

Divisions affected: *Didcot West, Didcot East & Hagbourne*

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

**23 JANUARY 2025**

### **DIDCOT (SOUTH) – PROPOSED 20MPH SPEED LIMITS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of the additional 20mph speed limits in southern Didcot as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on revised proposals for the introduction of additional 20mph speed limits in Didcot, to cover that part of the town largely located south of the railway line, replacing the majority of the remaining 30mph speed limit in the town in the process, 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. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

*Comments checked by:*

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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 Didcot by making them safer and more attractive.

## **Formal Consultation**

7. Formal consultation was carried out between 20 November and 20 December 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, the local District Cllrs, Didcot Town Council, East Hagbourne, and Western Valley Parish Councils, and the local County Councillors representing the Didcot East & Hagbourne, Didcot Ladygrove, Didcot West, and the Hendreds & Harwell divisions.
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 views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection, adding that they felt an expansion of the previously proposed limit would potentially lead to even more poor compliance.
10. Oxford Bus Company expressed support, noting that in their view the 20mph proposals presented for South Didcot are an appropriately considered and well-formulated response to a variety of tensions in the implementation of the policy, that we have been highlighting to the Council consistently for a considerable period, and that accordingly, they were very pleased to record strong support for the proposals for local speed limit reductions in Didcot, south of the Great Western Main Line, as published and referenced above.
11. Western Valley Parish Council objected to the proposals stating that there had been limited adherence in other locations where 20mph speed limits had been implemented, and East Hagbourne Parish Council submitted a non-objection.
12. East Hagbourne Parish Council expressed no objection, noting that a 20mph limit has recently been introduced which includes the southern part of New Road but not the straight stretch of road heading towards Didcot, and also

noting that the Didcot (South) proposal shows that Jubilee Way will be retained as a 30mph limit, which aligns well with the limits in place on New Road.

13. Oxfordshire Liveable Streets expressed partial rather than full support, requesting consideration of additional lengths of 20mph speed limit on several lengths of road so that the whole "core walking zone" of the Didcot LCWIP area is included in the project.

### **Other Responses:**

14. 188 responses were received via the online survey during the course of the formal consultation, comprising of: 111 objections (59%), 19 partially supporting (10%), 52 in support (27%), and six non-objections (4%).
15. 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	14 (7%)
Yes - cycle more	15 (8%)
No	149 (78%)
Other	12 (6%)
<b>Total</b>	<b>190</b>

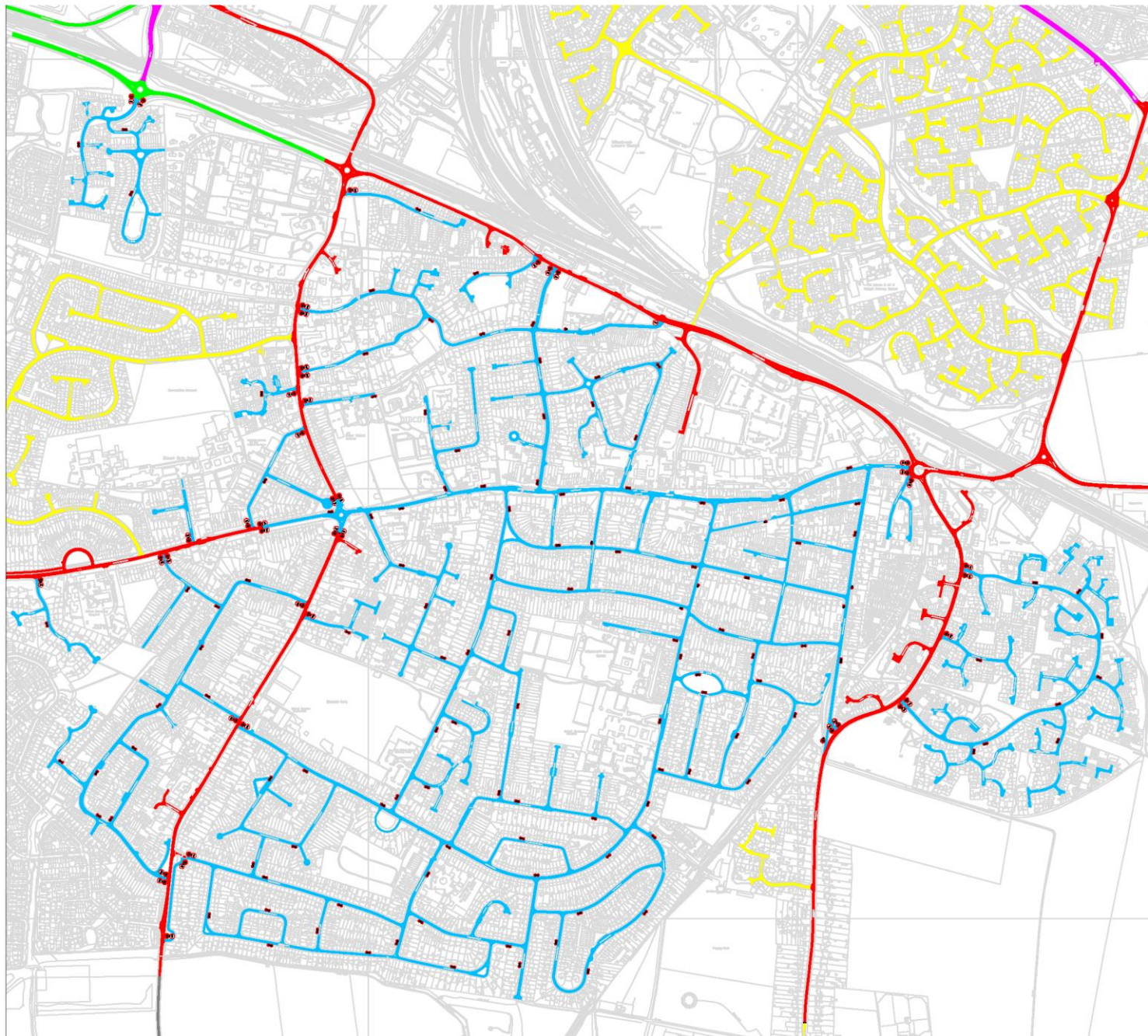
16. Additionally, a further two emails were received directly, with a Local District Cllr (covering Didcot West) raising concerns about Wantage Road, Park Road, and Foxhall Road not seeing a lower limit, and Oxfordshire Liveable Street partially supporting – wishing to see some minor amendments made.
17. The responses are shown in **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**

18. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Didcot.
19. The response of Oxfordshire Liveable Streets is noted and their suggestions for additional lengths of 20mph limit to align with the LCWIP in principle seem appropriate and have been recorded for consideration in the context of the



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



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 Didcot 20mph Scheme Overview

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> </ul>



	<ul style="list-style-type: none"> <li>• existing traffic speeds (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>Support</b> – As the Council is aware, we are the principal public bus operator in South Oxfordshire and the Vale of White Horse Districts. Our Thames Travel business runs the bulk of these services. Didcot, straddling the District boundary and as somewhat the largest settlement in the area, and the principal rail hub, is the focus of a large number of our routes. Patronage growth has been exceptionally strong in recent years, as a product of effective partnership working with the County Council and a number of other major local stakeholders, including the University of Oxford, Harwell Science and Innovation Campus, and MEPC (Milton Park).</p> <p>Very substantial levels of recent and future committed development in Didcot and the wider “Science Vale” require that buses present the most attractive possible choice to both support the County Council’s high-level policy objectives set out in the Oxfordshire Local Transport and Connectivity Plan (“LTCP5”); and to ensure this plan-led growth is delivered sustainably.</p> <p>This being the case, it is especially important that bus journey times and reliability are, at the very least protected by the County Council’s overall approach to network management; and ideally, improved, pursuant to both the Council’s LTCP5 and its Bus Services Improvement Plan..</p> <p>We can confirm that we had been duly approached by the 20mph Restrictions team prior to the consultation being published, given the potential impact of proposals on a very large amount of operated bus mileage. We offered a detailed response earlier in the Summer setting out our thinking. We were in fact broadly encouraged by the</p>

	<p>emerging proposals as representing a suitable balance achieving the objectives of the 20mph policy initiative, without unduly or unnecessarily undermining bus journey times.</p> <p>We are pleased to record that our feedback has been duly considered by officers in the current proposals. In essence, the proposals protect existing bus route journey times by retaining 30mph limits across those parts of the town bus network where highway conditions and the wider urban form present high levels of segregation between vulnerable road users and vehicles. Where this is not the case, 20mph limits are proposed. In addition to the key arterial roads, the retention of Basil Hill Road at 30mph is especially important, given the number of bus services using this link, and given there is no observable reason why the road needs to be crossed except by bus passengers using eastbound bus stops.</p> <p>We accordingly consider that the 20mph proposals presented for South Didcot are an appropriately considered and well-formulated response to a variety of tensions in the implementation of the policy, that we have been highlighting to the Council consistently for a considerable period.</p> <p>Accordingly, we are very pleased to record our strong support for the proposals for local speed limit reductions in Didcot, south of the Great Western Main Line, as published and referenced above.</p>
<p>(3) Local District Cllr, (Didcot West)</p>	<p><b>Concerns</b> – The request from Didcot Town Council was to include all roads in the Town which are currently 30mph and reduce the speeds to 20mph.</p> <p>I am disappointed that Wantage Road, Park Road, and Foxhall Road are not included within the proposed area. These roads all have school traffic and young people travelling to Edmonds Park for sport / leisure. Reducing speeds on these roads will start the long process of getting people to walk and cycle more, as well as providing a safer environment.</p>
<p>(4) Local group/organisation, (Oxfordshire Liveable Streets)</p>	<p><b>Partially support</b> – We have a few suggestions to make, though we understand that these changes probably can't be made at this stage. So we suggest involving active travel stakeholders in co-production in future 20mph scheme designs.</p> <p>The 20mph zone on Wantage Rd should be extended 50 metres to the west, to include the junction with Manor Crescent. That would make walking or cycling movements across Manor Crescent slightly safer, as well as assisting</p>



