

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – My previous response to informal consultation on these schemes remains relevant and I remain unconvinced by the statement ‘As part of the Councils ‘Vision Zero’ strategy of a safe system approach to reducing fatal and severe injuries to road users, the Council proposes to reduce vehicle speeds to safer levels for pedestrians, cyclists, equestrians, motorcyclists, and all other motorists’. Reducing the speed limit using sign only will NOT achieve what is desired . This has become evident during the 20 mph project.</p> <p>Speed Limits should not be used to attempt to solve the problem of isolated hazards.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement</p> <p>Compliance with new 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.. 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 . My question for you as Highway Authority is how will you achieve the necessary compliance in accordance with your Statement of Reason?</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p>

	<p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No accurate data provided in support of these measures) • road environment <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. These measures should enable traffic authorities to deliver speed limits and as importantly ,actual vehicle speeds that are safe and appropriate for the road and its surroundings .The measures should also help drivers to be more readily aware of the road environment and to drive at an appropriate speed at all times.</p> <p>I would add the document supplied on the 23rd May 2025 although showing Collision history it did not contain any accurate speed information.</p> <p>Once again I feel that the underlying principles shown in Circular Roads 1/2013 have been missed.</p>
(e2) Managing Director, (Thames Travel)	<p>Object – we are registering a strong objection, but have suggested some possible solutions which if implemented, would potentially enable us to remove this objection.</p> <p><i>[see Annex 12 below for full response]</i></p>
(e3) County Cllr, (Benson & Crowmarsh division)	<p>Concerns – At the moment the feeling locally is that speeding is rife down the A4074. We can hear it and witness it daily in our villages. Whilst I think that the suggestions are good ones, they will have no merit unless they are policed / enforced. What are the plans for this? It may be in one of the documents but having scanned through most I have not found any mention.</p>

(e4) Kidmore End Parish Council	<p>Support – The Council considered the proposals at its meeting last week. I am instructed to advise you that the Council welcomes and wholeheartedly supports the proposals as they affect this Parish, as set out in the draft Oxfordshire County Council (A4074 Ipsden to Mapledurham) (Speed Limits) Order 20**.</p>
(e5) Berinsfield Parish Council	<p>Object – The Parish Council considered the proposals as set out in your email and on the portal and have asked me to submit the following response.</p> <p>“Berinsfield Parish Council are in not in support of reducing the speed limits any further. The speed limit through Berinsfield along the A4074 is currently 40 and that is a safe limit. The section beyond Berinsfield to Oxford are less densely populated and are the main employment hubs. We feel the potential additional travel time means that any proposals to reduce this speed limit cannot be supported.”</p>
(e6) Dorchester-on-Thames Parish Council	<p>Support – On behalf of Dorchester Parish Council:</p> <ul style="list-style-type: none"> • The Parish Council and our resident traffic working group welcome the proposal to introduce a 50mph speed limit for the A4074 in general and specifically in relation to the area listed as section C, from the Berinsfield roundabout to Shillingford • As the Vision Zero team are aware from our correspondence over the past few months, the residents of Dorchester identified excessive speed and the resultant accidents, death and serious injury and also the related traffic noise on that section of road as their number 1 priority in our Dorchester 2030 survey which was undertaken in 2023 • Whilst not part of this formal consultation we are clear that the OCC proposal to reorganise the road markings on that specific section of road to discourage dangerous overtaking is a vital parallel initiative to seriously tackle the excessive speeds and their consequences. We welcome the intent from OCC to undertake this re-marking in 2025 • Lastly, but importantly, our parish council and residents are clear that Thames Valley Police must take action to enforce action to enforce the new limits in light of the shocking excess speeds (often over 90mph) we saw in the survey undertaken recently by OCC. We are concerned and frustrated that TVP, despite communications we have initiated on a number of occasions, do not have a clear action plan that they have shared with local representatives such as ourselves so we can help our residents understand that reasonable action is being taken in response to their concerns.

