reason to lower the limit.</p> <p>Travel change: <b>No</b></p>
(133) Local resident, (Cholsey, Chelsea place)	<p>20mph speed limit – <b>Support</b> Cars driving over 30mph in the village, especially where there are parked cars, near the school etc</p> <p>30mph speed limit – <b>Object</b> No need</p> <p>40mph speed limit – <b>Object</b> No need</p>



	<p>Travel change: <b>No</b></p>
<p>(134) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Support</b> I live on Station Road it's like a race track. We need a speed camera or a your speed indicator sign (SAM)</p> <p>30mph speed limit – <b>Object</b> Waste of money nobody will take any notice of it</p> <p>40mph speed limit – <b>Object</b> Waste of money nobody will pay any attention to it</p> <p>Travel change: <b>No</b></p>
<p>(135) Local resident, (Cholsey, West end)</p>	<p>20mph speed limit – <b>Support</b> The village is extremely busy with a lot of traffic; parked cars; children on scooters etc so a lower speed limit should calm traffic down a little to improve safety.</p> <p>30mph speed limit – <b>Object</b> Drivers will not adhere to this change. The limit is fine where it currently stands which is where you enter the most busy part of the village</p> <p>40mph speed limit – <b>Partially support</b> A lower speed limit would make it safer for cyclists which deters many people from cycling into Wallingford however the lower limits in the entire area at 40 are making journey times increase which is a frustration for motorists, particularly the ridiculous 40 between Didcot and Wallingford. This road should be 50 still.</p> <p>Travel change: <b>No</b></p>
<p>(136) Local resident, (Cholsey, Buckthorn Lane)</p>	<p>20mph speed limit – <b>Support</b> The roads in Cholsey are too small and busy for 30 mph. I have small children and feel 20mph would be safer for them</p>

	<p>30mph speed limit – <b>Object</b> The current 30mph zone extends to the end of where houses are I not see a reason for it to go beyond that</p> <p>40mph speed limit – <b>Partially support</b> The current speed limit feels unsafe for cyclists. I would prefer 50mph. However, I think we need an actual cycle path along the road as no matter the speed limit some drivers will not give cyclists the appropriate and safe amount of space</p> <p>Travel change: <b>No</b></p>
(137) Local resident, (Cholsey, Newlands Way)	<p>20mph speed limit – <b>Support</b> Lack of sensible driving in the village</p> <p>30mph speed limit – <b>Object</b> Lack of houses or reasons for reducing the limit</p> <p>40mph speed limit – <b>Partially support</b> It's is reasonable</p> <p>Travel change: <b>Other</b> Drive more slowlu</p>
(138) Local resident, (Cholsey Meadows, Newlands Way)	<p>20mph speed limit – <b>Support</b> Traffic calming is essential so sake on kids walking and cycling to and from school</p> <p>30mph speed limit – <b>Object</b> No change needed</p> <p>40mph speed limit – <b>Partially support</b> Can be a rat run in 50mph stretch</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(139) Local resident, (Cholsey, Brentford Close)</p>	<p>20mph speed limit – <b>Support</b> Parked cars and busy station carpark traffic</p> <p>30mph speed limit – <b>Object</b> I'd rather have the 40 limit</p> <p>40mph speed limit – <b>Support</b> Narrow road and busy traffic</p> <p>Travel change: <b>No</b></p>
<p>(140) Local resident, (Cholsey, The Forty)</p>	<p>20mph speed limit – <b>Support</b> Having driven in the village regularly, as a resident, for a number of years, it is clear that that the combination of street-parked cars, residential side roads and pedestrians make 20mph a sensible speed for safety.</p> <p>30mph speed limit – <b>Object</b> I think the current 30mph boundary is a sensible one.</p> <p>40mph speed limit – <b>Support</b> The road is narrow and also used by pedestrians, the surface is uneven, 40mph is a sensible limit after the 30mph boundary.</p> <p>Travel change: <b>No</b></p>
<p>(141) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Support</b> Congestion and v bad parking particularly round Tesco express and Ilges Lane coupled with drivers going too fast .</p> <p>30mph speed limit – <b>Object</b> The long straight has good visibility and no obvious problems.</p> <p>40mph speed limit – <b>Support</b> Adequate limit on this road</p>

	<p>Travel change: <b>No</b></p>
<p>(142) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Support</b> As a Cholsey resident and a parent of children at Cholsey school I have witnessed countless peering cars and many near misses involving both vehicles and pedestrians. Taking my children through the village on their bikes is can feel very unsafe.</p> <p>30mph speed limit – <b>Partially support</b> I feel this would make pedestrians and cyclists feel safer</p> <p>40mph speed limit – <b>No objection</b> The road surface to the sides of this road are in a bad state so traffic often drives towards the middle of the road and I think this is more of an issue than the current 60mph limit</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(143) Local resident, (Cholsey, downside)</p>	<p>20mph speed limit – <b>Support</b> Roads are busy plus parking along most. Some roads have narrow paths. No crossings in village. Excess speed to and from station</p> <p>30mph speed limit – <b>Partially support</b> x</p> <p>40mph speed limit – <b>Partially support</b> x</p> <p>Travel change: <b>No</b></p>
<p>(144) Local resident, (cholsey, papist way)</p>	<p>20mph speed limit – <b>Support</b> traffic is busy and too fast</p>

	<p>30mph speed limit – <b>Partially support</b> x</p> <p>40mph speed limit – <b>Partially support</b> x</p> <p>Travel change: <b>No</b></p>
<p>(145) Local resident, (Cholsey, Pound Lane)</p>	<p>20mph speed limit – <b>Support</b> With Cholsey being a very vibrant village with young &amp; old using the roads on bicycles &amp; foot - it is sad to see though that a lot of through traffic uses the village at speeds at or most of the time over the speed limit. Especially with the unique double round about in centre &amp; the popularity of Tesco express &amp; Pound shops these speeds are not only dangerous for pedestrians but vehicle collisions due to the added congestion caused by limited parking &amp; ill use of sidewalks for parking space. The train station in the edge of the village also means a lot of non residential traffic &amp; with limit to blind view down the road it makes joining into the road a hazard - the village development has left a lot of areas of the roads in blind spot approach due to constriction of way from parked vehicles down Wallingford Road, Station Road, Pappist Road &amp; Church Road the four main through roads of the village For the ages of residents the delivery service from Amazon has truly made lockdown manageable, but with this trend still used mostly in the village the delivery drivers truly struggle to manage their speed in &amp; around their delivery areas. Not only is speed limit a concern, but the load on all the roads for parked cars &amp; very long stretches then caused to be single way use only.</p> <p>30mph speed limit – <b>Partially support</b> However the 30mph limit only starts on the edge of the village the reduction of speed by some vehicles only being managed later down the road well into buildup area</p> <p>40mph speed limit – <b>Partially support</b> The current 60mph limit in the straight road is excessive &amp; with most cyclist &amp; even pedestrians using the road to travel to &amp; from Wallingford; have great risk of being badly injured or even killed by the speeds some vehicles end-up reaching.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(146) Local resident, (Cholsey, The Forty)</p>	<p><b>20mph speed limit – Support</b> Unfortunately I can't see many drivers respecting or sticking to the new limit, many don't respect the law or road safety as it is so it's unlikely the new imposed limit will have an effect unless other more robust methods of enforcement infrastructure is added to the existing roads. This will have far more effect to reduce collision related injury's and air quality.</p> <p><b>30mph speed limit – Partially support</b> Whilst a good idea in principal I think the behaviour of many drivers would take more risks to overtake and putting lives at rush unless appropriate enforcement infastructure is considered alongside</p> <p><b>40mph speed limit – Partially support</b> Same reasons as stated above Whilst a good idea in principal I think the behaviour of many drivers would take more risks to overtake at lower speeds and exceed the limit and putting lives at rush unless appropriate enforcement infastructure is considered alongside</p> <p>Travel change: <b>Other</b> No as I have no need to travel above 20mph within the village and as well as drive I also use moped alongside cycling, both motor vehicles are electric and the primary reason for this is to reduce particle emissions. Unfortunatly 20 mph for combustion veh</p>
<p>(147) Local resident, (Cholsey, Ashfield Way)</p>	<p><b>20mph speed limit – Support</b> I have no issue with reducing the speed limit in sensitive areas, Cholsey in my opinion is one of those, especially around the central area where the shops are and down the road to south moreton. Cars/parents included are guilty of ignoring most of the regulations, people just do as they please regardless. What is the point though if there is never anyone enforcing it? We don't see the police because they are reactionary and lazy to do the paperwork. Traffic wardens, only ever seen one at the primary school but if honest, I think it is a gentleman wearing a costume.and he is part of a local amdram group. The whole of cholsey needs a good looking at, the bigger issue is reckless parking by Tesco's</p> <p><b>30mph speed limit – Partially support</b> It is one thing to reduce the speed but another to consider the impact on the general populace. People have schedules and time constraints on their work like local ocal buses for example</p> <p><b>40mph speed limit – Partially support</b></p>

	<p>A better option</p> <p>Travel change: <b>Other</b></p> <p>I already limit my use of the car, only in bad weather</p>
<p>(148) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Support</b> Roads are busier with new developments.</p> <p>30mph speed limit – <b>Partially support</b> Wallingford road should be 20mph past the houses. Speed bumps need to be a proper size to enable compliance.</p> <p>40mph speed limit – <b>Partially support</b> The only benefit to reducing speed here is to those using footpath and cyclists. A better method of making the route safe would be to implement a proper dedicated footpath and separate cycle path off the road. The current "cycle path" is little more than a pavement that doesn't allow people to pass and is frequently overgrown with hedgerow. With children from Cholsey not getting places on the school bus, this is an essential infrastructure investment to make. Changing the speed limit here does not make it safer.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(149) Local resident, (Cholsey, East End)</p>	<p>20mph speed limit – <b>Support</b> With the increase of housing, there is an increase of Cholsey residents. Meaning more pedestrians and more motorists, it would be much safer for cars to drive through Cholsey at 20mph.</p> <p>30mph speed limit – <b>Partially support</b> I feel 40mph is more practical. However, a safer option for pedestrians should be created, it is quite unpleasant walking down the Wallingford road.</p> <p>40mph speed limit – <b>Support</b> 40mph is more reasonable for drivers, however there should be a safer option for pedestrians</p> <p>Travel change: <b>No</b></p>