	<p>cycling turns through the junction. Manor Crescent is both a primary cycling route and a key walking route in the Didcot LCWIP. This change would also require one 20/30 transition sign instead of two.</p> <p>The omission of the terminal (cul-de-sac) section of Station Rd from the 20mph changes seems strange, as this is a key walking route from Cow Lane to the town centre.</p> <p>And this is a less important change, but the 20mph area on Parks Rd could be moved 50m south, to include the junction with Edmunds Crescent (which should also be 20mph); this would not require additional signs.</p> <p>It might involve negotiations with the bus operators, but we think consideration should be given to making Foxhall Rd 20mph for the 250 metres from Lydall's Crescent to the roundabout, as marked in orange on the map. This would support walking and cycling trips to Didcot Girls', Manor Primary and the Ladybird Pre-School - and Manor Primary has a School Streets scheme which is just getting camera enforcement.</p> <p>If all of these changes were made, that would bring 20mph speed limits to the whole "core walking zone" of the LCWIP.</p>
(5) Western Valley Parish Council	<p><b>Object</b> – In places where 20mph has been implemented, there is limited adherence to the new rules. Similarly even when cars are adhering to the limit, there are other "vehicles" which are not adhering, such as bicycles. Implementing a situation where cars are being overtaken by pedal-cycles is leading to less safe roads.</p>
(6) East Hagbourne Parish Council	<p><b>No objection</b> – East Hagbourne Parish has recently introduced a 20mph limit which includes the southern part of New Road but not the straight stretch of road heading towards Didcot. We note that the Didcot (South) proposal shows that Jubilee Way will be retained as a 30mph limit, which aligns well with the limits in place on New Road.</p>
(7) Member of public, (Cholsey, Wallingford Road)	<p><b>No objection</b> – Safety of children going to and from school is of great importance to me. With two secondary school aged children, I feel they would be safer walking and crossing roads in a 20 mph area</p> <p>Travel change: <b>No</b></p>

<p>(8) Local resident, (Didcot, Barleyfields)</p>	<p><b>No objection</b> – The average speed around town at most times of the day is unlikely to exceed 20mph anyway. It is not going to make any difference to travel time, but will help calm traffic. Additional consideration should be given to crossings for pedestrians and other traffic reduction options. The volume of traffic through town can be very high, particularly at weekends now.</p> <p>Travel change: <b>No</b></p>
<p>(9) Local resident, (Didcot, Brunstock Beck)</p>	<p><b>No objection</b> – I live on the Ladygrove which has had the 20mph limit for some time. I drive every day. The limit has had little impact on my time and has been no inconvenience. Despite no obvious enforcement the majority of drivers seem to have reduced their speed, if not to 20mph exactly then to below 30mph. I can see no reason not to bring it to 20mpg throughout the town.</p> <p>Travel change: <b>No</b></p>
<p>(10) Local resident, (Didcot, Goldcrest Gardens)</p>	<p><b>No objection</b> – This area is used by pedestrians and school children.</p> <p>Travel change: <b>No</b></p>
<p>(11) Local resident, (Didcot, Melton Drive)</p>	<p><b>No objection</b> – I'm a mum to two children who go to school and reside in the proposed 20 mph area. I'm all for it, I live off Haydon Rd and now that all the station users park along there and it's side roads (despite restrictions) it's chaos to pull out or cross safely, not to mention the boy racers using the roads to speed and test their exhausts. The question shouldn't be 'shall we do it?' It should be 'why shouldn't we do it?'</p> <p>Travel change: <b>Other</b> No because I already walk most places</p>
<p>(12) Local resident, (Didcot, Verlam Grove)</p>	<p><b>No objection</b> – The proposal overall seems to have taken a considered approach to the location of 20mph limits rather than a blanket limit. One thing to note would be that Station Road between Cow Lane Bridge and Broadway would be more suitable at a 20mph limits than the proposed current 30.</p>

	Travel change: <b>No</b>
(13) Local resident, (Abingdon, Larkhill)	<p><b>Object</b> – No need for the reduction as these areas have no traffic accident problem Proliferation of distracting 'street furniture' is an eyesore 20mph limits have minimal effects on driver behaviour</p> <p>Travel change: <b>No</b></p>
(14) Member of public, (Cholsey, Cornflower Drive)	<p><b>Object</b> – It will cause traffic jam and it's unnecessary</p> <p>Travel change: <b>No</b></p>
(15) Local resident, (Didcot, .)	<p><b>Object</b> – Blanket 20mph speed limits are an over reaction and just point to how anti car the council are without taking into consideration the residents of the areas they are changing. Awhilst smaller side roads may make sense being 20mph, arterial routes and roads that are straight and well sighted do not make sense being cut down.</p> <p>Travel change: <b>No</b></p>
(16) Local resident, (Didcot, A4130)	<p><b>Object</b> – It will be made the traffic jam in serious</p> <p>Travel change: <b>No</b></p>
(17) Local resident, (Didcot, Abingdon Road)	<p><b>Object</b> – Increases pollution due to cars revving along in 2nd gear, no real safety benefit evidence waste of money</p> <p>Travel change: <b>No</b></p>

<p>(18) Local resident, (Didcot, Abingdon road)</p>	<p><b>Object</b> – traffic flow Travel change: <b>No</b></p>
<p>(19) Local resident, (Didcot, Bowness avenue)</p>	<p><b>Object</b> – Traffic in Didcot is already bad, we have constant roadworks and temporary traffic lights to contend with, and the number of cars on the roads is only increasing. Public transport isn't efficient enough to encourage motorists off of the roads either, so all you'll do by decreasing the speed limit is further negatively impact the traffic situation. Travel change: <b>No</b></p>
<p>(20) Local resident, (Didcot, Bowness Avenue)</p>	<p><b>Object</b> – Silly idea. Too many cars on the road as is and takes too long to get anywhere let alone travelling at 10mph. Travel change: <b>No</b></p>
<p>(21) Local resident, (Didcot, Cedar Close)</p>	<p><b>Object</b> – Unnecessary and waste of tax payers money Travel change: <b>No</b></p>
<p>(22) Local resident, (Didcot, Chamomile way)</p>	<p><b>Object</b> – No comment Travel change: <b>No</b></p>
<p>(23) Rather not say, (Didcot, Cherry Tree)</p>	<p><b>Object</b> – This is not required Travel change: <b>No</b></p>
<p>(24) Local resident, (Didcot, Cherwell Close)</p>	<p><b>Object</b> – I don't feel it's necessary to change speed limit to 20. It can't be better for car fuel efficiency or air pollution levels and isn't causing problems or a lot of accidents at 30.</p>

	<p>Travel change: <b>No</b></p>
<p>(25) Local resident, (Didcot, Colne drive)</p>	<p><b>Object</b> – By making everywhere a 20 mph does not help anyone. The money spent on the ladygrove was a complete waste. No one sticks to it. Start putting the money to better use and make Didcot a better place to live, not grid locked. In fact spend the money on widening the road to the Orchard centre people so people can actually get someone where on the weekend with out have to que for hours.</p> <p>Travel change: <b>No</b></p>
<p>(26) Local resident, (Didcot, Damosn Drive)</p>	<p><b>Object</b> – There is no benefit in reducing the current speed limit. The introduction of 20mph in other areas within the nation has already proven very unpopular with the general public. Localised reduced speed limits around schools is a much more acceptable alternative. Blanket reduction is an over the top knee jerk reaction to a problem that scaremongers want us to believe exists when in reality it does not. If a reduction in the limits also goes hand in hand with a increase in speed cameras then it blatantly proves that it is just a method of increasing revenue for the local council.</p> <p>Travel change: <b>No</b></p>
<p>(27) Local resident, (Didcot, Dart drive)</p>	<p><b>Object</b> – You are constantly trying to stop people from using cars in Didcot but why?</p> <p>Travel change: <b>No</b></p>
<p>(28) Local resident, (Didcot, Diamond Drive)</p>	<p><b>Object</b> – Don't agree there enough evidence for justifying this move to 20mph especially with all the pressure on roads with housing being built in the surrounding area.</p> <p>Travel change: <b>No</b></p>

<p>(29) Local resident, (Didcot, Dudcote field)</p>	<p><b>Object</b> – 20 mph is not safer for pedestrians or bikes. There is limited evidence of any accidents in the existing 30mph zones. You are just making life harder for families with jobs and commutes that cannot be done on public transport e.g. carseats nursery drop offs. This is an anti economy policy that doesn't allow for families to have two working parents. My commute is now 10 minutes longer each day in each direction thanks to this councils policies on speed limits. This is two working weeks a year. It's no wonder our economy is shrinking with small minded people in council who will undoubtedly disregard this message. I'm having to consider going part time and selling our house thanks to these policies. No one is safer in fact more people will have shortened lives by the increase in pollution generated by 20mph in comparison to 30mph. You were not elected on these policies - call a free vote.</p> <p>Travel change: <b>No</b></p>
<p>(30) Local resident, (Didcot, Dudcote Field)</p>	<p><b>Object</b> – These ridiculous speed limits are a tax on working families; they increase commute times and offer zero evidence-based safety increases. Not even the police support them. And the idea of "promoting alternative transport options" is laughable; a car is essential when one has to drop kids off at nursery during a commute. Have any of the stupid idiots proposing these notions got even the smallest clue of what the real world is? Are they offering to cover the salary loss that going part-time will entail? I certainly hope none of them dare use a car themselves since they are such advocates of alternatives. You are solely responsible for a huge increase in stress within my family. Struggling to deal with elongated commutes around nursery drop-offs will likely result in at least one of us going part-time, and in use selling up and moving. Do the council not care for families? Are there not better things to be spending the councils money on? They always moan about limited budget, yet persue totally stupid money draining schemes like this. Nobody has voted for this; your obsession with 20mph limits was hidden away from your election campaign advertising; I wonder why? Please do not do this nonsense; or, at the very least, give us an open and fair vote about it.</p> <p>Travel change: <b>No</b></p>
<p>(31) Local resident, (Didcot, Eden Court)</p>	<p><b>Object</b> – This seems like an exercise to seem like you are doing something about road safety without actually making the changes which would improve it. There is not a history of accidents on those roads due to speed, most problems occur due to poor visibility due to untrimmed hedges or due to poorly enforced parking where cars are parked too close to junctions.</p>

	Travel change: <b>No</b>
(32) Local resident, (Didcot, Edinburgh Drive)	<b>Object</b> – 30mph limit is fine, we have humps all over the place and plenty of pot holes/craters to slow traffic so 20 limits not needed. Once again councils forcing things on residents that we don't want ☐ Travel change: <b>No</b>
(33) Local resident, (Didcot, edwin road)	<b>Object</b> – no ned Travel change: <b>No</b>
(34) Local resident, (Didcot, Fairacres Road)	<b>Object</b> – 20mph is not needed. All it causes is people going faster than needed and more risk of a crash. 30mph is ideal Travel change: <b>No</b>
(35) Local resident, (Didcot, Glebe road)	<b>Object</b> – Increased pollution, longer travel times. With all extra houses being built with no infrastructure to support will mean reduced speeds anyway. Combined with the constant roadworks. Travel change: <b>No</b>
(36) Local resident, (Didcot, Harrier)	<b>Object</b> – There is no requirement for a 20mph speed limit it will increase congestion as was proved in wales Travel change: <b>No</b>
(37) Local resident, (Didcot, Haydon Road)	<b>Object</b> – If speed limit is kept at 20 miles, you won't reach anywhere especially on weekends when people flock to orchard center and there is traffic jams. Plus emissions will increase