(e7) Warborough Parish Council	<p>Object – Warborough Parish Council find the approach of OCC farcical both to this "consultation" and to speed limits and speeding in general on the A4074.</p> <p>We have asked repeatedly, since this topic was mooted, for the evidence you have gathered indicating the problem you believe that exists and how your proposed action can be demonstrated to be appropriate solution. None has been forthcoming. So we are being asked to give nothing more than our opinions without any ability to scrutinise your working. No doubt this is intentional, because your working is unlikely to make any sense.</p> <p>If you were to ask any of our residents (and I imagine this is true for any village within 3 miles of the A4074 in our area), what the speed issue is on that road they would echo our thoughts as below:</p> <p>We are plagued by larcenous high speed motorbike riding with (often intentionally mechanically augmented) associated horrific noise pollution. This happens occasionally through the week and then is concentrated into several hours of misery all day Sunday and Monday nights. The speeds are regularly clearly in excess of 100mph as bike race each other to show off their engine power. The exhausts can be heard for miles around. It is, one would think needless to say, exceptionally dangerous.</p> <p>They congregate at the H Cafe in their dozens, "burning" in either direction up and down the A4074. Despite concerted efforts to involve the police over the best part of a decade, it is clear they have no interest whatsoever in policing this, possibly because the police bikers are in essence part of the same community.</p> <p>These people are the problem, and rather than trying to catch people accelerating 50m early coming out of Shillingford just before the 30 mph limit changes to a 40 mph limit (this is a regular police monitoring stop) we have not once seen the police speeding van trying to catch wanton criminality on Sunday and Monday when it is predictably present and which we have reported on so many occasions. We have engaged with OCC and TVP as a council and as a community grouping of several parish councils. It is clear this is of no interest at all to either of you.</p> <p>Reducing the speed of law-abiding road users (who already pay attention to speed limits) does nothing to those who are already happy to drive at 100mph or more. Law-abiding road users already have to deal with your unbelievably inept roadwork "plan" which means you would be lucky to get to Oxford in under an hour at the best of time anyway. What justification is there, on what are broadly good, straight, well-marked, national speed limit style roads with good visibility for reducing to 50 mph? Why not 40 mph? Or 5 mph? Or banning cars altogether?</p>

	<p>The accidents evident on these roads are motorbike accidents, caused by those ignoring whatever limit you impose, or errors of judgement at roundabouts. They are not caused by sensible drivers doing 60 mph. Someone happy to do 100mph in a 60mph zone wants to do 100mph. They won't slow to 90mph if you make it a 50mph zone.</p> <p>We challenge you to prove that otherwise. Nor is "because slower is safer" in any way a proper answer, failing as it does to understand the reductio ad absurdum argument alluded to above. There is no speed limit all the way down to zero mph where your argument cannot be proven to be "true" (given your sole premise) whilst producing an absurd policy of a zero mph limit. This demonstrates you have failed to include relevant criteria in decision-making like the requirement to use cars, the efficiency of road travel, productivity versus travel time and the like.</p> <p>So, we object strongly to your proposal, ignoring as it does the actual speeding problem and "solving" something which isn't a problem, at the same time as refusing to provide any information other than your "solution" to enable constructive criticism, presumably to avoid the above being made clear.</p> <p>Do better with our taxes.</p>
(e8) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – We support all of these speed changes, but would like to suggest some slight extensions, largely to improve the effects of noise abatement.</p> <p>The public health gains from reduced noise with lower speeds, while harder to measure, are probably as significant as the gains from road danger reduction.</p> <p>With Oxford's Eastern Bypass (A4142), we suggest extending the 40mph limits 200 metres further to the west, to cover the whole area where housing in Rose Hill adjoins the ring road. And it may be out of scope for this scheme, but given the housing going in at Redbridge Paddock, and the collision history, we feel the Kennington Roundabout should be changed to 40mph, if not 30mph.</p> <p>At Berinsfield, the 40mph section should be extended northwards by perhaps 150 metres, to reduce the effects of noise carrying over the fields to the homes along the northern edge of Berinsfield. And at Wallingford, the stretch of Nosworthy Way past the new housing on Halifax Rd should be reduced to 40mph.</p> <p>More generally, we feel noise pollution is a hugely neglected problem. We would like to see an officer working on it: suggesting modifications to schemes brought forward for other reasons, ensuring road noise is taken into account in</p>