<p>(150) Local resident, (cholsey, fairfield)</p>	<p>20mph speed limit – <b>Support</b> Because the pavements are so narrow, driving at 30mph or often higher is too dangerous for those of us who wish to cycle or walk and for our children to be able to walk independently around the village</p> <p>30mph speed limit – <b>Partially support</b> Because at present I never chose to cycle/run/walk along there as it's too dangerous with a narrow path and cars travelling so fast and i'd like my children to be safe to do this and would like to myself</p> <p>40mph speed limit – <b>Support</b> Because at present I never chose to cycle/run/walk along there as it's too dangerous with a narrow path and cars travelling so fast and i'd like my children to be safe to do this and would like to myself</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(151) Local resident, (Cholsey, Queens Road)</p>	<p>20mph speed limit – <b>Support</b> Lots of children in village</p> <p>30mph speed limit – <b>Partially support</b> Narrow road but maybe 40</p> <p>40mph speed limit – <b>Support</b> Narrow road</p> <p>Travel change: <b>No</b></p>
<p>(152) Local resident, (Cholsey, Sandy Lane)</p>	<p>20mph speed limit – <b>Support</b> I strongly support this proposal. We have a 7 year old daughter at Cholsey Primary School, and the walk to and from school along Station Road would be much safer and more pleasant if traffic were to be slowed down — particularly during rainy weather when large puddles can accumulate at the side of the road. Given the absence of pedestrian crossings in the centre of the village, I believe it would also make crossing the road much safer for children and families. In addition, there have been a number of road accidents at the tricky junction between Station Road and Papist Way, and this would surely be improved by a lower speed limit.</p>



	<p>30mph speed limit – <b>Partially support</b> I would support a lowering of the speed limit on this stretch of road, though I feel that 40 mph would probably be adequate.</p> <p>40mph speed limit – <b>Support</b> Cars often drive very fast down this straight stretch of road, and as a result, I feel much less safe both as a pedestrian and as a cyclist. I have cycled this stretch with our young daughter several times, but the speed of the traffic makes the experience quite unpleasant. If we want people to feel safe cycling and walking from Cholsey to Wallingford and back, I believe a lower speed limit is essential.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(153) Local resident, (Cholsey, Ilges lane)	<p>20mph speed limit – <b>Support</b> In many places it isn't safe to go faster than that and yet people do. Oddly especially where there are parked cars and narrow roads. I makes crossing a lot of the roads whether adult or child dangerous and challenging.</p> <p>30mph speed limit – <b>Partially support</b> The 30mph zone already goes quite far and it's noticeable a lot of vehicles do not adhere to it already. I support trying to get vehicles to stick to the limit, but I'm not sure extending this zone will assist with that.</p> <p>40mph speed limit – <b>Support</b> As the cycle lane provision is inadequate on this road (shared footpath that is not wide enough for cycle traffic in both directions plus pedestrians), slower traffic on this road will encourage a lot more people to cycle into Wallingford as using the "cycle path" is generally not practical.</p> <p>Travel change: <b>No</b></p>
(154) Local resident, (Cholsey, Brookside)	<p>20mph speed limit – <b>Support</b> Danger due to parked cars making moving cars less visible.</p> <p>30mph speed limit – <b>Support</b> Less dangerous for cyclists.</p>

	<p>40mph speed limit – <b>No objection</b> It should be 30 all the way up for the safety of cyclists and path users.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(155) Local resident, (Cholsey, Fairfield)	<p>20mph speed limit – <b>Support</b> The present 30mph restriction is regularly exceeded in Station Road. Perhaps with a 20mph restriction drivers will be more careful.</p> <p>30mph speed limit – <b>Support</b> It will help to slow traffic when approaching the 20mph zone</p> <p>40mph speed limit – <b>No objection</b> I think a 50mph restriction is more sensible and more likely to adhered to.</p> <p>Travel change: <b>No</b></p>
(156) Local resident, (Cholsey, Cross Road)	<p>20mph speed limit – <b>Support</b> There are a lot of children in the village and a 20mph limit would be much safer.</p> <p>30mph speed limit – <b>Support</b> I think extending the zone past Caps Lane and the cottages near it would make it a much safer junction.</p> <p>40mph speed limit – <b>Object</b> I see no reason for this to be implemented. As an avid road cyclist, I have never found this stretch of road to be an issue.</p> <p>Travel change: <b>No</b></p>
(157) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Support</b> Inadequate provision for pedestrian and/or cycle travel between Cholsey and Wallingford. Wallingford Road is a long straight fast road for the most part without refuge for non-motor travel.</p>

	<p>30mph speed limit – <b>Support</b> As above</p> <p>40mph speed limit – <b>Object</b> At 30mph, 1 mile is covered in 2 minutes. Increasing to 40 mph saves the motorist 30 seconds. The 30 second advantage to motorists is no reason to allow an increase in risk and intimidatory effect to non-motor traffic over a short stretch of road. In addition, traffic calming might be considered.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(158) Local resident, (Cholsey, Schuster close)</p>	<p>20mph speed limit – <b>Support</b> I see drivers speeding around Cholsey and Cholsey meadows all the time. It's dangerous for the residents and animals. Additional measures such as speed bumps, cameras and neighbourhood speed watch need to be enforced. Reading road should also be subject to further speed restrictions as it passes through Cholsey. I regularly see cars driving on that section with 40-50 mph.</p> <p>30mph speed limit – <b>Support</b> I regularly see motorists speeding, and it's dangerous for people and animals.</p> <p>40mph speed limit – <b>Object</b> It should be down to 30mph all the way to Wallingford</p> <p>Travel change: <b>No</b></p>
<p>(159) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Support</b> There's often a lot of cars speeding down Wallingford Road which is rather worrying!</p> <p>30mph speed limit – <b>Support</b> As mentioned cars typically speed down Wallingford making it unsafe.</p> <p>40mph speed limit – <b>Object</b> This should be lowered</p>

	<p>Travel change: <b>No</b></p>
<p>(160) Local resident, (Cholsey, Celsea Place)</p>	<p>20mph speed limit – <b>Support</b> The roads near my house are like a racetrack- Papist Way &amp; Celsea Place- plenty of children living in the area and seen too many near misses but also my own son when he was younger was hit by a speeding car as he was safely crossing the road. The roads around the station are also very dangerous and I've nearly been hit by speeding cars as I know many others have. But we need average speed cameras otherwise the speeding limits won't stop them.</p> <p>30mph speed limit – <b>Support</b> Many children use the paths nearby to walk to school, especially with the new housing estate (minstronsity) there</p> <p>40mph speed limit – <b>Object</b> Too fast, the difference can literally be life &amp; death by being hit by a car doing 30 or 40 mph!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(161) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Support</b> Living on Papist Way, I witness reckless speeding on a daily basis. The 20mph limit will be a good step.</p> <p>30mph speed limit – <b>Support</b> N/a</p> <p>40mph speed limit – <b>Object</b> I don't see any safety benefit for the proposed 40mph change</p> <p>Travel change: <b>No</b></p>
<p>(162) Local resident, (Cholsey Honey I, Honey lane)</p>	<p>20mph speed limit – <b>Support</b> People drive too fast through village.</p>

	<p>30mph speed limit – <b>Support</b> Because people are walking &amp; cycling on the road as well as cars</p> <p>40mph speed limit – <b>Object</b> Too fast.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(163) Local resident, (Cholsey, Celsea Place)	<p>20mph speed limit – <b>Support</b> I believe that in many areas of the village traffic moves at far too fast a speed. I also believe that although it is bound to be unpopular attempts should be made to regulate speeds.</p> <p>30mph speed limit – <b>Support</b> Traffic along the main stretch of Wallingford is fast. At the point where Wallingford Road enters the village there are various things that should cause drivers to lessen their speed - it becomes increasingly built up, there are entries and exits to the new estates and then, by the Red Bull there is frequently flooding where houses and pedestrians are left at risk of wash from drivers going too fast. In addition, the pavements along that road are exceptionally narrow and it feels very dangerous to use them traffic is travelling at high speeds.</p> <p>40mph speed limit – <b>Partially support</b> If it were decided that 30 mph is insufficient for Wallingford Road, would it be possible to have a shorter section of the road - the part that does not impinge on residential areas and pedestrians.</p> <p>Travel change: <b>No</b></p>
(164) Local resident, (Cholsey, Cross rd)	<p>20mph speed limit – <b>Support</b> People drive far too fast through the village causing noise pollution and more importantly safety concerns for young and old alike. There are 2 school in the village and a day centre.</p> <p>30mph speed limit – <b>Support</b> Fully support as it will certainly encourage me and hopefully others, especially young people to cycle between wallingford and cholsey and not fear for their life whilst doing so.</p>