	<p>Travel change: <b>Other</b> Are you crazy?</p>
<p>(38) Local resident, (Didcot, Haydon Road)</p>	<p><b>Object</b> – A 20mph zone is not required. There is nothing wrong with current arrangements. This is needless slowing down of our journeys and it's not required.</p> <p>Travel change: <b>No</b></p>
<p>(39) Local resident, (Didcot, Herschel Street)</p>	<p><b>Object</b> – No need. Low crash rates. Low injuries. Slower speed wont increase traffic flow. Slower speed wont help congestion.</p> <p>Travel change: <b>No</b></p>
<p>(40) Local resident, (DIDCOT, High St)</p>	<p><b>Object</b> – Who is going to police these changes? No one thats who, so money will be spent on CCTV etc. Slowing the traffic down is not going to make people use bikes or buses, as the buses will be slowed down as well. You are just jumping on the eco band wagon, using public money when it could be used for better things. I'm not a car driver by the way.</p> <p>Travel change: <b>No</b></p>
<p>(41) Local resident, (Didcot, Hilda's Close)</p>	<p><b>Object</b> – The issue in Didcot is not currently the speed limit. The traffic planning and flow is completely wrong leading to ridiculous conjection</p> <p>Travel change: <b>No</b></p>

<p>(42) Local resident, (Didcot, Ladygrove)</p>	<p><b>Object</b> – 20mph is totally unnecessary unless outside of a school or well built up area with lots of parked vehicles. Modern cars can stop quickly and safely compared to vehicles from many years ago. Perhaps some education for pedestrians and cyclists, as was taught many years ago, should be considered. Stop penalising the motorist with resiculously slow speed limits. Many motorists like myself are also cyclists and motorcyclists and nearly all are pedestrians so I'm not simply commenting as a motorist.</p> <p>Travel change: <b>No</b></p>
<p>(43) Member of public, (Didcot, Lea Grove)</p>	<p><b>Object</b> – The 20mph speed limit should only be used to protect the public around roads that are entirely residential, schools/playgrounds or busy shopping areas (Broadway). Applying blanket 20mph limits to arterial routes such as Wantage Rd, Park Rd, Station Rd, Jublee Way, New Rd, etc. has a number of detrimental effects. slows public transport.</p> <p>Most importantly applying speed limits when there is no need for them generates a contempt for speed limits. The greater public follow the rules because they believe they are applied with consideration. If they are asked to follow rules for which there is no reason, they will ignore them. This was evidenced by the widely ignored 30mph limit applied to the A4130 between the A34 and Didcot. This was applied due to roadworks, but was applied some 6 months before the work started and within a couple of months many with local knowledge were ignoring the limits. If people distrust limits where they are clearly not needed they will also distrust them where they are needed.</p> <p>Public transport is forced to crawl down these arterial routes requiring more buses to cover the timetable. When I'm cycling, 20mph limits offer no benefit to me. The limits make it difficult for drivers to overtake me safely without exceeding the speed limit. Motorists are almost always considerate and courteous, but I only wish to ask so much of them.</p> <p>I would like to see the data that shows cars are more efficient and pollute less when active for 50% longer at 20mph compared to 30mph.</p> <p>Travel change: <b>No</b></p>
<p>(44) Local resident, (Didcot, Linnet Grove)</p>	<p><b>Object</b> – 20mph are unnecessarily slow - 30mph is perfectly safe as long as people respect the speed limit. This is an unnecessary endeavour and a waste of time.</p> <p>More efforts should go into other projects like sorting the flooding out or improving the community. I.E. the distinct lack of effort put in towards any Christmas / holiday celebrations from the council.</p>

	<p>Furthermore. The speed limit along the A4130 needs to come back up again. 40mph is far too slow for what that road is. It's dead straight and there's no danger with that new junction.</p> <p>Travel change: <b>No</b></p>
<p>(45) Local resident, (Didcot, Lisa Head Avenue)</p>	<p><b>Object</b> – I am pleased to see this is a more reasonable proposal than that Didcot Town Council have been pushing for (a blanket approach replacing all 30mph limits in the town with 20mph). It is important that key arterial routes remain 30mph to enable road users to make progress through the town, and I would strongly object to any variant of this scheme which sought to reduce those roads to 20mph.</p> <p>I neither support nor object to 20mph limits being imposed on the majority of the remaining roads. In most cases these are residential roads on which it is difficult to travel in excess of 20mph today due to bends, junctions, parked cars, or existing traffic calming measures. In effect, I don't believe the proposed changes will have any meaningful impact other than to frustrate road users on the few sections of these roads where it is possible to make greater progress today.</p> <p>I have marked my response as an objection because I do object to one element of the scheme, namely the start point of the 20mph limits in the vicinity of the roundabout between the B4493, Park Road and Broadway. To my mind there is no benefit to beginning the 20mph limits on the approaches to this roundabout from the North, West and South. Road users will already be inclined to reduce their speed on the approach to this roundabout. In my experience it is extremely rare that I do not have to give way to other road users on this roundabout, and even if the roundabout were completely clear, it would be very difficult to navigate it in excess of 20mph today.</p> <p>There are, however, obvious downsides to positioning speed limit changes on the approach and exit to a roundabout such as this. On the approach from all directions, it is likely that the change will be missed by many road users, whose attention is naturally and rightfully drawn to the roundabout itself rather than signage. On the Northbound exit, too, road users will naturally focus on the zebra crossing which immediately follows the exit, rather than signage indicating a change to the limit immediately upon exiting the roundabout.</p> <p>The likely result is many road users will exit the roundabout East on Broadway having failed to notice the reduction in the limit to 20mph, and many exiting in other directions will fail to notice the reversion to a 30mph limit immediately after exiting the roundabout, having travelled through an extremely short (and ultimately pointless) 20mph limit. In reality there is no need to reduce the limit in the vicinity of this roundabout, except following the Eastbound exit, where for the aforementioned reasons it would make sense to locate the start point of the 20mph limit further East.</p> <p>Travel change: <b>No</b></p>

<p>(46) Local resident, (Didcot, Loddon drive)</p>	<p><b>Object</b> – Evidence gathered has not shown any benefit in air quality for reducing the speed limit. It has a knock on effect for emergency vehicles, and I would rather the thousands spent on replacing and reducing speed limits, be spent on maintaining our crumbling roads. Making drivers go slower is not going to stop the roads from deteriorating.</p> <p>Travel change: <b>No</b></p>
<p>(47) Local resident, (Didcot, Loddon drive)</p>	<p><b>Object</b> – Just a complete waste of money with no enforcement. Reduced speeds around schools and public meeting places is fine. The rest is just pandering to a minority blinkered view. Cars are much safer than when the limits of 30 were introduced. I think planners need to think again on crossing locations and spend money on ensuring pathways are maintained and hedgerows cut to improve visibility at junctions first, filling potholes and repairing roads which gather water or have poorly maintained drainage as these are much more important.</p> <p>Travel change: <b>No</b></p>
<p>(48) Local resident, (Didcot, Lune Close)</p>	<p><b>Object</b> – This lower speed limit is not needed. Establishing and enforcing this will cost a huge amount of money that would be better spent elsewhere</p> <p>Travel change: <b>No</b></p>
<p>(49) Local resident, (Didcot, Main Road)</p>	<p><b>Object</b> – Local case has not been made with sufficient evidence. 20mph is not practical. Imposition will cause greater traffic density and pollution, not less</p> <p>Travel change: <b>No</b></p>
<p>(50) Local resident, (Didcot, Meadow Way)</p>	<p><b>Object</b> – N/a</p> <p>Travel change: <b>No</b></p>

<p>(51) Local resident, (Didcot, Meadow Way)</p>	<p><b>Object</b> – Waste of money and further restrictions on cars and car drivers. A 20 mph speed limit will mean some drivers will drive far below that, further clogging up our roads and creating a dangerous road environment. The council should focus on traffic flow by addressing serious bottlenecks in Didcot. The two most obvious are the Orchard Centre (return car park to one way to ease traffic on station road) and end parking on lower Broad Way (Rick’s sidings area) to allow two way traffic.</p> <p>Travel change: <b>No</b></p>
<p>(52) Local resident, (Didcot, Medina cl)</p>	<p><b>Object</b> – Increased pollution with ice vehicles, not necessary, costs better spent on improvements not unnecessary restrictions. If people need to go by car then a speed limit change will not change that.</p> <p>Travel change: <b>No</b></p>
<p>(53) Local resident, (Didcot, Mersey way)</p>	<p><b>Object</b> – Limited positive impact</p> <p>Travel change: <b>No</b></p>
<p>(54) Local resident, (Didcot, Miles East)</p>	<p><b>Object</b> – 20mph is too slow and the traffic will be even more chaotic</p> <p>Travel change: <b>No</b></p>
<p>(55) Local resident, (Didcot, Mowbray)</p>	<p><b>Object</b> – The whole principle is wrong, The 30mph has been around since 1935, and cars are significantly better at stopping now than they were then. Also no significant change in short term in collisions and casualties has been shown in the majority of case studies of reducing from 30 to 20. This seems like the nanny state to me - don't we trust people to drive at an appropriate speed, and if they don't with a 30 limit, there is no reason to suspect they will when the limit is 20.</p> <p>Travel change: <b>No</b></p>

