

Divisions affected: *Sonning Common*

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

**12 DECEMBER 2024**

### **HIGHMOOR – PROPOSED 20MPH SPEED LIMITS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Highmoor, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Highmoor 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. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.
4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

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## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

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

## **Formal Consultation**

7. Formal consultation was carried out between 11 October and 1 November 2024. A notice was published in the Henley Standard newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Highmoor Parish Council, and the local County Councillor representing the Sonning Common division.
8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

## **Statutory Consultee Responses:**

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection.
10. Oxford Bus Company submitted a non-objection, confirming that the proposals would not affect local bus operations.
11. Highmoor Parish Council were supportive of the scheme in general, but put forward a couple of suggested amendments, comprising an extension of the proposed 20mph speed limit on the B481 at the north end of the village so as to help ensure speeds were lower at the junction with the access to the village hall, and at Witheridge Hill, the replacement of a 200 metre length of 20mph speed limit between the current 30mph terminal sign and the first repeater sign for the proposed 20mph limit.

## **Other Responses:**

12. 31 responses were received via the online survey during the course of the formal consultation, comprising of two objections (6%), three partially supporting (10%), and 26 in support (84%).

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

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	16 (52%)
Yes - cycle more	2 (6%)
No	11 (36%)
Other	2 (6%)
<b>Total</b>	<b>31</b>

14. A further three responses were received via email, comprising of one raising concerns, and two partially supporting – suggesting minor amendments to the proposed extents of the scheme.
15. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

### **Officer Response to Objections/Concerns**

16. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
17. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Highmoor.
18. The modifications suggested by Highmoor Parish Council are noted; the request for an extension at the northern end would require a further statutory consultation and on balance officers consider - taking account of the low cost of any future amendment - that it would be preferable to implement the current proposals and then monitor, with any further modifications to speed limits in the village in the light of this monitoring (including this specific suggestion) being progressed subject to funding and consultation.





**Highmoor 20mph** Revision 1.0

Legend	
Proposed 20	<span style="color: blue;">█</span>
Existing 30	<span style="color: red;">█</span>
Existing NSL	<span style="color: grey;">█</span>
Not Public Highway	<span style="color: black;">█</span>

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	06.05.24	Proposal 1	C.R		

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Project title: Highmoor 20mph Scheme

Drawing title:  
 Highmoor 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: AK	Approved by: AK
	Date drawn: 06.05.24	Date checked: 09.05.24	Date approved: 10.05.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0 Revision 1.0

**ANNEX 2**

<b>RESPONDENT</b>	<b>COMMENTS</b>
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b> – This village has previously featured where compliance is poor in the current 30 limit</p> <p>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 dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p>

	<p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds (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 a substantial number of motorists.</p>
<p>(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)</p>	<p><b>No objection</b> – We can confirm that this does not affect bus operations and thus we raise no objection.</p>
<p>(3) Highmoor Parish Council</p>	<p><b>Support</b> (with proposed amendments) – The Parish Council believes that the top end of the proposed 20mph limit, at T2 is too close to the Village Hall. It does little to protect people crossing the road, to and from the Hall. The Hall is used daily by Highmoor Nursery School and children cross the road to their Forest School twice a week. Crossing the road for them is a highly managed operation and has occasionally experienced problems with uncooperative drivers.</p>