	<p>40mph speed limit – <b>Partially support</b>  40 mph is definitely better/safer than the existing 60 mph but 30 I would fully support/would definitely encourage more cycling and walking.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(165) Local resident, (Cholsey, Hithercroft)	<p>20mph speed limit – <b>Support</b>  Safety</p> <p>30mph speed limit – <b>Support</b>  Safety</p> <p>40mph speed limit – <b>Partially support</b>  Why has no mention been made about the racetrack that is otherwise known as Hithercroft? Drivers roar along this road past our cottages and it's ridiculous that this road hasn't been included in this survey. This road is in the Parish of Cholsey too!</p> <p>Travel change: <b>No</b></p>
(166) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Support</b>  As a local resident I support lower speed limits in the village.</p> <p>30mph speed limit – <b>Support</b>  Happy to support extending the 30 mph.</p> <p>40mph speed limit – <b>Partially support</b>  There is less reason to have a lower speed limit here, as less residential.</p> <p>Travel change: <b>No</b></p>
(167) Local resident, (Cholsey, Station road)	<p>20mph speed limit – <b>Support</b></p>

	<p>Far to much speeding through &amp; around the village, the cars parking too near junctions &amp; blind corners increases the danger</p> <p>30mph speed limit – <b>Support</b> I have thought for many years that the whole length of Wallingford Road should have a 30 mph limit in the absence of a cycle path ( the so called cycle path we have is a joke, especially with the absence regular maintenance</p> <p>40mph speed limit – <b>Partially support</b> Prefer 30 mph the whole way</p> <p>Travel change: <b>Yes - cycle more</b></p>
(168) Local resident, (Cholsey, Wallingford road)	<p>20mph speed limit – <b>Support</b> Far too many people speed through the village, it's often dangerous and needs reinforcing.</p> <p>30mph speed limit – <b>Support</b> Support</p> <p>40mph speed limit – <b>Partially support</b> Partially support</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(169) Local resident, (Cholsey, Wallingford rd)	<p>20mph speed limit – <b>Support</b> Speed limit on the wallingford Road from the red lion to papist Rd should be 20 due to the parked cars on the road also Church Rd to the traffic lights again parking on the road Cars lorries force the way through in spite of traffic coming the other way cars racing for the train</p> <p>30mph speed limit – <b>Support</b> Line of sight from drives and roads due to hedges we try to keep our hedge cut back or trimed but it is very difficult during the nesting season</p> <p>40mph speed limit – <b>Partially support</b></p>

	<p>30 is fast enough over the hunt back bridge and the poor road surface again during to overgrown hedge people any bicycle are forced to walk near the road as risk from wing mirows</p> <p>Travel change: <b>Other</b> Due to limited mobility walking cycling are not an option</p>
<p>(170) Local resident, (Cholsey, Fairfield)</p>	<p>20mph speed limit – <b>Support</b> This is long, long overdue. Every time you walk around Cholsey people are driving far, far too fast on roads where pedestrians are walking and it's highly concerning. This is a residential area with children, parents with buggies, the elderly and pets regularly walking along the pavements and crossing the roads. I don't feel safe walking on honey lane, station road or papist way as I've witnessed people driving 50mph. I'm not sure why it's taken the Parish council this long to launch this consultation ..Cholsey is a lovely village, but it is blighted by people driving too fast and using it as a race track to get to where they're going. Sooner or later a hit and run will happen if this isn't addressed. Having a 20mph speed limit it couldn't come soon enough.</p> <p>30mph speed limit – <b>Support</b> This would make sense- people drive far too fast on this stretch and it's not safe to walk along that road..these speed limits will need to be monitored though and ensured</p> <p>40mph speed limit – <b>Partially support</b> It should be less - 30mph the whole stretch but failing that yes 40mph is an improvement</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(171) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Support</b> I fully support this proposal to limit the speed in Cholsey to 20mph. We and our children deserve to live somewhere where it is safe to cross the road - currently, I do not consider it safe to let my son walk to school alone or with friends as cars zoom through the village. We live on Papist Way and the road is often sped down with cars going well over the 30mph limit. It's pretty remarkable that there haven't been more collisions</p> <p>30mph speed limit – <b>Support</b> This road is very fast with cars and lorries thundering along</p>



	<p>40mph speed limit – <b>Partially support</b> Any speed restriction would be welcome</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(172) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>20mph speed limit – <b>Support</b> We support this speed limit reduction 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. This 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 20 where the people are, which is how this proposal for Cholsey is designed. 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>30mph speed limit – <b>Support</b> This is a small extension and we expect it is there to have a practical future 30mph zone.</p> <p>40mph speed limit – <b>Support</b> We support the reduction of speed on this road to 40mph. It is a key cycling route between Wallingford and Cholsey for people in Wallingford wanting to use the station, and people in Cholsey wanting to use the shops. It has a narrow, sub-standard shared pavement. However, its use, for cycling on the carriageway or shared pavement, or for walking is inhibited by motor traffic passing close by at 60mph (or so). Reducing this to 40mph (or so) would have significant benefits to actual and perceived safety.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(173) Local resident, (Cholsey, Agatha Christie Way)</p>	<p>20mph speed limit – <b>Support</b> Safety of pedestrians and particularly children using pavements and roads</p> <p>30mph speed limit – <b>Support</b> Safer roads, more pleasant for pedestrians and children</p>

	<p>40mph speed limit – <b>Support</b> See above</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(174) Local resident, (Cholsey, Amwell Place)	<p>20mph speed limit – <b>Support</b> My children walking and cycling in the area. Brings the average speed down.</p> <p>30mph speed limit – <b>Support</b> If it makes it safer to cycle from Cholsey into Wallingford and back</p> <p>40mph speed limit – <b>Support</b> If it makes it safer to cycle from Cholsey into Wallingford and back</p> <p>Travel change: <b>No</b></p>
(175) Local resident, (Cholsey, Cholsey Meadows)	<p>20mph speed limit – <b>Support</b> there are a lot of children around and also many parked cars on the streets so the reduction in speed limits makes sense</p> <p>30mph speed limit – <b>Support</b> the road can be dangerous with existing speed limit due to poor lighting and bikes that use road instead of narrow path.</p> <p>40mph speed limit – <b>Support</b> cars go too fast now so need to slow down as lighting is poor and dangerous</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(176) Local resident, (Cholsey, Church road)	<p>20mph speed limit – <b>Support</b> Cholsey is a large village with many visitors using its excellent facilities, by having a reduced speed limit will make it safer for all.</p> <p>30mph speed limit – <b>Support</b></p>

	<p>This will help reduce the risk to walkers and cyclists</p> <p>40mph speed limit – <b>Support</b> It is a very narrow road and vehicles driving that this speed is incredibly dangerous, lorries driving at this speed can pull walkers in to the road</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(177) Local resident, (Cholsey, Church Road)	<p>20mph speed limit – <b>Support</b> I think it will make our roads safer, and benefit the environment and people's health</p> <p>30mph speed limit – <b>Support</b> It will make our roads safe, reduced emissions which will improve health help fight climate change</p> <p>40mph speed limit – <b>Support</b> I fully support this and would actually reduce it further to encourage active transport</p> <p>Travel change: <b>Yes - cycle more</b></p>
(178) Local resident, (Cholsey, Cross Road)	<p>20mph speed limit – <b>Support</b> Safety for pedestrians and cyclists</p> <p>30mph speed limit – <b>Support</b> Safer for cyclists</p> <p>40mph speed limit – <b>Support</b> Safer for cyclists. I would use it more to cycle with my children</p> <p>Travel change: <b>Yes - cycle more</b></p>
(179) Local resident, (Cholsey, Cross Road)	<p>20mph speed limit – <b>Support</b></p>

	<p>I believe that if the speed limit is reduced to 20mph, there is a chance that people will drive more slowly through the village. At the moment, drivers are often well over the existing 30mph limit. At various times of day, there is a lot of traffic through the village and I have been afraid for myself and my grandchildren. Reducing the speed limit would also reduce noise. I live on Cross Road which is used as a cut through and some people drive along it at high speeds.</p> <p>30mph speed limit – <b>Support</b>  Extending the 30mph limit would mean that people have slowed down by the time they get to the village.</p> <p>40mph speed limit – <b>Support</b>  As above.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(180) Local resident, (Cholsey, Ferry Lane)	<p>20mph speed limit – <b>Support</b>  I live on Ferry Lane with two small children. Cars race by. One day someone is going to hit a child. There's no need to go down there at 30mph.</p> <p>30mph speed limit – <b>Support</b>  Cars go too fast.</p> <p>40mph speed limit – <b>Support</b>  Cars go too fast</p> <p>Travel change: <b>No</b></p>
(181) Local resident, (Cholsey, Goldfinch Lane)	<p>20mph speed limit – <b>Support</b>  I have a young family who will be walking in and around the village in the coming years. I would feel much better about their safety if I knew cars were travelling slower around the village. Also could a traffic calming measure be put on the Wallingford road like that on the Reading road side of Cholsey.</p> <p>30mph speed limit – <b>Support</b>  See previous comment.</p>