<p>(56) Local resident, (Didcot, Mowbray Road)</p>	<p><b>Object</b> – I'm not a supporter of dropping the limit, most people kept to 30 limits well and drove below if conditions needed. I do not see people adhering to the 20 limits and feel the cost to introduce could be spent elsewhere.</p> <p>Travel change: <b>No</b></p>
<p>(57) Local resident, (Didcot, Newland Avenue)</p>	<p><b>Object</b> – In a city where the traffic is constantly in the hands of road works and uncontrolled wild parking speaking to reduce the speed limit clearly demonstrate that who has to take actions does not know what the priorities are. Reducing the speed limit because of "safety concerns raised by the town council" should be supported by numbers: is the speed limit the primary cause of the accidents? what's the increase in accidents due to speed in the last 2 years? I cannot support a "wish for safety" if there are no supporting data and proper understanding of the real priorities in Didcot traffic.</p> <p>Travel change: <b>No</b></p>
<p>(58) Local resident, (Didcot, No)</p>	<p><b>Object</b> – I do not feel these impositions have the desired affect, and seem more as measure to punish car drivers, who also pay the most money in road taxes.</p> <p>Travel change: <b>No</b></p>
<p>(59) Local resident, (Didcot, No comment)</p>	<p><b>Object</b> – The council spent money on improving cycle routes along Wantage Road and cyclists cycle beside it. It seems councils dont like drivers and cyclists already dont take advantage of safety measures put in place. Most of the time, due to increasing traffic from more houses or temporary traffic lights, you are lucky to do 20mph when its busier so why not be able then to still do 30mph during the less busy times</p> <p>Travel change: <b>Other</b> I live in Didcot and work in Banbury so no other mode of transport is appropriate for the times I work</p>
<p>(60) Local resident, (Didcot, Noble Park)</p>	<p><b>Object</b> – I believe the importance of ensuring road works are carried out in a way to provide smoother flow of traffic to avoid consistent build up and there are road conditions in and around Didcot that require work. I believe the focus on</p>

	<p>20mph speeds is not a priority for the area as Didcot has and is still a safe environment for both driver and pedestrian considering I've grown up here and now 25 I've never felt unsafe to cycle or walk in the area.</p> <p>Travel change: <b>No</b></p>
(61) Local resident, (Didcot, North Road)	<p><b>Object</b> – Unnecessary waste of money and resources when speed humps and traffic calming measures are already in place</p> <p>Travel change: <b>No</b></p>
(62) Local resident, (Didcot, Orwell Drive)	<p><b>Object</b> – 20 mph speed limits cause congestion, pollution and an increase in fuel consumption. In addition they are dangerous for pedestrians as they do not actually stop people speeding, when crossing a road and expecting slow moving traffic, the traffic that exceeds the limits (which are plentiful) can unexpectedly and dangerously catch people out. It is difficult to understand the benefits and expenditure on such limits when no justification for them exist and existing limits are adequate.</p> <p>Travel change: <b>No</b></p>
(63) Local resident, (Didcot, Pebble drive)	<p><b>Object</b> – When the area is built up/busy, traffic goes 20 or less. 30 mph should be allowed when the area is quiet. Let drivers drive the way they see fit</p> <p>Travel change: <b>No</b></p>
(64) Local resident, (Didcot, Pennyroyal Place)	<p><b>Object</b> – Other than areas immediately adjacent to high risk / high traffic areas such as schools, I don't think 20mph speed limits should exist anywhere. The nonsense that is often spouted in support of these, in particular based on outdated car stopping distances (trust me, if you hit the brakes at 30mph in a modern car it really doesn't take you anywhere near 75ft to stop) also needs to be reviewed as it is misleading in the extreme. Don't even get me started on the twaddle spouted on the environmental aspects to justify this. Didcot is already congested enough, let's not slow everything to a standstill even more.</p> <p>Travel change: <b>No</b></p>



(65) Local resident, (DIDCOT, Portway)	<p><b>Object</b> – Absolutely no evidence to suggest a reduction in speed limit is needed and anyone who breaks the laws we currently have will not change their ways simply because 20 MPH signs exists by the roadside.</p> <p>Travel change: <b>No</b></p>
(66) Local resident, (Didcot, Prestwick Burn)	<p><b>Object</b> – As proven with the implementation of a 20mph limit on the Ladygrove Estate, there is no tangible benefit to support such expenditure. In many cases, cars are driving even faster on the "through" routes as there is no enforcement. South Oxfordshire has much better road safety figures, which is great to see, but when mapped out, less than 0.5% of these are on roads reduced from 30mph to 20mph! Signage has been erected at 90-degree bends where cars could not do more than 10mph anyway, which is a dreadful waste of taxpayers money. Much is made of schools as a justification, I would support 20mph in the immediate vicinity of schools (even more, support "timed" speed limits).</p> <p>Travel change: <b>No</b></p>
(67) Local resident, (Didcot, Queensway)	<p><b>Object</b> – There are next to no areas in Didcot where people regularly speed. I am a delivery driver and live in the town and I'm on the road all day and I do not witness reckless speed. I actually feel there are too many 20 limits. I would understand partial limits and by that I mean near schools, school times etc. The traffic in this town is absolutely horrendous now. Do not make it worse by enforcing more unnecessary 20mph limits</p> <p>Travel change: <b>No</b></p>
(68) Local resident, (Didcot, Ramsons Crescent)	<p><b>Object</b> – Is wholly unnecessary, only serves to increase congestion in a poorly devised and managed road layout by slowing traffic and making journeys longer. Would be better off improving flow of traffic through proper enforcement of parking regulations - far too many vehicles park inconsiderately and dangerously both on roads and pavements causing inconvenience for pedestrians, cyclists and other road users. Do not object in principal to reduced speed limits within immediate surrounding areas of schools (1/2 mile would be reasonable) but not a blanket approach and not where the school falls on a main thoroughfare.</p>

	Travel change: <b>No</b>
(69) Local resident, (Didcot, Ramsons Crescent)	<p><b>Object</b> – All the 20mph are pointless and wasted money, to drive at that speed is pointless as is not stopping people drive their cars which is all Andrew Gant is trying to achieve. The 20mph zones have failed absolutely everywhere they have been forced upon and are rightly ignored.</p> <p>Travel change: <b>No</b></p>
(70) Local resident, (Didcot, Road)	<p><b>Object</b> – Completely pointless. Waste of money. How about spending taxes on what the public want.</p> <p>Travel change: <b>No</b></p>
(71) Local resident, (Didcot, Sandringham)	<p><b>Object</b> – I object. The whole environmental argument is rubbish. These 20mph zones are unenforceable. Have them by schools etc, no objection to that. When i have asked TVP for speed enforcement to be watched in certain areas, they dont have the resources, so how are they going to enforce whole areas, when i have asked for 1 small road?</p> <p>Travel change: <b>No</b></p>
(72) Local resident, (Didcot, Sherwood Road)	<p><b>Object</b> – Having such a range of speed limits is actually more dangerous than 20mph. It requires drivers to constantly be checking speedometers rather than watching the road. Perhaps making other road safety improvements would be better. There are school signs along Vauxhall Road near the barracks that are facing the wrong direction and the crossing on Wantage Road by the Coop is an accident waiting to happen. Having the parking spaces outside Sainsbury's, bike lanes, a crossing and a garage all in such close proximity to a school is poorly thought out. 20mph directly on the roads by the schools is sensible but not as widely spread out as you're proposing.</p> <p>Travel change: <b>No</b></p>

<p>(73) Local resident, (Didcot, Sherwood Road)</p>	<p><b>Object</b> – No Justification whatsoever. No benefits. There are already restrictions relating to school traffic and these are appropriate.</p> <p>Travel change: <b>No</b></p>
<p>(74) Local resident, (Didcot, Sinodun Road)</p>	<p><b>Object</b> – Roads can barely take 30mph at the moment. Where the roads are acceptable for 30mph to make them slower would only cause more traffic jams and stress.</p> <p>Travel change: <b>No</b></p>
<p>(75) Local resident, (Didcot, St Hughs Rise)</p>	<p><b>Object</b> – There has been no consultation that I am aware of. It seems to be too down policy driven with incomplete information being provided even at this point as to which roads will be affected. The roads in Didcot already grind to a halt due to bad design (Aldi turning, Sainsbury carpark “design” that anyone could see was stupid). Add to this the freshly developed flooding areas, the inconsistent council permission for traffic lights/roadworks failing to be joined up leading to multiple routes being constricted at the same time. The lack of follow up on completion and the state of the work - the national cycle way from railway bridge towards Fukscot that ran 4 months late and resulted in an unusable path (for walking or cycling) due to all the deep down clay sitting on the surface. You need to ACTUALLY explain which roads are in and out and only then vpcan you get meaningful responses. At present this looks like you’re simply trying to push this through to fulfil a policy aim and that is lazy, incompetent and quite possibly negligent</p> <p>Travel change: <b>No</b></p>
<p>(76) Member of public, (Didcot, Station road)</p>	<p><b>Object</b> – 20mph limits increase pollution. 30mph is quite safe enough</p> <p>Travel change: <b>No</b></p>
<p>(77) Local resident, (Didcot, Suntherland Beck)</p>	<p><b>Object</b> – Ridiculous reasons given for lowering speed limit. Made up nonsense made up statistics. Council are blatantly liers with manipulation of data to suit the eco zealot agenda. Turning UK into we know it all dictatorship.</p> <p>Travel change: <b>No</b></p>

(78) Local resident, (Didcot, Tavy Close)	<p><b>Object</b> – It causes unnecessary congestion and problems everywhere. There is no need for it except by the schools and even then only between 8.30-9.15 and 15.00-15.30. The scheme is horrible and it's a tick box exercise in enraging everyone and does not benefit anyone at all. You now have to spend your time looking at what speed you are doing and not watching the road. It seems aimed at trying to drive people off the roads and it's another reason to vote you out.</p> <p>Travel change: <b>No</b></p>
(79) Local resident, (Didcot, Torridge Drive)	<p><b>Object</b> – Too slow</p> <p>Travel change: <b>No</b></p>
(80) Local resident, (Didcot, Westwater Way)	<p><b>Object</b> – A 20mph speed limit is only justifiable in specific high-risk areas (e.g. immediately around schools). In most areas, the small safety benefit is outweighed by the large inconvenience caused. There is not a large road safety problem around Didcot that a 20mph speed limit would solve.</p> <p>Travel change: <b>No</b></p>
(81) Local resident, (Didcot, Westwater Way)	<p><b>Object</b> – It's a waste of time and money. The Ladygrove has the reduced limit yet it's never enforced and most cars still do around 30. Also, it doesn't encourage cycling or walking as the cars are still there and most people walk at less than 5* the speed. Spending the money on cutting back the overgrown hedgerows would be far more useful.</p> <p>Travel change: <b>No</b></p>
(82) Local resident, (Didcot, Westwater way)	<p><b>Object</b> – There is no noticeable increase in walking or cycling associated with the change in speed limit on Ladygrove. Only a delay for the small number of speed limit abiding drivers. If the council is genuinely intent on promoting walking and cycling then effort spent sorting out the existing infrastructure to make it safe would be a far</p>