	<p>scheme prioritisation, making sure the location and layout of new housing developments addresses noise concerns, and so forth.</p> <p>The DEFRA "Noise and Air Quality Viewer" only has data from 2017, but is still useful: http://www.extrium.co.uk/noiseviewer.html</p>
(e9) Local resident, (Oxford)	<p>Concerns – I'm responding to two parts of the consultation on this road regarding speed limits on which I have personal experience.</p> <p>1. In Oxford at Heyford Hill. I live nearby here and the traffic noise from the Ringroad is often pretty bad for local residents. The 40mph zone needs to be extended further West as far as the Thames crossing as then it will wrap around the Rose Hill estate and hopefully make it a bit quieter for everyone.</p> <p>To be honest, by the time you do that it might as well be 40 until the Kennington roundabout as there is so much lane switching going on by drivers at that point that it would be a lot safer at a lower 40mph speed.</p> <p>2. In Nuneham Courtney. I had regularly cycled from Rose Hill to Harcourt Arboretum once a week for 6 months and found the crossing from the Marsh Balden road to the entrance/exit to the arboretum car park exceedingly dangerous. There are a great many people visiting the attraction by car using the entrance and the exit where the speed is the national speed limit.</p> <p>Reducing the speed to 50mph here is certainly better, but what would be much better would be to extend the 20mph village speed limit so that it covers both the entrance and exit to the arboretum before then going up to 50mph proposed. This would make it a good deal more comfortable for anyone wishing to cycle there and also much safer for all the visitors by car trying to get in and out of the attraction. This would be much more aligned with Vision Zero, not just for drivers but also for people cycling, walking or using the bus and needing to cross the road.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Wallingford, McMullan close)	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – No opinion/objection Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Reducing the speed here will cause more traffic backlogs, increasing frustration driving (when public transport alternatives are not good enough) and may cause an increase in aggressive driving endangering journeys for those of us who have to commute in these areas - please stop making travelling around Oxfordshire harder!</p>
(o2) Local resident, (Cholsey, Honey lane)	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection </div> </div> <p>The road is single carriageway most of the way along this road. This proposal will lengthen journeys on a road where traffic is already a problem. The recent changes to certain parts of this road already slow traffic and cause long back ups, this in turn frustrates everyone and also causes more pollution due to people being in running cars longer than they would normally.</p> <p>Who ever proposes these changes obviously doesn't look at the bigger picture and definitely doesn't use the roads they are changing.</p> <p>Most of this road is in countryside and the parts with houses and pedestrians are already within 20/30 mph limits. This is a waste of tax payers money!</p>