	<p>40mph speed limit – <b>Support</b> The road is dangerous to walk besides into Wallingford.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(182) Local resident, (Cholsey, Hillside)	<p>20mph speed limit – <b>Support</b> For road safety on busy and fairly tight roads within the village centre.</p> <p>30mph speed limit – <b>Support</b> This section of road is used extensively by cyclists.</p> <p>40mph speed limit – <b>Support</b> This section of road is used extensively by cyclists. The footpath along this road (also well-used) is narrow and feels very unsafe and intimidating when cars rush by at up to 60mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(183) Local resident, (Cholsey, Hillside)	<p>20mph speed limit – <b>Support</b> A speed limit of 20mph in the village will increase the safety of walkers and cyclists who must share the road due to the poor infrastructure for alternative transportation in the area.</p> <p>30mph speed limit – <b>Support</b> A speed limit of 30mph on Wallingford Rd will increase the safety of walkers and cyclists who must share the road due to the poor infrastructure for alternative transportation in the area.</p> <p>40mph speed limit – <b>Support</b> A speed limit of 40mph on Wallingford Rd will increase the safety of walkers and cyclists who must share the road due to the poor infrastructure for alternative transportation in the area.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(184) Local resident, (Cholsey, Hillside)</p>	<p>20mph speed limit – <b>Support</b> Too many drivers go well over the current 30mph limit, sometimes driving very dangerously, a lower enforced limit would be a safer for other motorists and pedestrians.</p> <p>30mph speed limit – <b>Support</b> Cars currently accelerate to 60pmh once out of the 30mph zone, walking or cycling aside the road is very dangerous and an accident waiting to happen. It would make little difference to travelling times reducing it to 30mph over this short distance.</p> <p>40mph speed limit – <b>Support</b> Cars currently accelerate to 60pmh once out of the 30mph zone, walking or cycling aside the road is very dangerous and an accident waiting to happen. It would make little difference to travelling times reducing it to 40mph over this short distance.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(185) Local resident, (Cholsey, Honey Lane)</p>	<p>20mph speed limit – <b>Support</b> We live on Honey Lane which has seen a massive increase in traffic since the development of Cholsey meadows. This is now their main route into the village. The lane is narrow and cannot cope with the speed that people drive down it. It is of particular concern around rush hour and when children are walking to school. An increase in roadside parking for the train station is adding to the problem</p> <p>30mph speed limit – <b>Support</b> This would help the Caps Lane junction</p> <p>40mph speed limit – <b>Support</b> This would make cycling safer. The speed on this long straight by traffic makes me not want to use my bike on it</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(186) Local resident, (Cholsey, Honey Lane)</p>	<p><b>20mph speed limit – Support</b> We live on Honey Lane and there is a serious speeding issue on this road and in the village as whole. Over the years, I have witnessed an actual crash right outside our house, I've seen countless near misses, seen Lorry's as well as many cars doing over 40 on this narrow road, and our family cat was run over and killed right in front of our house by a speeder. Youths treat it as a racetrack and the extended village now use this lane as a shortcut to school and Tesco's. Youths aren't the only ones who speed here. Large SUV's with children being hurried to school by working parents are also repeat offenders. I fully support the proposal and I hope it will be enforced.</p> <p><b>30mph speed limit – Support</b> The whole village has a speeding issue, especially Honey Lane, Station Road, Church Road, and Wallingford Road. It is getting worse as the village expands as these are main routes to Tescos, the school and the station.</p> <p><b>40mph speed limit – Support</b> I walk down Wallingford road frequently and I have witnessed plenty of speeding there. Those speeds are frequently carried right into the 30 zone. It also makes using the narrow pavement dangerous</p> <p><b>Travel change: Other</b> I already walk, train or cycle and only use the car when I need, so it will not cause me to change.</p>
<p>(187) Local resident, (Cholsey, Honey Lane)</p>	<p><b>20mph speed limit – Support</b> I have often witnessed vehicles doing more than 30 mph down Honey Lane and Wallingford Road. If there were to be an enforced 20 mph speed limit, maybe the roads in the village would be less dangerous.</p> <p><b>30mph speed limit – Support</b> Vehicles doing 60 mph enter the restricted 30 mph area at far more than 30 mph.</p> <p><b>40mph speed limit – Support</b> Some drivers are far too dangerous, traveling much too fast (illegally) in the 30 mph area. It's usually the same vehicles, but there is no enforcement.</p> <p><b>Travel change: No</b></p>

<p>(188) Local resident, (Cholsey, Honey Lane)</p>	<p>20mph speed limit – <b>Support</b> To make the village safer for pedestrians and cyclists.</p> <p>30mph speed limit – <b>Support</b> It's a narrow road and a danger to cyclists, especially in the dark. Extending the speed limit would also make the road pleasanter for pedestrians.</p> <p>40mph speed limit – <b>Support</b> As above.</p> <p>Travel change: <b>No</b></p>
<p>(189) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Support</b> I'm in support as Cholsey is a busy village especially around Station Road, Ilges Lane and Tesco's, the schools. Children, the elderly and animals will have more a greater of surviving if hit by a car doing 20 miles per hour. Why do we need to go 30 miles an hour it's a village with narrow road, cars parked outside houses, cars are always being run over.</p> <p>30mph speed limit – <b>Support</b> Why do drivers need to go faster, it's a horrible road and it will be safer for all, what better reason than safety.</p> <p>40mph speed limit – <b>Support</b> Why do drivers need to go faster, it's a horrible road and it will be safer for all, what better reason than safety.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(190) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Support</b> As a parent of a school-age child in Cholsey I support anything which reduces the risk of injury to my child, and a speed limit of 20mph has been shown to reduce the frequency of traffic incidents and improve outcomes in the case of a collision (either with a pedestrian or another vehicle). Given the size of the village I can't see why this would have much of an adverse effect on motorists.</p> <p>30mph speed limit – <b>Support</b></p>



	<p>Wherever there are residences there are people who would be safer with a lower speed limit.</p> <p>40mph speed limit – <b>Support</b>  This would make it safer to cycle between Cholsey and Wallingford, or even to walk along the pavement (since sometimes one needs to step into the road to avoid other pedestrians/runners or vegetation).</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(191) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Support</b>  I wholly support for road safety reasons and to promote a quieter environment. As a parent of young children, and regular cyclist (with children on bikes too) this speed limit would improve our quality of life and protect us. Many drivers currently exceed 30mph speed limit.</p> <p>30mph speed limit – <b>Support</b>  I wholly support. The Wallingford Road is currently a scary road for pedestrians and cyclists.</p> <p>40mph speed limit – <b>Support</b>  I wholly support. This would encourage me and my family to walk and cycle more along the Wallingford Road which is currently really frightening; having an unprotected pavement/cycle path next to vehicles travelling at 60mph (and often more) feels like madness to me. It is our main route to the doctor and dentists, so we should be able to walk and cycle with peace of mind. Plus we often want to walk and cycle to Wallingford for leisure. I would be delighted if this change happened.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(192) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Support</b>  Cars regularly speed past my house at all hours. Cats and children are needless risk from reckless drivers going too fast. Enforcement via speed cameras would also be great.</p> <p>30mph speed limit – <b>Support</b>  Cycling is dangerous on the road because people drive too fast.</p> <p>40mph speed limit – <b>Support</b></p>

	<p>Cycling is dangerous on the road because people drive too fast.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(193) Local resident, (Cholsey, Kennedy Crescent)</p>	<p>20mph speed limit – <b>Support</b> People drive too fast in our village, 20mph is a much safer speed given the high number of road users from cyclists to horse riders and children walking to school / bus stops</p> <p>30mph speed limit – <b>Support</b> Trying to cycling along the cycle path whilst the motorists whizz past at high speeds is terrifying. If they have to go slower sooner perhaps they'll respect the 20mph limit in the village</p> <p>40mph speed limit – <b>Support</b> Same as above</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(194) Local resident, (Cholsey, Larkfield)</p>	<p>20mph speed limit – <b>Support</b> People frequently speed around Cholsey. This is a particular issue around school times when cars often appear almost out of nowhere as you are crossing the road. The roundabouts are a particularly issue as people rarely slow down. A slower speed limit would mean that traffic is much easier for pedestrians to manage and also make walking to and from school much safer. I really worry about my children walking alone in the village because of the speeds people drive at.</p> <p>30mph speed limit – <b>Support</b> I think this will help keep people to a lower speed within the village</p> <p>40mph speed limit – <b>Support</b> This will make walking along the Wallingford road safer and also hopefully discourage people from speeding through the village.</p> <p>Travel change: <b>No</b></p>

<p>(195) Local resident, (Cholsey, Newlands Way)</p>	<p>20mph speed limit – <b>Support</b> The village has become very busy and there is a proportion of drivers who drive very fast through the village, on the minor roads as well as the A329. It has become very difficult at busy times to cross the A329 both as a pedestrian and as a driver, especially at the Ferry Lane/ Papist way crossroads.</p> <p>30mph speed limit – <b>Support</b> I support the proposal because the stretch of road is used a lot by cyclists and pedestrians and a lower speed limit would make it safer.</p> <p>40mph speed limit – <b>Support</b> I support the proposal because the stretch of road is used a lot by cyclists and pedestrians and a lower speed limit would make it safer.</p> <p>Travel change: <b>No</b></p>
<p>(196) Local resident, (Cholsey, Newlands Way)</p>	<p>20mph speed limit – <b>Support</b> There is considerable speeding within the village which means the current 30 mph limits are flouted, so curtailment to 20 mph might mean we get closer to 30. Many of the inner village roads are really only fit for 20 mph what with numerous parked cars and narrow lanes.</p> <p>30mph speed limit – <b>Support</b> This is part of a long straight stretch, not that wide, and has a narrow (quite inadequate) foot and cycle path at its side. It is no fun being on the pavement when vehicles tear past so close.</p> <p>40mph speed limit – <b>Support</b> The same reason as for extending the 30mph zone.</p> <p>Travel change: <b>No</b></p>
<p>(197) Local resident, (Cholsey, Papist way)</p>	<p>20mph speed limit – <b>Support</b> It will make roads safer for pedestrians and pets</p>

	<p>30mph speed limit – <b>Support</b> Safety</p> <p>40mph speed limit – <b>Support</b> Safety</p> <p>Travel change: <b>No</b></p>
<p>(198) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Support</b> We live on Papist Way which over the past few years has seen an increase in traffic and an increase in speed of traffic. This is further added to by an increase in on street parking reducing visibility and resulting in many near misses. School buses pickup and drop off from the west side of Papist Way requiring children to cross the street at busy times, whilst I am not naive to think people will actually go at 20, the 20mph will hopefully get them to drive below 30mph - whereas it often 'feels' like vehicles are driving faster this most days on Papist Way. Additionally as a runner navigating narrow pavements (which get really quite narrow as hedges grow) some areas in the village are concerning! Finally it would be nice for our children to be able to cycle to the shops or park but given Papist Way and Station Road speed and consideration of traffic it often feels like this is an un-necessary risk. In conclusion I am fully supportive of the proposed limit and attempting to make our village safer and more open to walking, cycling.</p> <p>30mph speed limit – <b>Support</b> We often walk/jog/cycle along the footpath and currently as soon as cars are through the chicane they increase their speeds which makes this somewhat dangerous and certainly less enjoyable. We also often walk to/from the river and cross the road near Caps Lane where cars/lorries appear out of nowhere!</p> <p>40mph speed limit – <b>Support</b> Less frequently we walk/jog/cycle along the footpath into Wallingford - however as you near the nursery the pavement narrows and makes this unpleasant and unsafe particularly with children - reducing the speeds at which cars/lorries pass you would make this somewhat more viable as an option,</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(199) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Support</b> To make walking and cycling safer and more appealing.</p>