	<p>better investment. Cutting hedges so that people don't have to walk in a road, fixing uneven paths that are so subsided as to pose a hazard, cutting overgrown undergrowth that reduces paths to single file.</p> <p>Travel change: <b>No</b></p>
(83) Local resident, (Didcot, Westwater way)	<p><b>Object</b> – This plan provides no basis that reducing the speed limit will actually increase the level of cycling or walking. Please provide the results of analysis of the Ladygrove speed limit that demonstrate a significant increase in the levels of cycling and walking.</p> <p>Travel change: <b>No</b></p>
(84) Local resident, (Didcot, White Leys Close)	<p><b>Object</b> – There are ample pavements for pedestrians and many traffic calming devices (e.g. road narrowings, single lane give way sections) already in use that changing all the road signs and dealing with the beurocrasy would be a huge waste of already limited funds for our area. It would make very little difference to the speeds people already drive at, which I have never felt are unsafe in the area proposed. Perhaps the council could focus their efforts on things that would actually benefit the residents, like new roads to accommodate the massive increase in people living here who commute in and out of the town each day.</p> <p>Travel change: <b>No</b></p>
(85) Local resident, (Didcot, Whitebeam court)	<p><b>Object</b> – There is no need for it, no accidents I am aware of happened anywhere in Didcot involving pedestrians and cars, lowering speed limit which is not enforceable is not going to change anything, and there is no need to change it! Cars driving 20mph produce more emissions than those driving 30mph and is going to only environmentally harm Didcot. 20mph makes sense if there are many pedestrian crossings, but in Didcot centre except Broadway there is like 3 in total.</p> <p>Travel change: <b>No</b></p>
(86) Local resident, (Didcot, Willow End)	<p><b>Object</b> – Speed restrictions will not be adhered to by the majority of offenders, careless driving covers irresponsible driving which is the core issue here.</p>

	Travel change: <b>No</b>
(87) Local resident, (Didcot, Yare close)	<b>Object</b> – All roadster should be blocked especially in peak time  Travel change: <b>No</b>
(88) Local resident, (Didcot, Yealm close)	<b>Object</b> – Stop waiting tax payers money on useless schemes like this, they're not needed,  Travel change: <b>No</b>
(89) Local resident, (Didcot, Barberry Dr)	<b>Object</b> – Waste of public funds. Fix the potholes first. £8million on a vanity project when OCC is already in the red  Travel change: <b>No</b>
(90) Local resident, (Didcot, Barnes Road)	<b>Object</b> – Cars are safer than ever. The safety issue is electric scooters and bicycles on & off pavements without helmets. 20mph just slows everyone down, journeys take longer which makes it harder for working parents to get to & from work in time  Travel change: <b>No</b>
(91) Local resident, (Didcot, Colne Drive)	<b>Object</b> – Firstly I believe 20mph is a great idea near schools to protect the children leaving school however a blanket 20mph speed limit is not needed for all residential and main road areas. Most areas have speed bumps anyway to slow vechiles. Changing the speed firstly will cost the council an extortionate amount of money, in signage that could be spent elsewhere. I have children and understand the need for safety. People with cars still have to commute and work, the people who pay road tax are last considered compared to cyclists and perdisterians (who don't pay road tax) and slowing everything down on roads that are already busy due to to many housing estates being built and still building, impacting local residents, without infrastructure not being done to accommodate this. Please consider this as so much money has been wasted in Oxford doing this and in my opinion doesn't work just causes more cars being sat idleing polluting. (Station road - Milton interchange)

	<p>Rather than spend on this add box junctions by orchard center and ladygrove junction to station road. Widening the road so the orchard center turn doesn't cause tail backs everywhere ( path is massively oversized). Maintain road gulleys. So many more things should be at forefront of focus.</p> <p>Travel change: <b>No</b></p>
<p>(92) Local resident, (Didcot, Cottongrass Road)</p>	<p><b>Object</b> – No need for 20mph speed limit, absolutely ridiculous. Please show workings out on 'reducing emissions'. It won't improve road safety, you can't even reach 20mph around didcot because of the traffic and all the bloody temporary traffic lights with no one working. Think about the cost to replace all the signs and on-top of that the costs to put new road markings in place, why not put the money to good use for a change and improve the quality/ repair the roads.</p> <p>Travel change: <b>No</b></p>
<p>(93) Local resident, (Didcot, Dearne Place)</p>	<p><b>Object</b> – Blanket 20mph speed limits in any situation other than outside schools and residential areas are unnecessary and are largely ignored by the majority of drivers anyway</p> <p>Travel change: <b>No</b></p>
<p>(94) Member of public, (Didcot, Dudcote field)</p>	<p><b>Object</b> – 20mph is highly restrictive and pointless. People don't support it and it will do barely anything to support road safety. It's just being used as a slippery slope towards greater traffic restrictions</p> <p>Travel change: <b>No</b></p>
<p>(95) Local resident, (Didcot, Falcon Drive)</p>	<p><b>Object</b> – Traffic is enough of a problem. The more restrictions and limits you push, the problems you make. The local governments lack of ability to organise the towns infrastructure and lack of foresight on the result of massively increasing the population the local governments fault. Stop trying to punish the everyday working person to make up for your own shortcomings.</p> <p>Travel change: <b>No</b></p>



<p>(96) Local resident, (Didcot, Great Western drive)</p>	<p><b>Object</b> – Lowing the speed limit would mean more hazards on the road as Cycle will not give the relevant space when passing. This is also a measure that isn't supported by accident data.</p> <p>Travel change: <b>No</b></p>
<p>(97) Local resident, (Didcot, Green Close)</p>	<p><b>Object</b> – The 20MPH limit is simply the wrong idea within Didcot to promote walking and cycling. Simply by fixing the roads and cutting back the vegetation will make the towns roads safer for everyone. Moreover in this current times of economic crisis is it very wise to spend a huge sum of money putting up 20MPH signs. Would the money be better spend on services for the local population? Also noise and emission pollution will go up as cars are in lower gears emitting more emissions and motorcycles will be forced to stay in low gears will be making a lot of noise.</p> <p>Travel change: <b>No</b></p>
<p>(98) Local resident, (Didcot, Hagbourne)</p>	<p><b>Object</b> – 20 miles an hour will not do anything to relieve the congestion In didcot but it will increase slow and stationary traffic increasing air pollution. Many self employed people like myself who rely on their cars or vans are being made to feel like villains bullied and harassed by the councils, there is absolutely no thought of the human behind the wheel who maybe a carer trying to get to her client who only gets paid for those they visit the poor people left without care because we can't get to them maybe spend the money on improving that instead of wasteful signage and policy changes which help no one except the counsellors.</p> <p>Travel change: <b>No</b></p>
<p>(99) Local resident, (Didcot, Kynaston road)</p>	<p><b>Object</b> – 20mph just causes traffic I've seen it all over Oxfordshire</p> <p>Travel change: <b>No</b></p>

<p>(100) Local resident, (Didcot, Lydalls)</p>	<p><b>Object</b> – 30 is slow enough</p> <p>Travel change: <b>No</b></p>
<p>(101) Local resident, (Didcot, Oriol court)</p>	<p><b>Object</b> – Traffic is already at a standstill most of the time</p> <p>Travel change: <b>No</b></p>
<p>(102) Member of public, (Didcot, Queensway OX11)</p>	<p><b>Object</b> – Ridiculous no one can get upto 20pmh with all the potholes, and roadworks,</p> <p>Travel change: <b>No</b></p>
<p>(103) Local resident, (Didcot, Saint Hilda's Close)</p>	<p><b>Object</b> – I object this proposal for the reasons outlined. From a safety point of view dropping the speed limit will have no effect on the poor driving standards that are currently on these roads the only real way to improve driving standards and making drivers more aware of the surroundings around them is through policing and education dropping the speed limit is just putting a sticking plaster over a problem. this will also have a knock on effect in terms of the cost of having to remark the road changing signage.</p> <p>The best solution moving forward is simply to put that money into having more traffic officers on the road. This will help with re-education of people but it will also help in taking drivers off the road who will simply not pay attention to all this new signage and will carry on driving dangerously and breaking the law and putting pedestrian lights at risk.</p> <p>The county council member of Parliament for roads in his own words said deaths on roads in the Thames Valley area has actually gone up in the past three years publicly having a go at the police and crime commissioner wanting to know why this is happening.</p> <p>Yet at the same time speed limits have been reduced in an in a number of areas around this county. This clearly contradicts the argument that reducing speed limit saves lives.</p> <p>The only thing we haven't done yet is to increase road policing officers witnessing offenders re-educating them or taking them off the road that would be a better use of money in the county to help reduce deaths on the road.</p> <p>Travel change: <b>No</b></p>

<p>(104) Local resident, (Didcot, SAXONS WAY)</p>	<p><b>Object</b> – Unnecessarily harsh restriction without good justification or evidence 20 is beneficial.</p> <p>Travel change: <b>No</b></p>
<p>(105) Local resident, (Didcot, Tamar way)</p>	<p><b>Object</b> – Cars are now made to stop automatically when an incident is detected. No need for slower limit as this will also create more traffic with people going unnecessarily slow and people will just drive above the speed limit and overtake in dangerous places because of it.</p> <p>Travel change: <b>No</b></p>
<p>(106) Local resident, (Didcot, The Broadway)</p>	<p><b>Object</b> – Not necessary</p> <p>Travel change: <b>No</b></p>
<p>(107) Local resident, (Didcot, Vicarage Road)</p>	<p><b>Object</b> – Not necessary and car drives more comfortably at 30 than 20</p> <p>Travel change: <b>No</b></p>
<p>(108) Local resident, (Didcot, Wantage)</p>	<p><b>Object</b> – I don't see the value in it. You're essentially trying to nudge people out of cars by making driving more annoying but that's not really your job. Your job, as you seem to need reminding, is not to be ideological nutjobs but to simply provide functional infrastructure. Maybe if you showed any aptitude for what you're actually supposed to do, we can then talk ideology</p> <p>Travel change: <b>No</b></p>
<p>(109) Local resident, (Didcot, Weavercroft)</p>	<p><b>Object</b> – There are more than enough restrictions around Didcot already, we really don't need another.</p> <p>Travel change: <b>No</b></p>