	<p>Also, the area of the village which has experienced the most traffic incidents is the bend by the old Dog and Duck. Vehicles have often come off the road on both sides at this point and residents in this location have great difficulty joining the road from their properties.</p> <p>Therefore, the Parish Council would recommend that the 20mph speed restrictions extend to the north of this area. While traffic may speed up again coming down from there to the Village Hall, this area is suitable for installing a new Vehicle Activated Sign, to act as a reminder.</p> <p>It is further suggested that there should be a 30mph buffer zone at the bottom of Witheridge Hill, between the current sign at T2 and the repeater sign at R4. This might encourage drivers to slow down as they enter the village.</p>
<p>(4) Local resident, (Highmoor, Witheridge Hill)</p>	<p><b>Object</b> – There is no need to reduce the speed limit to 20mph. The problem is many people don't drive the 30mph speed limit currently in place and drive through the village at speed. Rather than reducing the 30mph to a 20mph why not enforce the 30mph speed limit we have now through various means and methods because if those drivers won't go 30mph they definitely won't stick to 20mph either.</p> <p>Travel change: <b>No</b></p>
<p>(5) Member of public, (Woodcote, Reading Road)</p>	<p><b>Object</b> – While the decision-makers are obviously obsessed with setting blanket speed limits without listening, I am STRONGLY against the 20mph proposal as a road user for the following reasons: 1. Road conditions: The UNREASONABLE proposal covers an IMPORTANT road section that leads to Nettlebed and M40 which is used by many road users in the villages nearby, including me; The majority of the road sections are in extremely good condition. The village is in a rural area where most residents rely on bus and car. There are VERY LIMITED residential properties and residents along the road. 2. The blanket 20mph approach is not scientific as claimed. The decision-makers simply took the news headline '20mph reduces collisions by xx%', while ignoring the fact that the speed restrictions in those trials were deployed in high-risk areas. In Oxfordshire, many of these low speed zones are being deployed in low-risk areas with no accident history, few residents, and good roads. 3. According to statistics data, only 3 out of 1000 people in Oxfordshire might die from traffic accidents over 80 years. The blanket 20mph approach means that the remaining 99.7% will need to slow down for them in the rest of their lives. 4. The proposal does not conform to the Department of Transport guidance in setting local speed limits 'only introduce 20mph limits and zones, in the right places, over time and with local support in urban areas and built-up village streets that are</p>



	<p>primarily residential, using the criteria in Urban speed limits' and '20mph schemes should be considered on a road-by-road basis based on the safety case to ensure local support, not as blanket measures. Particular consideration should be given to maintaining through routes for motorists.' 5. It is very likely that the claimed improvement of 20mph reflect the fact that a small number of high-risk road sections were covered, while the blanket approach without proper risk assessment simply impacts everywhere, including many low risk areas, which is inefficient. 6. Air pollution and noise, if these issues really exist, should be addressed by technology such as the adoption of Electric Vehicles instead of blocking the roads.</p> <p>Travel change: <b>No</b></p>
(6) Local resident, (Newnhamhill)	<p><b>Concerns</b> – My thoughts on 20mph limit through village:</p> <ol style="list-style-type: none"> <li>1. What history of accident/injury within the proposed zone to justify 'improvement in safety'?</li> <li>2. Provision/maintenance of footpaths would enhance pedestrian safety within the parish.</li> <li>3. If typical speed of transiting vehicles too high, enforcement of existing 30mph limit would probably 'calm' traffic in general.</li> <li>4. Money spent on signage/road markings/new road furniture could be diverted to #2 (footpaths).</li> <li>5. Could a 20mph limit reduce safety by inducing 'road rage'?</li> </ol>
(7) Local resident, (unknown)	<p><b>Partially support</b> – I see from your consultation document that:</p> <p><i>“The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic.”</i></p> <p>Sadly that objective will not be achieved with your proposed 20mph limit at Highmoor on the B481. The reason for this is that you have stopped the 20mph zone prematurely in a northern direction.</p>

	<p>I expect, as a ratepayer, to be able to walk safely to the post box in the village, and to walk safely to the village to visit friends and for exercise. This I currently can't do.</p> <p>The path, from the z bend to the village hall is in a disgraceful and dangerous condition and it is too narrow. There is then no footpath from the Z bend to my house, Beechwood Cottage, RG95DJ.</p> <p>I have limited mobility and I am in no position to leap up on to the roadside bank, nor is the bank suitable for walking on. This means that I must walk in the road to the corner. The existing 30mph limit is ineffective and never policed. I estimate that around 60% of vehicles approaching the z bend are travelling between 40 and 50 mph. The advent of electric cars means that these can't be heard. Frequently cars attempt to overtake me near to the bend when they can't see vehicles approaching from the south, and frequently there have been near collisions.</p> <p>My request therefore is that the 20mph limit, which I fully support, should be extended up to and 200 yards past the z bend, and if properly enforced with a camera, it would go a long way towards achieving the effective and safe movement of traffic and people.</p>
<p>(8) Local resident, (unknown)</p>	<p><b>Partially support</b> – I am writing with regards to the consultation document related to the village of Highmoor that states:</p> <p><i>“The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic.”</i></p> <p>I am extremely supportive of this objective however am tremendously concerned that the proposal looks to simply limit the speed to 20mph (on B481) through just part of the village, and stops prematurely in a Northern direction meaning my house (Appletree Cottage, RG9 5DH) will be within the high speed area.</p> <p>Whilst today it is 30mph, cars drive dangerously fast through this northern Z bend and considerably over the 30mph speed limit. This existing 30mph limit is completely ineffective. By changing part of the village to 20mph and not throughout the village in its entirety, drivers will simply accelerate into the higher speed area outside the row of houses here, causing even more danger.</p>