	<p>30mph speed limit – <b>Support</b>  At present the Wallingford Road feels highly dangerous to cycle along. The shared used path is too narrow to allow two people to pass, even walking in some places. If cycling on this path it's necessary to leave the path if anyone is coming the other way, and speeding traffic makes this dangerous. If walking or cycling on the path then you have motorised traffic going past inches from your elbow at speeds often exceeding 60mph.</p> <p>40mph speed limit – <b>Support</b>  At present the Wallingford Road feels highly dangerous to cycle along. The shared used path is too narrow to allow two people to pass, even walking in some places. If cycling on this path it's necessary to leave the path if anyone is coming the other way, and speeding traffic makes this dangerous. If walking or cycling on the path then you have motorised traffic going past inches from your elbow at speeds often exceeding 60mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(200) Local resident, (Cholsey, Pound Lane)	<p>20mph speed limit – <b>Support</b>  Too many speed through Cholsey. Traffic needs slowing down but also needs camera deterrent</p> <p>30mph speed limit – <b>Support</b>  Traffic needs to slow down for everyone's safety</p> <p>40mph speed limit – <b>Support</b>  As above</p> <p>Travel change: <b>No</b></p>
(201) Local resident, (Cholsey, Rothwells Close)	<p>20mph speed limit – <b>Support</b>  We support the proposed new speed limits. An increased population has caused more traffic and parking. More consideration needs to be given to all road users, not just motor vehicles, so that pedestrians (adult and children) can go about the village in comfort and safety.</p> <p>30mph speed limit – <b>Support</b></p>

	<p>We support the proposed new speed limits. Currently its not comfortable walking along Wallingford Road on a narrow footpath with vehicles passing at speed.</p> <p>40mph speed limit – <b>Support</b> As above.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(202) Local resident, (Cholsey, Sandy lane)	<p>20mph speed limit – <b>Support</b> Far too many speeding motorists on the village. Particular dangerous points are by the forty, and also people spilling out from the station. The village has very poor pavements, decreasing vehicle speeds seems essential for road safety.</p> <p>30mph speed limit – <b>Support</b> Great idea. There are no safe cycle routes to wallingford. This will make accessible travel more achievable</p> <p>40mph speed limit – <b>Support</b> 60 is too fast, particularly in the winter, when the evening sun makes visibility dreadful</p> <p>Travel change: <b>Yes - cycle more</b></p>
(203) Local resident, (Cholsey, Sandy Lane)	<p>20mph speed limit – <b>Support</b> Safety and environmental reasons</p> <p>30mph speed limit – <b>Support</b> It's currently dangerous, particularly at night and for cyclists and pedestrians</p> <p>40mph speed limit – <b>Support</b> As above</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(204) As part of a group/organisation, (Cholsey, Skylark Way)</p>	<p>20mph speed limit – <b>Support</b> I work on behalf of residents of the Poppyfields development at Cholsey. They wish to see vehicles travelling at much lower speeds, as currently vehicles travel at faster speeds than 30mph which are a safety concern to pedestrians and cyclists</p> <p>30mph speed limit – <b>Support</b> This is based on feedback received from local residents I work with.</p> <p>40mph speed limit – <b>Support</b> This is based on feedback received from local residents I work with.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(205) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Support</b> With no speed bumps, the cars on station road can often speed excessively through the village. It can feel quite dangerous</p> <p>30mph speed limit – <b>Support</b> For safety</p> <p>40mph speed limit – <b>Support</b> For safety</p> <p>Travel change: <b>No</b></p>
<p>(206) Local resident, (Cholsey, The forty)</p>	<p>20mph speed limit – <b>Support</b> I fully support the 20mph in cholsey as I feel it is impossible to drive safely through the village at 30mph.</p> <p>30mph speed limit – <b>Support</b> It will make it safer</p> <p>40mph speed limit – <b>Support</b> It doesn't need to be 60mph</p>

	<p>Travel change: <b>No</b></p>
<p>(207) Local resident, (Cholsey, The Rowans)</p>	<p>20mph speed limit – <b>Support</b> I generally support 20mph limits in built up areas. Cholsey in participate is a busy village with very poor pavements and lots of on road parking. There is no need to travel more than 20mph.</p> <p>30mph speed limit – <b>Support</b> The pavement/cycle path is very narrow along the Wallingford road. Plenty of people walk and cycle out to Caps Lane so deserve to have cars going more slowly alongside them</p> <p>40mph speed limit – <b>Support</b> This is a narrow road in poor condition, with a very narrow pavement/cycle path alongside. It is dangerous to drive much faster than 40 along this road anyway, but the fact that it is very straight encourages people to speed up enormously. Ideally this road would be made wider, with better walking and cycle provision, but in it's absence a 40mph limit makes sense</p> <p>Travel change: <b>No</b></p>
<p>(208) Local resident, (Cholsey, Villa Close)</p>	<p>20mph speed limit – <b>Support</b> Most residential roads in Cholsey have a lot of on road parking and a lower speed limit will help make those roads safer for pedestrians and other road users.</p> <p>30mph speed limit – <b>Support</b> Wallingford road is very narrow and has residential areas now further down towards the roundabout.</p> <p>40mph speed limit – <b>Support</b> Wallingford road is very narrow and has residential areas now further down towards the roundabout.</p> <p>Travel change: <b>No</b></p>



<p>(209) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Support</b> Cars constantly speed on Wallingford road well above the 30mph limit. Reducing the limit to 20mph would help reduce the speed generally. People have been killed and injured on Wallingford Road - if nothing is done, this will happen again.</p> <p>30mph speed limit – <b>Support</b> As noted above, speeding on Wallingford Road has resulted in injury and death and will do so again if nothing is done. Reducing the speed limit would go a long way to reducing this risk.</p> <p>40mph speed limit – <b>Support</b> As noted above, speeding on Wallingford Road has resulted in injury and death and will do so again if nothing is done. Reducing the speed limit would go a long way to reducing this risk.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(210) Local resident, (CHOLSEY, WOODWARD)</p>	<p>20mph speed limit – <b>Support</b> Safety &amp; environmental reasons. And, it can be VERY scary to cycle in and around Cholsey, and the same applies to pedestrians who have to manoeuvre overgrown hedges and narrow sideways. I welcome SODCs efforts to help encourage people to consider adopting more environmentally friendly modes of transport (i.e walking and cycling).</p> <p>30mph speed limit – <b>Support</b> Safety &amp; environmental reasons. And, it can be VERY scary to cycle in and around Cholsey, and the same applies to pedestrians who have to manoeuvre overgrown hedges and narrow sideways. I welcome SODCs efforts to help encourage people to consider adopting more environmentally friendly modes of transport (i.e walking and cycling).</p> <p>40mph speed limit – <b>Support</b> Safety &amp; environmental reasons. And, it can be VERY scary to cycle in and around Cholsey, and the same applies to pedestrians who have to manoeuvre overgrown hedges and narrow sideways. I welcome SODCs efforts to help encourage people to consider adopting more environmentally friendly modes of transport (i.e walking and cycling).</p> <p>Travel change: <b>Other</b> Both cycling and walking.</p>

<p>(211) Local resident, (Cholsey, Amwell Place)</p>	<p>20mph speed limit – <b>Support</b> I support a 20 mph speed limit in residential areas, but reducing the speed on the short and narrow road between Cholsey and Wallingford is a higher priority</p> <p>30mph speed limit – <b>Support</b> It's sensible</p> <p>40mph speed limit – <b>Support</b> I cycle along this road most days. 60 mph is much too fast for it. I have been asking for a reduction in the speed limit for at least a decade. I know many people are afraid to cycle to Wallingford because of the traffic.</p> <p>Travel change: <b>No</b></p>
<p>(212) Local resident, (Cholsey, Cross Road)</p>	<p>20mph speed limit – <b>Support</b> cholsey is becoming a rat run with higher volumes of traffic and it feels like they are speeding through the village</p> <p>30mph speed limit – <b>Support</b> Same as before</p> <p>40mph speed limit – <b>Support</b> Same as above</p> <p>Travel change: <b>No</b></p>
<p>(213) Local resident, (Cholsey, East End)</p>	<p>20mph speed limit – <b>Support</b> Cars regularly speed in the village, especially on the Wallingford road. Also with the nber of cars parked on the road it is unsafe to drive at 30mph in most of the village and a lower speed limit will support safer spaces for all.road users and more importantly pedestrians.</p> <p>30mph speed limit – <b>Support</b></p>