<p>(110) Local resident, (Didcot, Westwater way)</p>	<p><b>Object</b> – Didcot is gridlocked at the moment because of all the new houses and a 20mph limit will make it worse</p> <p>Travel change: <b>No</b></p>
<p>(111) Local resident, (East Hagbourne, New Road)</p>	<p><b>Object</b> – I'm not convinced drop to 20mph will result in significant improvement in safety as the times when the most pedestrians are around is also when traffic will likely be congested and slower anyway. A lower speed imposes an economic cost on the local area so shouldn't be done unless strictly necessary. Also, modern vehicles offer much better pedestrian safety than older vehicles, and this will likely continue to improve over time.</p> <p>Travel change: <b>No</b></p>
<p>(112) Local resident, (Great Western Park, Sir Frank Williams Avenue)</p>	<p><b>Object</b> – Causing traffic jams</p> <p>Travel change: <b>No</b></p>
<p>(113) Local resident, (Great Western Park, Didcot, Diamond Drive)</p>	<p><b>Object</b> – No facts that it will actually improve the safety or add any value or benefits to the area. Maybe try using the same effort and time on other initiatives to help the local area and people</p> <p>Travel change: <b>No</b></p>
<p>(114) Local resident, (Harwell, Armstrong close)</p>	<p><b>Object</b> – It will increase congestion and pollution</p> <p>Travel change: <b>No</b></p>
<p>(115) Local resident, (Lady grove, Lady grove)</p>	<p><b>Object</b> – I wish to comment on this proposal this 20 miles an hour is madness I have to leave my house even earlier to get to my work place now and it makes my working life even take out the road humps if you want 20 miles an hour not both harder with all these houses you are building there's no infrastructure in place no I don't agree with this at all</p> <p>Travel change: <b>No</b></p>

(116) Local resident, (Ladygrove, Orwell drive)	<p><b>Object</b> – this just make the roads more congested and cause more pollution for no benefit. We are supposed to be going green and all these are making things worse</p> <p>Travel change: <b>No</b></p>
(117) Local resident, (Ladygrove park estate, Prestwick Burn)	<p><b>Object</b> – I'm objecting because people driving at this slower speed already in other areas of didcot are dangerous because they end up constantly breaking and hindering the flow of traffic.</p> <p>There is nothing wrong with 30mph so should leave it alone. The only reason the council want this is because they can't be bothered with the up keep and maintenance of the local roads. If people travel slower the roads dont get as damaged.</p> <p>They should concentrate on fixing the pot holes, and sunken drains on local roads and all the roads that flood in the area.</p> <p>Leave the speed limit as it is .</p> <p>Travel change: <b>No</b></p>
(118) Local resident, (Ladygrove Didcot, Arun mews)	<p><b>Object</b> – 20 mph limit will increase pollution and do little to improve safety.</p> <p>Travel change: <b>No</b></p>
(119) Local resident, (Ladygrove resident, Derwent Avenue)	<p><b>Object</b> – There is clear definition between the roads and pavements all over the Ladygrove and Didcot which is used successfully to separate pedestrians from traffic. What are the statistics about accidents that are being used to propose these new lower limits.</p> <p>Travel change: <b>No</b></p>

<p>(120) Member of public, (Oxford, Manor Crescent)</p>	<p><b>Object</b> – Traffic is horrid at rush hour, this would only make it worse</p> <p>Travel change: <b>No</b></p>
<p>(121) Local resident, (Oxford, Residents)</p>	<p><b>Object</b> – Road is perfectly safe as is. Pointless waste of taxpayer money to re-sign everything.</p> <p>Travel change: <b>Other</b></p> <p>Typical loaded question on these pointless cosmetic consultations you run in order to pretend the outcome was ever open to influence by the public.</p>
<p>(122) Local resident, (Wantage, truelocks way)</p>	<p><b>Object</b> – Total waste of money. The council has a massive deficit and is trying to save money and this is a total waste. It has almost zero effect on road safety. Most of the existing 20mph limits are ignored so this is another Andrew Gant white elephant. Spend the money instead where it is needed,</p> <p>Travel change: <b>No</b></p>
<p>(123) Local resident, (West Hagbourne, Main Street)</p>	<p><b>Object</b> – The council need to find other ways of spending our money rather on ideological nonsense that helps no-one. How about a new health centre with more doctors. How about better road infrastructure in know bottlenecks around Didcot. How about stop building new houses until these are sorted. 20 miles an hour roads is the least of our worries. Oh and by the way there is no climate emergency</p> <p>Travel change: <b>No</b></p>
<p>(124) Member of public, (Blewbury, Church End)</p>	<p><b>Partially support</b> – I think it should be 20 in all residential areas and 30 elsewhere</p> <p>Travel change: <b>No</b></p>
<p>(125) Local resident, (Didcot, Blake)</p>	<p><b>Partially support</b> – I believe that certain roads need it</p>

	Travel change: <b>No</b>
(126) Local resident, (Didcot, Colborne Road)	<p><b>Partially support</b> – I am supportive from a pedestrian perspective but have doubts over the effectiveness of any such scheme. In all regions I have seen this implemented, it is the larger vehicles, that pose the biggest risk to pedestrians, who abide by the limit the least. Buses are always significant offenders. How will the council ensure local buses and other large vehicles follow this limit</p> <p>Travel change: <b>No</b></p>
(127) Local resident, (Didcot, Colborne Road)	<p><b>Partially support</b> – Although a good idea to lower the speed limit on residential streets doing this on the Broadway / Wantage Road will just increase congestion at rush hour. This route is generally a slower road anyway due to its busy nature at peak times. Lowering speed limits also does not push people into alternative modes of transport. It just makes them break the speed limit more. Having a partner with limited mobility they are not going to walk or cycle anywhere no matter what the speed limit is. The car is the only option.</p> <p>Travel change: <b>No</b></p>
(128) As part of a group/organisation, (Didcot, Didcot Girls School, Manor Crescent, Didcot)	<p><b>Partially support</b> – Only feedback I would have is the proposed 20mph zone starts after the 2 roads (Sherwood road and Manor crescent) near Didcot Girls School on the B4493 Wantage road, so the pedestrian crossing on Wantage road by the BP garage is still going to be 30mph and the pedestrian crossing near the roundabout with Park rd and Broadway will also still be 30mph. Could the 20mph zone start further back from these heavily used crossings for the school.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(129) Local resident, (Didcot, Dinmore Way)	<p><b>Partially support</b> – Agree with 20 near schools, hospitals, care homes. Not to blanket 20 mph.</p> <p>Travel change: <b>No</b></p>

<p>(130) Local resident, (Didcot, Foxhall road)</p>	<p><b>Partially support</b> – I'm just worried that the traffic is bad there anyway and reducing the speed limit would make it worse. But I do think it's safer for the public. Maybe adjust the traffic lights to compliment the reduced speed limit</p> <p>Travel change: <b>No</b></p>
<p>(131) Local resident, (Didcot, Foxhall Road)</p>	<p><b>Partially support</b> – Foxhall road should be included too</p> <p>Travel change: <b>No</b></p>
<p>(132) Local resident, (Didcot, Freeman Road)</p>	<p><b>Partially support</b> – As long as it does not involve the addition of speed humps - These are terrible on Brasenose and Slade roads</p> <p>Travel change: <b>No</b></p>
<p>(133) Local resident, (Didcot, Longford Way)</p>	<p><b>Partially support</b> – 20mph is very hard for people to stick to. I live on Ladygrove and people are always driving faster than 20. How will this be enforced?</p> <p>Travel change: <b>No</b></p>
<p>(134) Local resident, (Didcot, Park Road)</p>	<p><b>Partially support</b> – I agree with the main proposal but kindly request that the exclusion of Park Road is reviewed on safety grounds. As a resident of Park Road for +30 years it is used daily as a child cut through to both DGS, St Birinus secondary schools and Northbourne primary school. Girls in groups regularly cross, boys cross on bikes and parents with young children cross at various points. In addition the new Edmunds Park Pavilion and children's splash park on Park Road further increases the volume of young people close to the road with limited separation to the carriageway. Similar to Wantage Road I would request that the top of Park Road from the Georgetown roundabout, pass Edmunds Park, down to Park Close is reclassified as 20 mph zone, with remainder remaining 30mph. This will greatly help to calm rush hour traffic flow and provide a safer environment for the many school aged children that use the road and park unsupervised and is fully aligned to overarching principles of the 20 mph classification in Didcot. Thank you.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>



<p>(135) Local resident, (Didcot, Ridgeway Road)</p>	<p><b>Partially support</b> – Driving around Didcot is a mess. Illegally parked cars and poorly designed road to handle the growth. There is zero policing of on road parking and drivers are already angry. I think the proposal is a relatively good idea however this is practically already in place with the speed you can actually go on the proposed roads. I fear these plans will only aggregate drivers and residents meaning they will have painfully limited positive effect on the area.</p> <p>Travel change: <b>No</b></p>
<p>(136) Local resident, (didcot, wantage rd)</p>	<p><b>Partially support</b> – I would support the reduction to 20mph - for example cars use Queensway, Park Close, Norreys Rd, Drake Ave as a "rat run" and there are conditions which are not safe for children cycling to and from school. However the proposals do not go far enough, with part of Wantage Rd being left at 30mph. The cycling infrastructure along Wantage Rd is often useless as at rush hour, one needs to be able to reach the cycle lane and this is made impossible by car drivers. Slowing all the traffic down might give cyclists and pedestrians a chance. All of Park Rd and Wantage Rd should be 20mph and probably others besides.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(137) Local resident, (Didcot, Wantage Road)</p>	<p><b>Partially support</b> – I am a resident of Wantage Road, Didcot. I propose that the 20mph zone is extended along Wantage Road past the shops to at least Oxford Crescent and perhaps up to Didcot Hospital. This is for road safety and to reduce the number of switches between 20 and 30. The map shows the 20 zone ending at Manor crescent. This will lead to traffic accelerating into a congested area of road where the road narrows, there is a zebra crossing, frequent traffic queuing to enter the coop garage and Sainsbury supermarket, and streets leading to Didcot girls school. At the moment we already witness cars often accelerating away rapidly and dangerously from the zebra crossing. Keeping the speed limit constant at 20 through the shops/ garage area will help to keep speeds at safe levels and reduce confusion over which speed limits are in force on each road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(138) Local resident, (Didcot, Washford Glen)	<p><b>Partially support</b> – '- Some sideroads clearly ought to be 20mph but don't appear to be (West side of Fleetmeadow for example). Only reason i can think is you are cutting down on cost of signage.</p> <p>- Two of the busiest school crossing points till remain in the 30mph zone. Wantage road and Foxhall road have the busiest crossing points for DGS and Manor Primary. 20MPH zones should be adjusted to accommodate these</p> <p>Travel change: <b>No</b></p>
(139) Local resident, (Didcot, Lockinge Close)	<p><b>Partially support</b> – I support 20 mile an hour speed limits in all Cul de sacs and too narrow roads. However through routes should be 30 to ease congestion. If a school is in the road then it should be 20 during school commute times. There should be a lollipop person to ensure child safety and ease congestion unless there is another form of crossing. Traffic calming should be speed limits rather than bumps as they contribute to noise, pot holes and accidents through damage to vehicles. Bumps cause pain to people with health conditions especially when on route to health care. 20 mph by park entrances /exits during school run times until 5pm and 10-5pm Saturday and Sundays.</p> <p>Travel change: <b>No</b></p>
(140) Local resident, (Didcot, Park Road)	<p><b>Partially support</b> – I live on Park Road and strongly believe the speed restriction proposal to 20mph should extend to include the top end of Park Road. I have witnessed vehicles speeding on this stretch of the road on countless occasions. This is an area in which many school children cross the road to go to DGS and SBS as well as local primary schools Manor and Northbourne. I would request the top of Park Road from the roundabout to Park Close is zoned at 20mph and the remainder of the road down to West Hagbourne to stay at 30mph.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(141) Local resident, (Didcot, St Hilda's close)	<p><b>Partially support</b> – I think around schools it should be limited to 20 mph but in other areas it will cause frustration and more likely to cause accidents in my opinion.</p> <p>Travel change: <b>No</b></p>