<p>(o3) Local resident, (Caversham, Star Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – No opinion/objection Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I do not believe the reductions are necessary and I do not think speed reductions will improve accident rates in those areas. The issues are the state of poor repair of the roads - numerous dangerous potholes being the main problem. The other factor, in my opinion, is poor driving - lower speed restrictions would have negligible impact on drivers not knowing when and how to safely overtake. These are country roads with minimal residential stretches.</p>
<p>(o4) Local resident, (Wallingford, High Street)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – No opinion/objection Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>By reducing the speed on these roads this irritation and frustration to all road users, delays in moving around the county. And inefficient use of motor vehicles. Reducing the speed will not make traveling safer. Modern cars are the safest they have ever been to pedestrians and occupants. You can never make any travel 100% safe. Filling in the pot holes and looking after the road surfaces would be a better use of time and finances and reduce accidents.</p>
<p>(o5) Local resident, (wallingford, hithercroft)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object </div> </div>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – No opinion/objection</p> <p>the road works just fine. lowering the speed limit on this road will slow the route and encourage people to go on more direct yet less suitable roads which are part of the quiet roads network.</p> <p>cyclists don't much use the A4074 anyway (i speak as a cyclist on this route) due to volume of traffic and size of vehicles and the large distances involved. pushing vehicles off these roads will make the smaller roads less attractive to cyclists.</p> <p>i run a business in southern oxfordshire and it is important to me that my staff and people at other businesses get to their destinations in a timely manner.</p>
(o6) Local resident, (Ipsden, Braziers Lane)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Partially support</p> <p>Cane End to Caversham – No opinion/objection</p> <p>Lower speed limits serves to lengthen journey times when traffic is light. The B471 into Woodcote is the one place where I feel a lower speed limit would improve safety</p>
(o7) Local resident, (Woodcote, Goring)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>National speed limit is sensible</p>

<p>(o8) Local resident, (Crays Pond, Garton End)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Will increase my commute time to Oxford hospitals which is already increasing due to traffic and roadworks. Feel it's more unsafe to keep changing the speed limits along the road. Will encourage more overtaking which will cause more accidents.</p>
<p>(o9) Local resident, (Woodcote, Grimmer Way)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>There are already a lot of the A4074 that is currently 20/30/40 or 50 mph with few sections actually being national speed limit. There is no need to do anything on these sections. It would be better to put a roundabout/double roundabout at the main Woodcote/Checkendon exit (Reading Road/Main Street) which would naturally slow traffic down on this section. There are no national speed limit sections from Cane End all the way into Reading so there's no need to do anything for this stretch of the A4074. To think about reducing these further because of the minority that already ignore the speed limits is madness.</p>
<p>(o10) Local resident, (Woodcote, South Stoke Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object </div> </div>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>There will continue to be people speeding through these sections and by increasing the overspeed of these drivers will only serve to increase the collision speed in the event of collisions</p>
<p>(o11) Local resident, (Woodcote, Goring road)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>40mph is for partially built up areas, these areas have already been reduced to 40mph in Oxfordshire. There is no reason to reduce the speed of a wide, safe roads going through fields. What would make the council more revenue and provide safety is speed cameras. Reducing speed increases journey time, increasing pollution and traffic. This is NOT a resolution</p>
<p>(o12) Local resident, (Woodcote, Beech lane)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>Roads are big wide open roads. All these slower speed limits as cars are getting better and better at stopping is so frustrating. Spending more on educating drivers and people being less aggressive on the road would be smarter! Can't stand all these 20mph limits also. Outside schools and really tight roads fair enough but most are ridiculous, 20mph is so slow. 50mph instead of 60 not so bad but making them 40 is way too much.</p>

<p>(o13) Local resident, (Woodcote, Woodcote)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Objecting. The road is wide and safe enough to travel 60mph. Lorries use this route everyday. Would simply slow and congest traffic as cars wouldn't be able to overtake as speed limit prevents. Also I believe you should look at single track lane speeds rather than open roads. You can travel 60mph on a single lane but you query doing 60 on an open wide road? Strange don't you think?</p>
<p>(o14) Local resident, (Woodcote, Goring road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Slower roads isnt the solution to dumb drivers</p>
<p>(o15) Local resident, (Woodcote, Whitehouse)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	There is no need to impose these low speed restrictions. People just need to drive carefully and be aware of their surroundings and other cars.	
(o16) Local resident, (Woodcote, Walker Close)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	I think the speed limits are fine the way they are and are reduced already in the right area along the whole stretch of road	
(o17) Local resident, (Goring, Valley close)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	I feel it's not needed people need to learn how to drive better the speed is not the problem	
(o18) Local resident, (Woodcote, Whitehouse)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object