	<p>I have a toddler and with no footpath, it is equally dangerous for us to try and walk into the centre of the village. Even pulling off the drive is a danger with cars driving incredibly fast around the corners, often allowing just seconds for me to pull out onto the road before another car speeds around the Z bend. My request therefore is that the 20mph limit, which I fully support, is extended up to and 200 yards past the z bend, and if properly enforced with a camera, it would go a long way towards achieving the effective and safe movement of traffic and people as per the Country Council's objective laid out.</p>
<p>(9) Local resident, (Highmoor, Highmoor Cross)</p>	<p><b>Partially support</b> – The positioning of the proposed transition points to 20 mph on the B481 is illogical. To the northern end, the transition point should be further north, preferably at the start of the village boundary and include a transition from national speed limit to 30mg and then to 20mph. To the south, there should be a phased transition from the national speed limit to 30mg further south before reaching the village and then to 20mph at the proposed point where there is a footpath crossing the road.</p> <p>Travel change: <b>No</b></p>
<p>(10) Local resident, (Highmoor Cross, Road southwest through Highmoor Cross)</p>	<p><b>Partially support</b> – I am fully in support of the 20mph speed limit in Highmoor, however I think the restriction should be extended further northwards out of the village towards Nettlebed. The current proposal of the restriction to extend only 20m north of the village hall, does not cover the 'dog and duck' bend up the road which is an accident blackspot. The proposed location of the transition from 20mph to 30mph north of the village hall will encourage people to start to accelerate as they approach this bend which is perhaps less safe than the current situation.</p> <p>Furthermore the narrow pavement that extends from the village hall up to this bend where it meets a bridlepath into Highmoor common wood, is adjacent to hedgerow that is frequently overgrown and leaves pedestrians with very little space to walk on the pavement. The result is that pedestrians on the pavement are often incredibly close to moving traffic. It is for this reason that Highmoor nursery school cannot use the pavement to access the woodland for forestry school, and have secured permission with the land owner for children to walk through the field instead. A lower speed limit on the section of road with this pavement adjacent would improve safety for pedestrians, including children.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(11) Local resident, (Highmoor Cross, Holly Close)</p>	<p><b>Partially support</b> – I'm not completely 100% in favour of the proposals as people will still end up speeding through but hopefully rather than going 40-50 in a 30 they'll go 25-35 in the 20. If not a 20mph then definitely try and get the speed camera van or even a speed camera in the village</p> <p>Travel change: <b>No</b></p>
<p>(12) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p><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. The scheme is aligned to 'where the people are' - where they live and are likely to be walking.</p> <p>We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(13) Member of public, (Henley, St.Marks)</p>	<p><b>Support</b> – I live in Henley but was walking up around Highmoor and Stoke Row earlier this year and saw a car, going much too quickly, smash in to the church wall. It was caused a lot of damage and it's lucky there was nobody walking past at the time.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(14) Local resident, (Highmoor, B481)</p>	<p><b>Support</b> – We have a real problem with speeding through the village and very few places to cross the road. I have often had to run across the road because of spreading vehicles. Whilst the new speed limit won't stop all drivers travelling at a dangerous speed, I hope it might make some think about their behaviour.</p>