<p>(142) Local resident, (Sutton Courtenay, Partridge Close)</p>	<p><b>Partially support</b> – I do not think that the proposal goes far enough and should include the section of Foxhall Road (B4493) from the Wantage Road/Broadway roundabout to the junction with Brasenose Road. This would allow the students of the secondary school (DGS) to cross towards the town centre more safely. The Wantage Road section of B4493 is proposed to become a 20 zone from the junction with Manor Crescent which is the other main entry/exit point for the school students so it is not clear to me why the northern section is different.</p> <p>Travel change: <b>Other</b> It will not affect me but will affect my family members.</p>
<p>(143) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p><b>Support</b> – This response is from CoHSAT, the Coalition for Healthy Streets and Active Travel. We support the proposed 20mph speed limits in South Didcot. 20mph speed limits have been proven to reduce casualties, and also make the streets more attractive for people to walk and cycle. This is important, because as the Chief Medical Officer, Professor Chris Whitty, Chief Medical Officer for England recently included in his Annual Report: "There is strong and consistent evidence of the benefits of active travel in cities across many policy areas." "Enabling active travel will reduce health inequalities in our cities." "Supporting active travel to help people get to where they want quickly and safely is clearly beneficial." We believe that these extensions should be made to the 20mph zone: 1. Foxhall Road from Station Road to Broadway. This is the only sensible cycling route for many journeys from NCN5, the station or north Didcot to south Didcot including Didcot Girls School, Broadway shops and Harwell Road. There are no cycling facilities, and it is uphill towards the south, which makes cycling particularly pressured. 2. Harwell Road 20mph extended 50m west to include the junction with Manor Crescent. This is used by many pupils of Didcot Girls School, and the cycle lanes on Harwell Road, while helpful have no separation from the main carriageway. 3. The restricted section of Station Road from the junction near Cow Lane and the Cornerstone centre, which is a frequent walking and cycling route as it is restricted for most traffic.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(144) Local resident, (Blewbury, Bessels Lea)	<p><b>Support</b> – Both of my children are at school in Didcot so I would like to. make the roads safer for them.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(145) Local resident, (Didcot, Abbott Road)	<p><b>Support</b> – I live on a road by two schools and cars regularly drive at least 30 which is far too fast for the busy road, there is often lots of cars parked, particularly on corners and it is an accident waiting to happen. I strongly support this for the safety of children, cyclists and drivers.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(146) Member of public, (Didcot, Abingdon road)	<p><b>Support</b> – Many roads in Didcot don't feel suitable for 30mph limits anymore due to narrow roads, many cars parked, and noise pollution. With a 30mph limits, many drivers seem to go 35mph, if it was reduced to 20mph I feel that those drivers will do 25mph which will be much safer.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(147) Local Cllr (i.e. Town/Parish/District), (Didcot, Candytuft Way)	<p><b>Support</b> – I think 20mph limits make our local environment safer</p> <p>Travel change: <b>No</b></p>
(148) Local resident, (Didcot, East Street)	<p><b>Support</b> – Want to see improvements in road safety</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(149) Local resident, (Didcot, East Street)</p>	<p><b>Support</b> – I want to reduce the number of accidents and make the roads safer.</p> <p>Travel change: <b>No</b></p>
<p>(150) Local resident, (Didcot, Edinburgh Drive)</p>	<p><b>Support</b> – An excellent and long overdue idea - if anything not going far enough - all roads in town should be 20mph with only perimeter ring roads being faster - it would be nice to see Park Road, Wantage Road, Foxhall Road and Station Road also made 20mph, and Jubilee Way</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(151) Local resident, (Didcot, Edinburgh Drive)</p>	<p><b>Support</b> – Great idea to protect children and vulnerable people walking or cycling along the proposed roads.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(152) Local Cllr (i.e. Town/Parish/District), (Didcot, Edwin Road)</p>	<p><b>Support</b> – Safer roads and limits emissions</p> <p>Travel change: <b>No</b></p>
<p>(153) Local resident, (Didcot, Foxhall Road)</p>	<p><b>Support</b> – Foxhall Road is a road used by many children to get access to Manor Primary and Didcot Girl school. It is expected for safety reason to have a 20mph speed limit. Furthermore, it is becoming extremely difficult and dangerous to get our car out of the driveway due to traffic and the speed of the cars.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(154) Local resident, (Didcot, Loyd Road)</p>	<p><b>Support</b> – Although driving at 20mph can be frustrating the safety of more vulnerable road users has to be the priority. Many people drive far too fast on residential streets in Didcot and this will hopefully help slow them down even if they exceed 20, they might come under 30.</p> <p>Given the proximity to Didcot Girls School I would like to see the proposed 20mph zone extended further up Wantage Road to beyond Drake Avenue where lots of girls have to cross to get to school. I would also like to see it extended</p>

	<p>along Park Road which has no pedestrian crossing and is on common walking routes to Didcot Girls School and Northbourne School</p> <p>Travel change: <b>No</b></p>
<p>(155) Local resident, (Didcot, Marjoram Way)</p>	<p><b>Support</b> – For the safety of the community especially vulnerable people.</p> <p>Travel change: <b>No</b></p>
<p>(156) Local resident, (Didcot, Medlock Grove)</p>	<p><b>Support</b> – Reducing the speed limit will make it a safer environment for all and encourage other transport use. Given motor traffic frequently exceeds the current speed limits, reducing the limit will hopefully encourage drivers to drive more sensibly.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(157) Local resident, (Didcot, Park Rd)</p>	<p><b>Support</b> – Residential areas need to be protected from cars that already exceed speed limit which is a danger to life need to also have Park Rd included</p> <p>Travel change: <b>No</b></p>
<p>(158) Local resident, (Didcot, Pennyroyal Place)</p>	<p><b>Support</b> – Fully in support, there is no need for any soley (not used as a main route) residential road to be more than 20mph.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(159) Local resident, (Didcot, Plym Drive)</p>	<p><b>Support</b> – Think maps clearly show our roads are creating casualties at present. We need to ensure the residential roads and routes where pedestrians are likely are both be safe and feel safe.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(160) Local resident, (Didcot, Plym Drive)</p>	<p><b>Support</b> – There are a lot of pedestrians in Didcot including school children, a 20mph limit will make the streets better and safer for pedestrians. Bearing in mind the number of homes being built north of the railway line this should be appraised in conjunction with other measures such as closing Cow Lane bridge to motor vehicles; changing the pedestrian crossings at the Jubilee roundabout to zebra crossings or making them respond quicker to pedestrians to make the railway line less of a barrier to pedestrians and cyclists.</p> <p>Travel change: <b>Other</b> Dislike walking through the Cow Lane bridge because its so narrow and dirty water drips on you so normally drive. Would walk/cycle if there were better connections from Ladygrove to the rest of Didcot</p>
<p>(161) Local resident, (Didcot, Plym Drive)</p>	<p><b>Support</b> – 20mph in residential areas is proven to save lives and aids active travel. I don't really see why Station Road from Cow lane Junction heading South to the Bus Gate is not 20mph. It is highly unlikely that buses could safely achieve 30mph on that section of road with the bus stops and parked cars along with it being the main pedestrian route from Train Station and Ladygrove into the Town, combined with it ending at a rising bollard with a 5mph limit beyond. Abingdon Terrace stands out as very odd that it is excluded. 30mph is clearly unsafe on that curved thin residential road. I would think the 20mph limit would also be better extending West along the Wantage Road to the junction with at least Oxford Crescent rather than being at the Speed Camera location, especially due to the various Didcot Girls School entrances and the active travel volume that the school creates at that particular section of road. Plus, there is a small row of shops at that location drawing pedestrian traffic too. I do think for simplicity and lack of potential confusion for drivers, it would be clearer if all small cul-de-sacs were included in the 20mph as they are on Ladygrove and especially as this scheme is stated to be 'extending' the 20mph scheme as Ladygrove. i.e. please also include: All Saints Court; Roman Place; Abingdon Terrace; Edmonds Court; Rutherford Place; Dirac Place; Nuffield Close; Ruskin Close; St Johns Close; Kibble Close; and, Fleet Way. Whilst considering the area as a whole the A4130 Perimeter Road could also do with reducing to 40mph as the connecting roads (West, North and East) are all now reduced to 40mph. Indeed the roundabouts to both Avon Way and Mersey Way (in the now centre of the residential area of Ladygrove where the strategic crossing points are) could usefully be reduced to 30mph similar to the Littlemore Roundabout on the A4142 Eastern Bypass by Oxford. Finally, for consistency the 30mph limit should also move East along the A4130 by Tesco to start where the pedestrian footway begins between Oakend Lea and the Fulscot Road, around the 'Didcot' sign. Hopefully some amendments can be extended.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(162) Local resident, (Didcot, Ridgeway Road)	<b>Support</b> – As a pedestrian I fully support this. I would also like the pavements to be improved - they are very uneven and over-grown with hedges!  Travel change: <b>No</b>
(163) Local resident, (Didcot, Sinodon)	<b>Support</b> – I want to make sure a vote of positivity from a happy cyclists is heard amongst the voices of disgruntled drivers who are surgically attached to their cars. Thank you, this is a great plan!  Travel change: <b>No</b>
(164) Local resident, (DIDCOT, Somerville)	<b>Support</b> – The proposal seems to have been applied sensibly keeping higher speed limits in place where it is appropriate to do so in support of efficient transport and supporting the local economy. For these reasons I support the proposal.  Travel change: <b>No</b>
(165) Local resident, (Didcot, Wessex Road)	<b>Support</b> – I frequently walk over Broadway near the High street junction to town and very often cars are driving too fast and just do not stop. Once or twice I have been within an inch or two of being hit. It is an accident waiting to happen. Some roads (where safe) should be kept at 30mph to maintain flow and based on traffic modelling.  Travel change: <b>Yes – walk/wheel more</b>
(166) Member of public, (Didcot, Westwater Way)	<b>Support</b> – The number of accidents reported in the last 2 years on GW park and Ladygrove are possibly more than those in the area South of the railway line, excluding Broadway. As soon as Broadway is included there is a case for 20 m/h, but also shows that an exercise should be undertaken to identify the cause of the Broadway accidents and