	There's no need to lower down the speed limit! People will drive faster just to break the rules!	
(o19) Local resident, (Woodcote, West Chiltern)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>There is no need for these reductions. There is poor evidence decreasing speed limits will decrease incidents; evidence thus far stated has focused on collision speeds rather than the posted limits, and it should be obvious that most collision speeds will be well below posted limits as people slow to avoid the issue. We are risking a situation further developing where Oxfordshire is known for having limits 10-20mph below the intended speed of the road. This simply creates a situation where drivers no longer respect speed limits, and generates greater speed differences and frustrations as increasing numbers try to overtake the few that will stay below the limits - this is more dangerous, and is something we must work to avoid.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o20) As a business, (South Stokr, B4009)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>This road has exceptionally high levels of traffic. It is already heavily congested at busy times. Slowing down the speed will only add this congestion and make travelling times even longer than they already are running a mobile business which uses the the A4074 multiple times a day I can only feel these speed limits or reduce the efficiency of the road and also myself to serve my customers.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

<p>(o21) Local resident, (Woodcote, West Chitetrn)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I believe that the current limits are adequate.</p>
<p>(o22) Local resident, (Woodcote, Hagbourne close)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The 60mph and the 50mph speed limits are fine. The roads are all free flowing and safe. The real danger to the roads are the potholes that you OCC do not repair. The 20mph speed limits across the county has done nothing but cause frustration, delay busses, make life harder for residents. The speed limit are already ignored by everyone. Focus the resources on the state of the roads before trying to cover it up by reducing speeds.</p>
<p>(o23) Local resident, (Woodcote, Behoes Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	<p>Where does this stop? 30mph? 20mph? 10mph? There has to be a reasonable balance between ability to travel and risk. Otherwise we should ask all cars to have a man with a red flag in front of them. It's easy to equate reduced speed with less accidents but that is simplistic. We need better driver education and awareness. I have followed many drivers at 50 mph who are less attentive and have questionable driving awareness. This road is perfectly safe at NSL, as it was for many years, if drivers apply the basic skills of driving. How about you implement a programme of driver education and policing of bad drivers?</p>	
(o24) Local resident, (Woodcote, N/A)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>What a ridiculous proposal. Cars continue to get safer and safer, so speed limits should be raised to allow people to get on with their lives. The 20mph speed limits in villages are a waste of life also, we shouldn't keep penalising the motorist.</p>
(o25) Local resident, (Woodcote, Grimmer Way)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>The existing speed limits are entirely suitable, but not enforced. If you introduce these unnecessary limits some people will obey them and others will ignore them making accidents more likely not less so.</p>
(o26) Local resident, (Goring, B4009)	at Oxford (Heyford Hill) – Object	at Wallingford (Bypass road) – Object

	<p>Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>These are all largely open wide roads with open corners and well marked junctions and roundabouts already. It is an utterly pointless waste of taxpayers money to consider this. Why not actually improve the road surface instead? This will simply increase journey times and create frustration and hence accidents due to motorists not knowing if limits are 40, 50 or 60. Please leave it alone and spend the money on resurfacing</p>	<p>Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o27) Local resident, (Benson, Bonners mead.)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Thos is absolutely ridiculous. You have already increased the traffic onthe roads with this ridiculous 20mph speed limit. There are too many cars on the roads. Maybe you should consider making more roads to ease congestion and fixing the roads we already have instead of wasting our tax payers money. It's absolutely disgusting that we pay all this money to be able to drive on the roads yet 3rd world country's aboard have better roads than we do. Bloody joke.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o28) Local resident, (South Stoke, A4075)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	Objection - only dangerous turning is into Woodcote opposite Checkendon where it could be 50 - Road markings could be clearer there	
(o29) Local resident, (Woodcote, Croft way)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>I use this road every day, it already has many speed limits on it at the most dangerous areas. It does not need further restrictions on a wide and safe A road with good visibility. It will add to commuting time without enhancing safety.</p>
(o30) Local resident, (Crowmarsh Gifford, Park view)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>This is so ridiculous. You asked us members of the public to vote on changes before. Around Wallingford area. Most voted against it, yet you still changed it wasting all the money that should have gone in to fixing the roads. No one sticks to the new speed limits. Not even the police. I have followed many police cars still doing 30. Even older residents are still doing 30. Stop wasting our money on this and fix the traffic issues on the road by creating more roads and fixing our roads. The fact is your only asking for us to have our say and you will not listen to us anyway. It's a joke. Wasting money as per usual. FIX THE ROADS.</p>
(o31) Local resident, (Stoke Row, .)	at Oxford (Heyford Hill) – Object	at Wallingford (Bypass road) – Object