	<p>Travel change: <b>Other</b></p> <p>We don't have any pavements that enable pedestrians to walk to other villages and we don't have a decent or regular public transport so I will always have to drive to get anywhere.</p>
<p>(15) Local resident, (Highmoor, B481)</p>	<p><b>Support</b> – We currently have a 30mph speed limit that no one ever respects, and I have never seen any police in Highmoor enforcing this limit (contrary to other zones nearby, where we do sometimes see police cars checking speed). The 20mph limit would "force" drivers to be careful, which they are not. There are families living here, and drivers always speed on our stretch of the B481, way above the 30mph limit, and it's dangerous. It's difficult to get out of our drives, many pets have been killed, it's time to force drivers to be more mindful.</p> <p>Travel change: <b>Other</b></p> <p>Well, precisely because cars always drive so fast here, I am afraid of using a bicycle. So I always use my car to go shopping, etc. It's practicable to walk either, except to go in the woods nearby, because there are no shops of anything nearby.</p>
<p>(16) Local resident, (Highmoor, B481)</p>	<p><b>Support</b> – As a resident, I believe this change is essential for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Improved road safety for all residents - lowering the speed limit to 20 mph will significantly reduce the risk of accidents, and research shows that the severity of accidents decreases dramatically at lower speeds.</li> <li>2. Enhancing the village environment - the introduction of a 20 mph limit will contribute to a quieter, more peaceful atmosphere, which is crucial for maintaining the character of our village for both residents and visitors.</li> <li>3. Supporting active travel - a 20 mph speed limit would foster safer conditions for other forms of transport, such as cycling and walking, promoting healthier, more sustainable travel choices.</li> <li>4. Reducing carbon emissions - given the pressing need to address climate change, every measure that can help lower our carbon footprint is a step in the right direction. Introducing a 20 mph limit would align with broader sustainability goals within the county.</li> </ol>

	<p>5. Positive experiences in similar villages - there is growing evidence from other villages in Oxfordshire and beyond that reduced speed limits have improved both safety and quality of life. Implementing this change in Highmoor would be a positive step in line with best practices elsewhere.</p> <p>In summary, I strongly believe that the introduction of a 20 mph speed limit will bring tangible benefits to our village by creating safer streets, a more pleasant environment, and supporting sustainability goals. I urge the Council to proceed with this proposal and thank you for considering the views of local residents.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(17) Local resident, (Highmoor, B481)	<p><b>Support</b> – My properties at rg9 5du are adjacent to this road, with no pathway access. Reducing the speed and adding a camera or some type of enforcement would make a massive difference to the safety of my family, foster children and dog. It's currently often like dicing with death when trying to cross the road or access the road in my car.</p> <p>Travel change: <b>No</b></p>
(18) Local resident, (Highmoor, B481)	<p><b>Support</b> – It reduces the noise levels, especially the thundering Lorry's that go through Highmoor. Safer for a village with no footpaths to cross the roads or walk on what very narrow pavement we have. Safer when pulling out onto main road due to blind corners. Safer for our animals plus wildlife. It is successful- see all other villages that have done it. Should be mandatory in every village for these reasons alone and to respect people living on this road.</p> <p>Travel change: <b>No</b></p>
(19) Local resident, (Highmoor, B481)	<p><b>Support</b> – We have no pavements in most of Highmoor and you take your life in your hands if you're out walking.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(20) Local resident, (Highmoor, B48q)</p>	<p><b>Support</b> – we live on the main road, with the increase in traffic and speeds people drive through the village at is dangerous.</p> <p>Travel change: <b>No</b></p>
<p>(21) Local resident, (Highmoor, Highmoor)</p>	<p><b>Support</b> – Supporting because I have a cat and the main road outside mine in Highmoor people speed down and there are children to consider also</p> <p>Travel change: <b>No</b></p>
<p>(22) Local resident, (Highmoor, Highmoor)</p>	<p><b>Support</b> – Cars drive through Highmoor too fast - way over the limit of 30mph. We have families and pets using the footpaths through the village but it doesn't feel safe with cars coming fast past you.</p> <p>Travel change: <b>No</b></p>
<p>(23) Local group/organisation, (Highmoor Memorial Hall)</p>	<p><b>Support</b> – As chair of Highmoor Memorial Hall, I can say that we fully support a 20 mph limit. However we are concerned that the new limit may only start a few metres North of the hall. We think this will give much less protection for people crossing the road outside coming to the hall.</p> <p>In particular, our main user, Highmoor Nursery School, has strong reservations on this issue. They have had serious problems with inconsiderate drivers when they are crossing the road with a group of pre-school age children, going to their Forest School setting.</p> <p>the principal of the school, commented as follows-</p> <p>"I would like the 20mph limit to stretch further up the road to Nettlebed to give us maximum protection. Ideally, it would come into force shortly after the corner where The Dog and Duck used to be. People tend to come round that corner and put their foot down as the road is straight and that's what we need to avoid. I don't think they will do 20 down there but at the moment many people are driving past in the mornings at 40 plus so at least if it was 20, they might drop their speed to 30".</p>