	<p>introduce additional measures to prevent these accidents occurring as a lot of them are likely to have occurred at speeds less than 20 m/h. e.g exiting parking spaces.</p> <p>Travel change: <b>No</b></p>
(167) Local resident, (Didcot, Ashburn Place)	<p><b>Support</b> – The slower speed limits make streets more pleasant to live on. Reducing pollution and noise, and making it safer for residents and children to walk in the area.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(168) Local resident, (Didcot, Diamond drive)	<p><b>Support</b> – Makes kids safe</p> <p>Travel change: <b>No</b></p>
(169) Local resident, (Didcot, Edwin Road)	<p><b>Support</b> – Safeguard children. Brings old town in line with new. Speeding on the towns longer and straighter residential roads is a growing issue - especially where no speed reduction features are in place like Edwin Road.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(170) Local resident, (Didcot, Hadden hill)	<p><b>Support</b> – I fully support the proposed 20 mph. I additionally add that a proposal should made to also adjust the a4130 hadden hill road to a 30mph due to new housing estates and children walking to school or waiting for buses.</p> <p>Travel change: <b>No</b></p>
(171) Local resident, (Didcot, New Road)	<p><b>Support</b> – Didcot is growing and the traffic is increasing, but drivers drive too fast for what is now an urban area.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(172) Local resident, (Didcot, Oxford crescent)</p>	<p><b>Support</b> – Residential areas should all encourage driving slowly, speed humps on all zebra crossings would be great as well to protect pedestrians</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(173) Local resident, (Didcot, Rookery Court)</p>	<p><b>Support</b> – It is much safer in school areas</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(174) Local resident, (Didcot, Wessex Road)</p>	<p><b>Support</b> – It will make the town safer for pedestrians and cyclists and it will cause no or very minor inconvenience to drivers. Enforcement will be key, make sure you start enforcing speed limits better because many drivers will simply ignore it and continue driving dangerously.</p> <p>Travel change: <b>No</b></p>
<p>(175) Member of public, (Didcot girls school, oxford crescent)</p>	<p><b>Support</b> – safer for children walking to school</p> <p>Travel change: <b>No</b></p>
<p>(176) Local resident, (Didcot GWP, Redwing end)</p>	<p><b>Support</b> – When implemented well, 20 zones are safer and more environmentally friendly. Less aggressive stopping and accelerating is better for the environment. Plus pedestrian and children are safer when crossing the road.</p> <p>Travel change: <b>No</b></p>
<p>(177) Local resident, (East Hagbourne, Blewbury road)</p>	<p><b>Support</b> – To make it safe for pedestrians and cyclists. Especially important to keep kids safe in the area. There are several secondary schools and several primary school in the area. It's long overdue. I'm very surprised to see that the whole of the b4493 (wantage road) is not a proposed 20mph limit. The area outside of the coop petrol station and Sainsbury's local needs to be 20mph as this is a very busy area with many businesses, a pedestrian crossing and many kids from Didcot Girl's school in particular walking to and from school... it is a very dangerous spot. I have</p>

	<p>witnessed several near misses in this area and it's only a matter of time before there is a death. This needs to be a priority.</p> <p>Travel change: <b>No</b></p>
(178) Local resident, (East Hagbourne, St Andrews Crescent)	<p><b>Support</b> – People drive too fast in residential areas</p> <p>Travel change: <b>No</b></p>
(179) Local resident, (East Hendred, Horn Lane)	<p><b>Support</b> – This is a crucial safety improvement to Didcot, it will save lives and reduce the number of serious injuries.</p> <p>Travel change: <b>No</b></p>
(180) Local resident, (Harwell, A417)	<p><b>Support</b> – 20 has got to be the new 30 to save lives</p> <p>Travel change: <b>Other</b> I have to drive but will make sure I drive more slowly</p>
(181) Local resident, (Harwell, High St)	<p><b>Support</b> – There is clear evidence that a reduction in the speed limit in urban areas saves lives, and improves the environment for residents and road users. I fully support the move.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(182) Local resident, (Harwell, Manor Green)	<p><b>Support</b> – Everyone is just safer if the limits are 20, it's a residential area, people shouldn't be getting much above that anyway unless they're driving very unsafely!</p> <p>Travel change: <b>Other</b> No because the main roads are still 30 but if those were dropped to 20 then yes, there would be more scope for cycling.</p>

<p>(183) Local resident, (Harwell, Moreland Road)</p>	<p><b>Support</b> – I am submitting a response, because I believe that there is way too much speeding on the 30mph roads in Didcot and surrounding areas, especially also around the schools. If only one accident can be prevented by implementing 20mph speed limits, that is a valid reason to do so.</p> <p>Travel change: <b>No</b></p>
<p>(184) Local resident, (Harwell, Orchard Way)</p>	<p><b>Support</b> – Myself and my family cycle and walk across Didcot. This will make us feel safer. As a driver too, this will make little difference as I only drive at around 20 anyway on the types of streets included in the proposal.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(185) Local resident, (Harwell, Reading Road)</p>	<p><b>Support</b> – I strongly support this proposal because it will reduce accidents and reduce pollution. Results from other schemes have always demonstrated positive outcomes.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(186) Local resident, (Harwell, Reading Road A417)</p>	<p><b>Support</b> – 20 mph limit is essential for safety and lowering pollution in all built up areas. Early stats from Wales clearly show reduction in accidents, injuries (and lower car insurance).</p> <p>Travel change: <b>No</b></p>
<p>(187) Member of public, (Harwell, Manor Green)</p>	<p><b>Support</b> – Lower vehicle speeds make neighborhoods more pleasant to live in and walk through.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(188) Local Cllr (i.e. Town/Parish/District), (SODC - Didcot, Cow Lane)</p>	<p><b>Support</b> – 20mph speed limits in urban areas are a significant contributor to road safety.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(189) Local resident, (Sutton Courtenay, Milton Road)</p>	<p><b>Support</b> – The areas highlighted to become 20MPH zones are sensible.</p> <p>Travel change: <b>No</b></p>
<p>(190) Member of public, (Sutton Courtenay, Tyrrells Way)</p>	<p><b>Support</b> – Safety for all</p> <p>Travel change: <b>No</b></p>
<p>(191) Local resident, (Upton, High Street)</p>	<p><b>Support</b> – Driving standards have fallen in the UK, especially in urban areas. With an increase in people walking/cycling (and maybe in the future, scooting), safety needs to be addressed. Any new limit also needs to be enforced, as there are clearly a substantial minority of people who still believe that they are special and that the rules do not apply to them.</p> <p>Travel change: <b>Other</b> Depends what happens to eScooter legislation. When this becomes legal on public roads with a personal scooter then I fully expect to do this.</p>
<p>(192) Local group/organisation, (Walk-Ride-Didcot, a newly formed active travel group)</p>	<p><b>Support</b> – I support the 20mph speed limits. It makes cycling on the carriageway and, as a pedestrian crossing the road, safer and easier. Built-up environments are more attractive, with slower traffic, encouraging more people to work or cycle. This proposal is in line the County Council's policy of increasing active travel levels. There is no inconvenience caused to motorised traffic and may well cause the traffic to flow better.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(193) Local resident, (Wallingford, Sovereign Place)</p>	<p><b>Support</b> – 1. Improved Safety</p> <ul style="list-style-type: none"> <li>• Fewer and Less Severe Accidents: Lower speeds reduce the likelihood and severity of accidents. Studies show that a pedestrian hit at 20mph has a 1 in 10 chance of being killed, compared to a 1 in 5 chance at 30mph.</li> <li>• Better Reaction Times: Drivers have more time to react to unexpected situations at lower speeds.</li> </ul> <p>2. Encourages Active Travel</p>

	<ul style="list-style-type: none"> <li>• Walking and Cycling: A safer environment encourages more people to walk or cycle, which can reduce congestion and emissions.</li> <li>• Health Benefits: More walking and cycling promotes physical activity, reducing health risks like obesity and heart disease.</li> </ul> <p>3. Reduced Traffic Noise</p> <ul style="list-style-type: none"> <li>• Lower speeds generate less noise from engines and tyres, contributing to a quieter, more pleasant environment.</li> </ul> <p>4. Environmental Impact</p> <ul style="list-style-type: none"> <li>• Lower Emissions: Vehicles driving at 20mph emit fewer harmful pollutants because of smoother driving patterns, which improves air quality.</li> <li>• Better for Climate: Encouraging active travel alongside lower speeds helps reduce carbon footprints.</li> </ul> <p>5. Enhanced Community Feel</p> <ul style="list-style-type: none"> <li>• Improves Livability: Slower traffic makes streets more inviting for social interaction and businesses.</li> <li>• Child and Elderly Safety: Safer roads make towns more accessible and inclusive for vulnerable populations.</li> </ul> <p>6. Economic Benefits</p> <ul style="list-style-type: none"> <li>• Supports Local Businesses: A calmer, more pedestrian-friendly town encourages people to spend more time and money in local shops.</li> <li>• Lower Healthcare Costs: Reduced injuries and improved public health can lead to savings in healthcare.</li> </ul> <p>Although some drivers may initially find 20mph limits frustrating, the long-term benefits for the whole community often outweigh these concerns. Many towns and cities that have adopted 20mph limits report positive outcomes, including fewer accidents and increased public satisfaction.</p> <p>Travel change: <b>No</b></p>
(194) Member of public, (Wantage, Humphries Green)	<p><b>Support</b> – Slower vehicles are less of a danger to cyclists and pedestrians and to the drivers themselves.</p> <p>Travel change: <b>No</b></p>