	<p>As previous speeding cars on the wallingford road is constant so extending it and then having a 20mph zone will make it safer for everyone.</p> <p>40mph speed limit – <b>Support</b> Ss above</p> <p>Travel change: <b>No</b></p>
(214) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Support</b> Many of the roads through Cholsey, particularly Station Rd, are used excessively for residential parking, making conflicting traffic movements a necessity. 20 mph will reduce the risk and impact of collisions, for drivers, pedestrians and animals.</p> <p>30mph speed limit – <b>Support</b> The narrow footpath and numerous junctions with Wallingford Road will be safer with enforced lower speed limits.</p> <p>40mph speed limit – <b>Support</b> A graded (40-30-20) speed limit into Cholsey will encourage motorists to approach the village at a safer speed, while a lower speed limit at the Wallingford end will allow them to better anticipate speeding drivers entering the roundabout from the right.</p> <p>Travel change: <b>No</b></p>
(215) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Support</b> To make village roads safer for children.</p> <p>30mph speed limit – <b>Support</b> Safer.</p> <p>40mph speed limit – <b>Support</b> Safer.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(216) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Support</b> I would like to make the roads safer, so that my primary school age children can have a bit more independence when walking around the village. What I would really like to see is a pedestrian crossing outside Tesco - it's an extremely hazardous road for children to be crossing, especially at peak times when travelling to and from school. Cars park all along one side so visibility is limited when trying to cross on foot. A crossing there would potentially save a child's life.</p> <p>30mph speed limit – <b>Support</b> It would be great for people to be able to cycle safely between Cholsey and Wallingford on this road - currently it feels very unsafe.</p> <p>40mph speed limit – <b>Support</b> As above, it would be nice if this road was safer for cyclists and pedestrians travelling between Wallingford and Cholsey.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(217) Local resident, (Cholsey, Ilges laneo)</p>	<p>20mph speed limit – <b>Support</b> People drive to fast and this will help</p> <p>30mph speed limit – <b>Support</b> Safer for people on bikes</p> <p>40mph speed limit – <b>Support</b> Safer for all</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(218) Local resident, (Cholsey, Kentwood close)</p>	<p>20mph speed limit – <b>Support</b> As a resident it would make our roads safer and in line with other towns and villages locally</p> <p>30mph speed limit – <b>Support</b> New housing means this road is accessed by walkers and cyclists more so it would make it safer</p>

	<p>40mph speed limit – <b>Support</b> This isn't a long stretch of road so 40mph makes sense</p> <p>Travel change: <b>Other</b> No change as we walk or scoot around the village already</p>
(219) Local resident, (Cholsey, Papist way)	<p>20mph speed limit – <b>Support</b> Lots of children walking to school and would make the roads to the station less noisy and dangerous ( especially Papist Way)</p> <p>30mph speed limit – <b>Support</b> Wallingford road is very dangerous to cycle or walk with kids as cars go so fast</p> <p>40mph speed limit – <b>Support</b> As above</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(220) Local resident, (CHOLSEY, Queens road)	<p>20mph speed limit – <b>Support</b> Increase in local traffic, 30mph is not respected this is an increasing danger to pedestrians, especially around local school</p> <p>30mph speed limit – <b>Support</b> The danger to pedestrians</p> <p>40mph speed limit – <b>Support</b> Pollution from cars and especially large trucks</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(221) Local resident, (Cholsey, Reading Road)	<p>20mph speed limit – <b>Support</b> I support the introduction of a lower speed limit in the village, however I am concerned that drivers will increase their speed on joining the Reading Road. Can additional measures be introduced on the Reading Road to ensure drivers keep to the</p>

	<p>speed limit here? We frequently observe drivers travelling way in excess of the speed limit and it becomes more and more difficult to cross the road at this junction. The need to support sustainable travel should be encouraging people to walk and cycle and safe facilities are essential to support this.</p> <p>30mph speed limit – <b>Support</b> I am a great supporter of sustainable travel</p> <p>40mph speed limit – <b>Support</b> SAFE cycling facilities are desperately needed between Cholsey and Wallingford.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(222) Local resident, (Cholsey, Sandy Lane)	<p>20mph speed limit – <b>Support</b> We need to change the priorities on our roads making walking and cycling safer</p> <p>30mph speed limit – <b>Support</b> There is no safe route to walk and cycle to Wallingford - lower speed limits would help the narrow pavement feel a little less precarious.</p> <p>40mph speed limit – <b>Support</b> 60 is too fast when so many people walk down the narrow footway here.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(223) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Support</b> We have small children and it is much safer to have a village with a lower speed limit. People can drive too fast through the village.</p> <p>30mph speed limit – <b>Support</b> Lower speed limits is always safer for cyclists</p> <p>40mph speed limit – <b>Support</b> Safer</p>

	<p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(224) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Support</b> The speed cars currently travel through the village makes me feel vulnerable as a pedestrian. There are many narrow pavements and places where the pavement moves from one side of the road to the other requiring those on foot to cross.</p> <p>30mph speed limit – <b>Support</b> It would help people turning onto and off the main road.</p> <p>40mph speed limit – <b>Support</b> The pavement is very narrow so pedestrians are vulnerable to vehicles passing at 60mph. It's also quite scary riding a bike along this stretch with vehicles travelling so fast.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(225) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Support</b> The roads in Cholsey are busy and there are cars parked in the narrow streets. The bend in the road at the Red lion pub is dangerous and should not be negotiated at 30mph. Church road with both preschool and primary school should not be 30mph. Wallingford Riad is often sped on with cars doing 40-50mph, as it is a straight road. The speed bumps do nothing to slow cars down</p> <p>30mph speed limit – <b>Support</b> Wallingford Riad is straight and leading out of the village. People are often much faster than 30mph long before they exit the village and cars entering only slow down when they are well within the village</p> <p>40mph speed limit – <b>Support</b> People have been injured and killed over the past two decades and there is insufficient space for walking/cycling on the path. I would never cycle along this road for fear of being harmed by cars/vans/lorries going close to, or exceeding 60mph. It is the main reason for not cycling into Wallingford for me.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(226) Local resident, (Cholsey, West end)</p>	<p>20mph speed limit – <b>Support</b> Because people drive to fast around the village</p> <p>30mph speed limit – <b>Support</b> To slow traffic</p> <p>40mph speed limit – <b>Support</b> Again to slow the traffic and to make the road safe for cyclists</p> <p>Travel change: <b>No</b></p>
<p>(227) Local resident, (Cholsey, Wallingford, Cross Road)</p>	<p>20mph speed limit – <b>Support</b> Taking children to and from school can be very stressful with cars travelling at 30mph next to narrow footpaths. The rush hour traffic around the school in the morning feels too fast to be safe. Motorists regularly mount the kerbs to pass oncoming traffic around parked cars. Crossing the road with 3 young children can be difficult in fast moving traffic through the village.</p> <p>30mph speed limit – <b>Support</b> The road is too bumpy and narrow to travel much faster than this anyway.</p> <p>40mph speed limit – <b>Support</b> The road is too bumpy and narrow to safely travel much faster than 40mph anyway.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(228) Member of public, (Goring, Elvendon Road)</p>	<p>20mph speed limit – <b>Support</b> It will help make my journey safer.</p> <p>30mph speed limit – <b>Support</b> As a cyclist reduced traffic speed helps me feel safer on the road. K9</p> <p>40mph speed limit – <b>Support</b> As a cyclist reduced traffic speed helps me feel safer on the road.</p>



	<p>Travel change: <b>Yes - cycle more</b></p>
<p>(229) Local resident, (Wallingford, Kings Reeve Place)</p>	<p>20mph speed limit – <b>Support</b> Safety and environment</p> <p>30mph speed limit – <b>Support</b> Improved road safety at reduced speed</p> <p>40mph speed limit – <b>Support</b> Improved road safety at reduced speed</p> <p>Travel change: <b>No</b></p>
<p>(230) Local resident, (Cholsey)</p>	<p><b>Object</b> – As a Cholsey resident and an avid bike rider I wanted to share my concerns about this proposal. Although the survey is closed on the lifecycle section of the project it says consultations are still open and contributions are accepted, therefore I hope that mine will still be accepted and considered.</p> <p>Firstly from the statement of reasons it says "Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle" if this is the case 20 mph roads are not the answer. I never wish to walk on the roads, when there are nice footpaths through some lovely scenery, however they are all over grown and not well kept so I'm unable to walk on footpaths so tend not to walk around here at all. I believe the money would be better spent on maintaining footpaths, ensuring they are not overgrown and making use of the off road space. Secondly, as a cyclist the roads are so dangerous in Oxfordshire and this is nothing to do with the speed limit, the state of the roads is horrific. There's a reason why everyone is getting bigger and bigger cars and it's to deal with the holes and dips in the road. Cycling around Cholsey and Oxfordshire you have to be alert to the road surface, the holes are big enough to dislodge you from your bike if you aren't careful, the camber on Westfield Road is so bad you have to cycle in the middle of the road which annoys both directions of traffic, but the camber is too dangerous to tackle and it's not with the direction on the road, it falls away from the road, the roads have rubble on and this is a slip / skid hazard on the bike. On Walli Ford road near the pub the poor surface Practical rattles your bones when you cycle over it, and has dislodge my drinks bottle from its cage before. And there is also that massive dip across the road further down that has no warnings about it on signs or on the road, and this is bad for car and bike users alike. Either almost dislodging the cyclist from the bike or bottoming out a car and causing damage. If you want people to cycle more give them confidence in the surface of the road. If it feels nice when you are in your car you will</p>

want to go out on your bike, if the car journey feels awful you won't feel safe on a bike. When you cycle you want to be able to enjoy the countryside not staring at the road checking its safe for each pedal stroke. Speed is irrelevant as a cyclist, cars will go past you at various speeds, there is enough road furniture and cars parked on the street and speed bumps in this area that not one unsafely passes you. If anything a car matching my speed at 20mph will feel very scary and like I'm being stalked, and if I'm behind one I'll end up breathing in all its fumes, so I would like the road speed to stay the same and the road surface quality to improve drastically and footpaths to be maintained with the money instead. As we all know changing the speed will cost a lot of money and it won't do anything. The funding from the government doesn't even include speed cameras so you'd have to pay for those. So why don't you just lay to fix the roads, make them level, remove the camber, no more holes just one smooth surface to drive and ride on.