	<p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(24) Local resident, (Highmoor, Highmoor Cross)</p>	<p><b>Support</b> – I live in a house next to the B481 in Highmoor Cross so I am very aware of the speed of traffic passing our house, particularly when trying to emerge on to the road from our drive. At times I may have to wait for a few minutes for the road to be clear enough and quiet enough to be sure that nothing is coming down the road at speed. Anything done to reduce the speed of traffic would be very welcome.</p> <p>The pavement from our house along they B481 takes some courage to walk along. Some residents have stopped using it.</p> <p>I feel that excluding the part of the village near the old Dog and Duck would be a mistake as it must be similarly difficult for residents there to join the road. There is also a public footpath across the road by Apple Tree Cottage and accessing and using that footpath can be very difficult.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(25) Local resident, (Highmoor, Highmoor cross)</p>	<p><b>Support</b> – People drive far too fast in the village. There is a local nursery with small children</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(26) Local resident, (Highmoor, Holly CLose)</p>	<p><b>Support</b> – I strongly support the proposed 20 mph limit because traffic speeding through the village has many adverse effects. Lower speeds will make the road safer for pedestrians and pets, reduce noise pollution, and make the village feel more cohesive as a community when no longer spliced by high speed traffic whizzing by.</p> <p>However, I am concerned that the proposal drops traffic from 60 mph to 20 mph - I think this is steep and wonder if a buffer zone of 40 mph leading into the 20 mph zone could run from the Satwell turning to the start of the Highmoor 20mph on the b481, and from the bend before The Old Place to the start of the 20 mph zone at The Old Place travelling from Stoke Row. This would make it more likely that traffic would observe the new lower speed.</p>



	<p>I also think that the start of the 20mph zone when travelling from Nettlebed direction on B481 should be slightly further out so that the traffic has reduced sufficiently before passing the preschool site. The staff regularly cross the B481 with children to attend forest school, and currently, the point where they cross the road is very close to the proposed speed change. There is a history of confrontation with belligerent drivers when staff have attempted to cross, and the new lower speed should make crossing safer for the school group.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(27) Local resident, (Highmoor, Holly close)	<p><b>Support</b> – 2 young children and it's dangerous</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(28) Local resident, (Highmoor, Main Road)	<p><b>Support</b> – One of our neighbours sent me this and I'm very pleased that the council are considering changing the maximum speed to 20mph. I fully support this proposal as I've seen a number of accidents and near misses over the years caused by people driving too quickly through the village. Some of them may only be doing 35mph but the road is extremely narrow as you approach the green and there's also a nursery adjacent. There was an accident earlier this year where the church wall was damaged after a car mounted the pavement. It's lucky that nobody was killed.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(29) Local resident, (Highmoor, Highmoor Cross)	<p><b>Support</b> – The roads in Highmoor are very dangerous for pedestrians and cyclists and a lower speed limit would make the village a lot safer.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(30) Local resident, (Highmoor)	<p><b>Support</b> – It is very difficult to get out of my road sometimes with the traffic speeding so fast through the village. Even worse if you're walking on the pavement from my part of the village to the middle part the traffic comes around there so fast and the pavement is so narrow it feels like the car might actually hit you! We really need to slow them down.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(31) Local resident, (Highmoor Cross, B481)	<p><b>Support</b> – I live at Highmoor Cross and I access my property with great difficulty directly from the B481, due to the bends and the downward gradient of the road. This means I can't see traffic travelling south towards Sonning Common, and always have my car window open so I can hear the traffic, of course I can't hear cyclists racing through the village and I have had a few near misses. (do speed limits apply to cyclists ?)</p> <p>There is a Nursery School at the Memorial Hall who need to cross the B481 to access their Forest School, and some drivers have demonstrated a total disregard for 3/4 yr. olds crossing the road. There is also an increased number of young children living in the village, the pavements are narrow and not continuous. Thus villagers need to cross the road at various points to access the letterbox, Parish Notice Boards etc.</p> <p>I fully support 20mph through Oxfordshire and have noticed how traffic flows more smoothly when drivers have to make R hand turns. Nettlebed is a good example.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(32) Local resident, (Highmoor Cross, B481)	<p><b>Support</b> – I live in Highmoor and have witnessed several road traffic accidents over the years, caused on many occasions due to speeding. There is also a nursery in the village with very small children in the car park, next to the road every day and a reduced speed limit will help protect them. This will also help the traffic noise in the village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(33) Local resident, (Highmoor Cross)	<p><b>Support</b> – Safety for children and animals - traffic speed dangerously.</p> <p>Travel change: <b>No</b></p>

<p>(34) Local resident, (Highmoor Cross, Holly Close)</p>	<p><b>Support</b> – A number of the minor roads covered by this proposal do not have pavements or street lights and so walking on these is dangerous with the current speed limit. The reduction to a 20 mph speed limit would improve safety for both walkers, riders and cyclists. The B481 cuts the village in half and cars often speed through it. Again the reduced speed limit will improve safety for walkers, riders, cyclists and car drivers. When entering the village via the B481 from the south the change in speed limit from 60 to 20 mph seems like too large a jump and a 30 mph section before entering the 20 mph zone would be safer.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(35) Local resident, (Highmoor Cross, Road from Highmoor Cross to Stoke Row)</p>	<p><b>Support</b> – A number of children and pets / animals are in the village of Highmoor - the speed limits needs / must reduce to 20mph! Thank you!</p> <p>Travel change: <b>No</b></p>
<p>(36) Local resident, (Highmoor Cross, Stoke Row Road)</p>	<p><b>Support</b> – This is a good initiative, thank you. Cars whizz through our village at over 40mph and I find walking to the graveyard stressful and quite dangerous. The road by the church is very narrow and I don't like walking there.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(37) Local resident, (Witheridge Hill)</p>	<p><b>Support</b> – We are stringly in favour of the decrease in speed limit to 20mph. Living at the junction between Colmore Lane and Witheridge Hill we experience cars accelerating fast coming round the bend from Highmoor. They already often exceed the current 30mph. This sharp bend is dangerous with gravel edged road, no pavement, vegetation and trees reducing visibility and in the mornings the rising sun hitting the windscreen further reduces visibility when travelling towards Highmoor. There are often near misses on this bend with cars straying on to the wring side of the road as they attempt to navigate it. In wet weather there is a drainage issue further compounding the problems. The bottom of the road in front of The Old Place is subject to surface water flooding particularly when the culverts have nit been maintained by the council. Cars come through the surface water at high speeds often over 30 mph. This is dangerous as there is often debris on the road under the flood water. The wash created from cars passing at speed damages the common land adjoining The Old Place. In addition the entire area is home to a large number of deer and</p>

muntjack, these stray on to the road day and night and as there are no street lights in the area they cannot be easily seen before they run out in to the road. A number of deer and other wildlife have been injured and killed on this stretch of road. In addition many of the houses that front the road between Highmoor and the junction with Colmore Lane have small children and pets so for their safety it is imperative the speed limit be decreased to 20mph. There are also a large number of recreational cyclists on this road particularly at weekends, decrease in speed limit would improve their safety on this difficult stretch of road.

I would further suggest the 20mph limit is extended to join up with the bottom of the road down from Witheridge Hill, thus circumnavigating the entire Witheridge Hill. Currently as cars come down the hill from Highmoor and around the bend by Beech Hollow they see the national speed limit sign and immediately increase their speed, passing The Old Place at well over 30 mph which is unsafe. The wooded area on both sides of this road is home to a herd of 30+ deer and a number of muntjack. They cross this stretch of road day and night and do foxes and other wildlife. It would therefore seem sensible to extend the 20mph speed limit another few hundred feet to join up with the road that leads down the other side of Witheridge Hill, thus making the entire Witheridge Hill area safer for motorists, pedestrians, cyclists and wildlife.

Travel change: **Yes – walk/wheel more**