Making more 30mph roads will not make a difference for perception of safety for cyclists and pedestrians as 30mph is still 3-5 times the speed of recreational cyclists and 10mph faster than the speed of hobby cyclist. There is no need to extend the 30mph zone, or turn the 60 to 40mph.

It will cause an impact on journey times.

Station road and Wallingford road are a thoroughfares for local and non-local residents. The roads are not subject to heavy traffic or do they have traffic lights, hence the statistics for cities that show 20mph cause little impact to journey times are not applicable. Hence a maximum speed reduction of 33% will increase journey times through Cholsey significantly.

Not required on safety grounds. The records for the proposed 20mph zones have, in the preceding 10 years, had no road incidents featuring a pedestrian or child.

A reduced speed limit will not change the behaviour of drivers who already exceed the current speed limit. If drivers are driving at excess speeds then speed limits will only affect those who are not a problem. Thus reduced speed limits for these roads through Cholsey stand to negatively impact the majority, whilst a minority will not change because of them.

## ANNEX 3

Please reply to:  
Oxford Bus Company  
Cowley House  
Watlington Road  
Oxford  
OX4 6GA

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/12.6.167 - Cholsey proposed 20mph Speed Limits**

Thank you for your consultation on this proposal. I refer to the proposed Traffic Regulation Order changes referenced above. 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 a much more limited demonstrable safety impact in parts of the village, and none at all over extensive sections of currently entirely derestricted road. Where these sections are concerned, and on the approaches to the main village core, it is not credible to suggest drivers will consistently self-enforce, which lies at the heart of effectiveness of the 20mph policy.**

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 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.

## **Background**

Thames Travel operates the 136 service that links Cholsey and the Fairmile redevelopment to Wallingford. It has always involved some level of financial support from the County Council. The entire budget for these services was withdrawn in Summer 2016 by the then Conservative administration, and it has not been reinstated since.

Recent residential development and the developer funding accompanying it largely explains how the current hourly core service can be sustained. It must be stressed that while long-standing, the service is highly marginal even with support, and its longer-term future at the point developer funding is exhausted is questionable, unless further funding sources can be identified.

While the core Monday to Saturday service runs hourly, at peak times an enhanced half-hourly frequency is offered, which is particularly useful to those Wallingford residents wishing to connect to and from services at Cholsey Station. Parking facilities at Cholsey are very limited. In fact, arguably the service has more relevance to Wallingford residents using the station than most Cholsey residents, though important peak links are provided from Cholsey to and from the Wallingford School. No Sunday service is provided.

At least as important to the ongoing sustainability of the service is that the relatively short route, when combined with the operating cycle of the 139 between Wallingford and Benson to date has comfortably allowed a single bus to provide an hourly service on both routes. This is very efficient and allows a simple relatively marketable and memorable timetable offer to be presented. This also allows for connections between regularly timetabled rail services. This also means that the service offers departures from the station until 1855h. The Benson service 139 by contrast ceases somewhat earlier.

The route runs through the village in large uni-directional loop, mainly to allow journeys between Fairmile and Wallingford to be provided. The route enters the village from the

southeast running along Papist Way and Station Road, to leave to the north via Wallingford Road.

## **The proposals**

The proposed order is unusual in that it covers a much more extensive area than the village, which it in itself one of the largest villages in the District. The village in effect also functionally is closely related to the major development that took place on the former Fairmile Hospital east of the A329 Reading Road.

The entire village that is currently subject to a 30mph limit will be posted as a signed only 20mph limit, over a distance of just under 2km. A small section on the Wallingford Road, where the existing 30mph zone commences in open countryside north of the village, will be extended a short distance further northwards to ensure that a full 300m is involved, in line with the guidance set out in LTN01/2013. The entire remaining length of Wallingford Road, as far as the Wallingford Bypass, is to be restricted to 40mph from its current derestricted status. This involves a further length of 1100m,

We would additionally highlight that an extensive 850m stretch of the A329 approaching the Papist Way junction is already posted at 30mph, despite having no frontage access and being outside a built-up area.

These proposals are under consultation concurrently with a set of more extensive 20mph application focused on bus routes within Wallingford, the previous already extensive 20mph scheme within the town and Crowmarsh Gifford already in place, and very extensive 20mph signed limits along the length of the 139 route within Benson.

The cumulative effect of this is to mean that the bulk of these rural service routes will be operable at 20mph, with small lengths of 30 mph, in a locality where until recently buses could make safe and appropriate progress within the previously posted speed limits.

In fact, the cumulative length of existing and proposed 20mph involves 2km within Cholsey, 3.3km within Wallingford and Crowmarsh Gifford, and 1.4km within Benson. The total round trip route length of 136 and 139 combined is about 25.6km. About 13.4km would be at 20mph: over half the total operated distance. Much of the remaining route is also intended to be operated at lower speed limits than today as part of these proposals. It should be entirely obvious to Council officers that, whatever the effects on driver behaviour and safety, these two services are therefore unlikely to be operable on something approaching the current pattern – a pattern which has already seen running times extended recently, which resulted in the breaking of certain links as the route was split into two distinct and separate services.

Opening out frequencies is the only way to maintain the service within the current one- bus cycles. Any other immediately achievable solution would double unit operating costs.

An irregular service on something like a 70/75-minute frequency would:

- Reduce the total number of journeys, and revenue potential
- Take remaining journeys off a simple and easy to remember clock- face timetable.
- Make it impossible to consistently effect connections with rail services.
- Make it potentially harder to incorporate the special school journeys without further reducing the number of round-trips available to the general public. This starts to pose some further difficult questions as to what links can be realistically retained.

The other identifiable solution would be to truncate the Benson service. It would be impossible to serve Benson, Ewelme and RAF Benson on the hourly cycle. However, there

is significant use to and from RAF Benson, due to this being the only bus route serving that settlement, which lies a considerable distance away from the A4074 inter-urban bus corridor. One solution might be to run the service “limited stop”, no longer observing the least well used stops on the line of route. Naturally this would have the effect of making the service greatly less convenient to use for many current customers, and would also diminish revenue and overall commerciality in a significant way.

### **The counter-proposals of Thames Travel**

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. Cholsey 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.

We had been approached by the 20mph implementation team by email on 5th June 2024 with advance notification of these proposals for Cholsey, in line with the protocol agreed in March 2023 and restated earlier this year, that where material impacts of the policy were anticipated for bus services, we should be approached in advance. We duly and swiftly replied by e-mail on 7th June, to the effect that the draft proposals would have a needlessly severe impact on the operation of the 136 service (and by extension the 139 between Wallingford and Benson with which most 136 journeys inter-work). Accordingly we made clear that progression of the proposals in the form presented, would elicit an objection from us.

This input has been evidently set aside by officers as unworthy of further consideration, much less discussion, though we explicitly invited such a conversation with officers, to help arrive at a solution that appropriately balanced a range of mutually conflicting factors.

We nevertheless set out below, again, what we consider would represent an appropriate solution that achieves the vast majority of what the Council seeks to achieve without excessively negative impacts on the bus service. As the narrative below makes plain, we accept that any solution will unavoidably involve some substantial negative impacts on the operability of the 136/139. However, we consider it

is entirely proper and appropriate to seek to mitigate these and we believe that this is possible to do so, to a material extent, in the following ways:

- A 30mph is retained on the eastern extent of Papist Way, as far as possible, ideally to Honey Lane. Beyond that point 20mph is obviously appropriate and will be much more likely to be self-enforcing if only because of the width. We recognise that the road is quite narrow in places near its eastern end and there is plentiful driveway crossovers. Parts but not all will tend to support lower speeds. However west of Celsea Place width opens up and it is much harder to see 20mph being consistently self-enforcing.
- 30mph is retained on a portion of Wallingford Road. Here we can see that there will be understandable concern about where the appropriate balance should lie. We have an intermittent footway and some buildings quite tight to the highway at the southern end, plus a pub and the scout hut; thus 20mph looks to be much more justifiable south of Rothwell Close. North of that point the road is straight and of much more consistent width, and the presence of cushions indicates that 30mph has not consistently maintained by motorists. This being the case it is almost impossible to see that 20mph could be remotely self-enforcing. The safety case is thus not made, unless the Council is prepared to go beyond a "signed only" scheme and invest in comprehensive engineering to ensure that 20mph cannot realistically be exceeded.
- The current 30 extends on Wallingford Road substantially outside the built-up area, and we assume the reasons for this is to try and get traffic to start to slow down earlier from the currently derestricted stretch. As this will now be a 40mph (the self-enforcement of which frankly also being rather questionable) the need for this added 30 lead-in is obviated. We suggest that the 40 then extends in from 150m north of Capps Lane as far as where the current 20 is anticipated, at Old Blackalls Drive (total about 300m) where the limit would drop to 30mph, along the minimum length required by LTN 01/2013.
- The 30mph limit would then cover a further 300m to just north of East End; south of which the 20 would be applied. This is where side streets intersect and we can imagine a much greater use by pedestrians and cyclists to the south, as well as crossing movements.
- We would then urge that consideration is given to installing one or two full-width buildouts southbound on Wallingford Road, either end of the 30mph stretch we discuss above, forcing traffic entering the village to slow down and or wait for traffic exiting. This would have a clear beneficial impact on addressing existing and future speeding, without needlessly compromising the running time of the 136, which runs one-way northbound on this road.

Of the 1950m length of 20mph proposed on the 136 bus route through Cholsey, the suggestions we set out above would involve about 1400m, about 75% of the route and covering all the core of the village, being reduced to 20mph. The approach set out above is also much more likely to be self-enforcing along the extensive stretches concerned.

With respect to the 40mph limit proposed on Wallingford Road, our view is that this will have a further material deleterious impact on bus running speeds and the operability of the route, when assessed cumulatively with the wholesale implementation of a 20mph limit within the village. However, set against this, there is a clear enough safety benefit to justify this, set against the delaying effect on the service. The width of the road means that buses cannot very safely exceed about 45mph as it is; the impact is also reduced by the fact that the bus runs only in one direction on this stretch. This 40mph

limit would extend in covering some of the current 30mph limit posted on the approach to the village.

## Concluding Comments

Again, as we have repeatedly observed in the context of many other 20mph proposals, the stand-alone effects of the current consultation - very extensive though it is - might not be so great as to threaten the attractiveness of the bus offer or materially affect operating costs and revenues of the route group per se. That said, we would stress that **the nature of the Cholsey proposals is of considerably greater impact, on a stand-alone basis, than in almost any other village we have been presented with.**

**But this proposal must also be viewed in the context of a concurrently-proposed expansion of an already extensive 20mph within Wallingford as well as a similarly extensive scheme already implemented in Benson.** It is this cumulative impact that is seriously corrosive. **In fact, the compounded effects of all the 20mph proposals on the 136-139 route is among the most serious anywhere in the County.** It is for this reason among others, that we separately are raising strong objections concurrently to separate proposals under consultation for Wallingford.

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.

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. **In this case, while this did place, the evidence is clear that this was a simple procedural step undertaken by less senior officers that shows no sign that any input from us has, or even would be duly considered, or form the basis for further dialogue, as we offered.**

**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 and bus routes.**

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 be 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 and reconsider them, having careful regard to our suggested way forward.**

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,

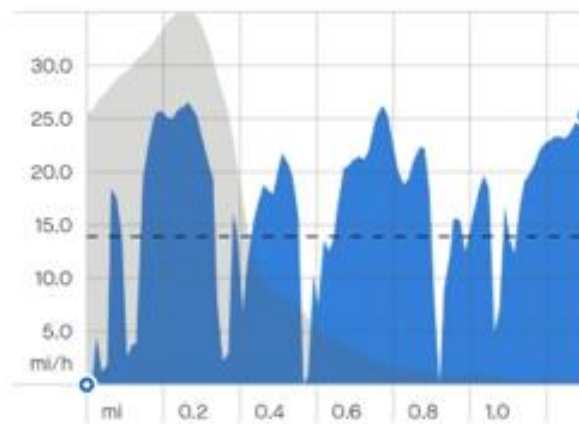
Managing Director



Distance	Elevation Gain
<b>1.32 mi</b>	<b>11 ft</b>
Moving Time	Avg Speed
<b>5:42</b>	<b>13.9 mi/h</b>
Max Elevation	Max Speed
<b>198 ft</b>	<b>26.5 mi/h</b>

Fig. 1 Recorded route plot

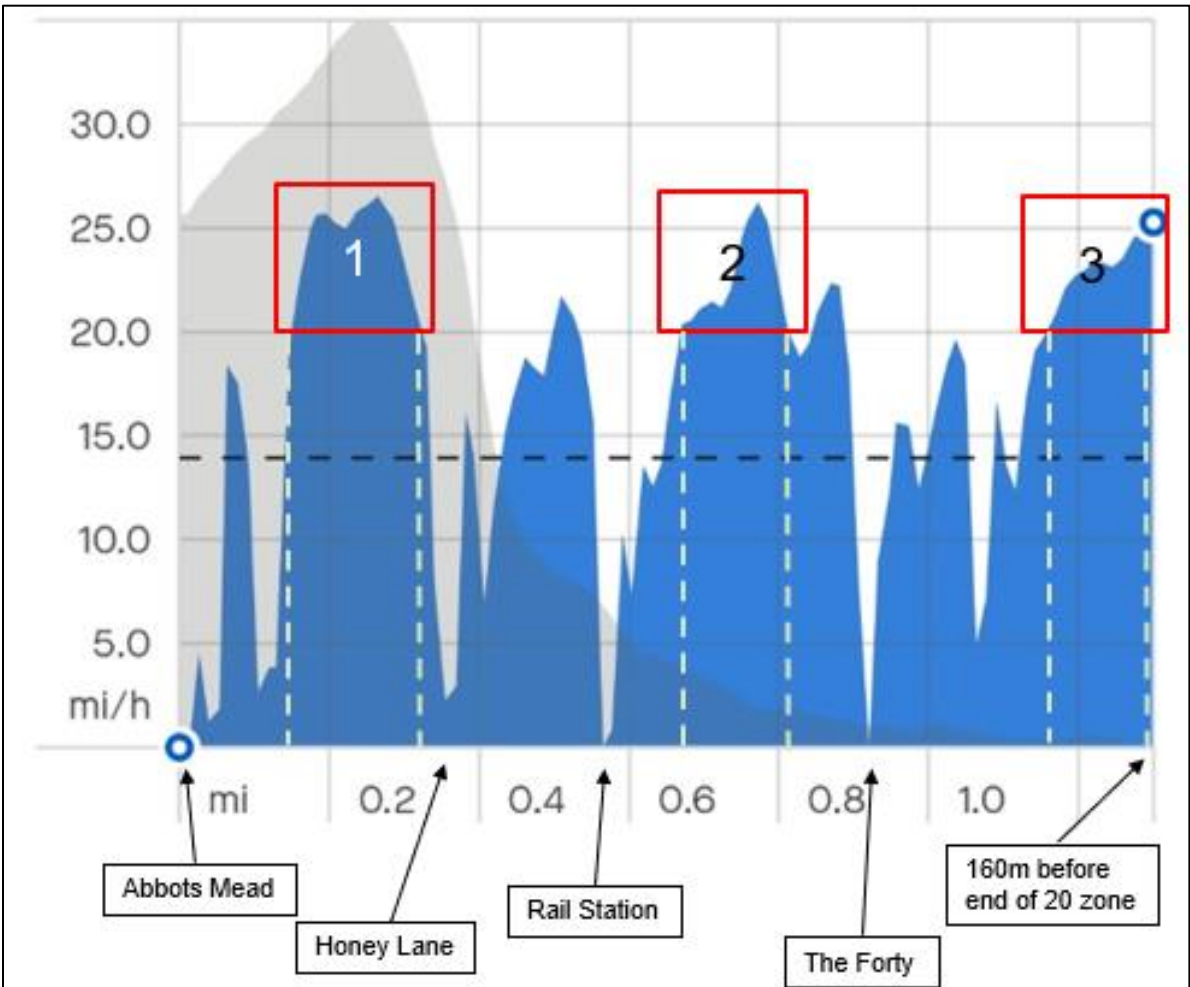
### Speed



Avg Speed	<b>13.9 mi/h</b>
Max Speed	<b>26.5 mi/h</b>
Moving Time	<b>5:42</b>
Elapsed Time	<b>8:25</b>

Fig. 2 Speed v distance along route





Area 1

Approximate average speed = 24.0mph  
 Approximate distance covered = 0.17miles

Time taken at average speed =  $0.17/24.0 = 0.0071\text{hrs} = 26\text{secs.}$

Time taken at 20mph =  $0.17/20.0 = 0.0085\text{hrs} = 31\text{secs.}$

Area 2

Approximate average speed = 22.0mph  
 Approximate distance covered = 0.14miles

Time taken at average speed =  $0.14/22.0 = 0.0062\text{hrs} = 22\text{secs.}$

Time taken at 20mph =  $0.14/20.0 = 0.0069\text{hrs} = 25\text{secs.}$

### Area 3

Approximate average speed = 22.5mph  
Approximate distance covered = 0.14miles

Time taken at average speed =  $0.14/22.5 = 0.0061\text{hrs} = 22\text{secs.}$

Time taken at 20mph =  $0.14/20.0 = 0.0069\text{hrs} = 25\text{secs.}$

### Area 4

Approximate average speed = 27.0mph  
(Average speed estimated from projection of increasing speed over the 160m in the 30mph zone)

Approximate distance covered = 160m = 0.10miles

Time taken at average speed =  $0.10/27.0 = 0.0037\text{hrs} = 13\text{secs.}$

Time taken at 20mph =  $0.10/20.0 = 0.0050\text{hrs} = 18\text{secs.}$

### 20mph impact

Approximate additional time taken when limiting maximum speed to 20mph through Cholsey

= 5 (Area 1) + 3 (Area 2) + 3 (Area 3) + 5 (Area 4)

= 16 seconds

### 40mph impact

Approximate average speed = 45.0mph  
(Maximum value, as per Thames Travel submission)

Approximate distance covered = 1090m = 0.68miles

Time taken at average speed =  $0.68/45.0 = 0.0151\text{hrs} = 54\text{secs.}$

Time taken at 40mph =  $0.68/40.0 = 0.0170\text{hrs} = 61\text{secs.}$

Approximate additional time taken when limiting maximum speed to 40mph on the Wallingford Road

=  $61 - 54 = 7$  seconds

### Overall impact

The approximate total increase in duration along the bus route due to the imposition of the 20mph and 40mph speed limits (30mph being negligible)

=  $16 + 7 = 23$  seconds

Bus Service 136		Time	Moving time (secs.)	Stopped time (secs.)		Distance		Timetable
						(m)	(miles)	
Enter Papist Way (start of 20 zone)		12:11:30						
Abbots Mead		12:11:42	00:00:12			44	0.03	12:02:00
	Stop							
	Start	12:12:10		00:00:28				
Honey Lane		12:13:35	00:01:25			521	0.32	12:04:00
	Stop							
	Start	12:14:00		00:00:25				
Rail Station		12:15:00	00:01:00			361	0.22	12:06:00
	Stop							
	Start	12:16:05		00:01:05				
The Forty		12:17:27	00:01:22			574	0.36	12:08:00
	Stop							
	Start	12:18:12		00:00:45				
Goldfinch Lane								
	Stop							
	Start							
opp. No. 50 Wallingford Road (160m before end of 20 zone)		12:19:55	00:01:43			630	0.39	12:09:00
Total		00:08:25	0:05:42	0:02:43	0:08:25	2130	1.32	00:07:00