	<p>Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>I believe lowering the speed limit takes away common sense ..makes people drive like robots with lack of concentration and will increase road rage events..In my opinion (and what I've seen since the 20 zones have been introduced) make the roads much more dangerous</p>	<p>Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o32) Local resident, (oxford, bypass)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>these roads are not speeding hotspots</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o33) Local resident, (Woodcote, South Stoke road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Waste of valuable money in changing the speed limit when there are rarely accidents. A road is made for vehicles so shouldn't have to consider horses or bikes when making speed limits. Busy road will just create more delays unnecessarily.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

<p>(o34) Local resident, (Goring, Cleeve road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>These limit reductions are ridiculous. They cause unwarranted delays for commercial operations, and personal trips. It's 2025, cars are safer than ever before. The only way to get rid of accidents would be to ban driving altogether.</p>
<p>(o35) Local resident, (Oxford, Oliver)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The A4074 is a fairly major road from Oxford to Reading and needs to move along it a a reasonable speed. The current speed limits seen quite adequate to me and it seems the Transport department exists only to introduce instructions and restrictions to private transport.</p>
<p>(o36) Local resident, (Oxford, Rose Hill)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	<p>You've already got reduced speed limits on parts of this road and that's enough. During 'rush' hours, it's difficult to get up to the maximum speed allowed, and there appear to be few accidents and I've been driving this route for many years. You aren't going to reduce the number of cars on the road significantly and you'd be better off sorting out the potholes, etc. People drive this route for many reasons and your buses don't run frequently enough or to the right places to replace vehicles.</p>	
(o37) Local resident, (didcot, yealm close)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>object to the whole project, another useless hairbrained scheme by the lib dems that nobody wants and needs. stop wasting OUR taxpayers money on YOUR vanity projects.</p>
(o38) Local resident, (Didcot, Foudry close)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>These reductions are totally unnecessary. modern vehicles, tyres, brake systems, safety systems mean that driving is safer than ever before. When combined with a correctly maintained carriageway and signage the se roads in tandem with the drivers and vehicles will return very high safety levels</p>
(o39) Local resident, (Woodcote, Woodcote Swimming Club)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object</p>

	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Low speeds should be in dangerous or high risk area, outside schools of villages.. not on main open clear roads..</p>	<p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o40) Local resident, (Wallingford, N/A)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Zero injuries / fatalities is a totally unrealistic goal. Risk is everywhere, this is understood and managed by most reasonable people. This proposal (incorrectly stated as a presumption) is unnecessary. Better passive safely improvements are welcome across the country - but this ignores far greater issues across the county's roads which require more urgent spending.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o41) Local resident, (Wallingford, Allnat Ave)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>It's fine as an NSL - why make unnecessary changes which will cause delays for thousands of users. Build a third bridge over the Thames if you've a desire to make a real change.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

<p>(o42) Member of public, (Oxford, Lytton Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The speed limits on these roads is fine currently, the problems come in that some drivers do not respect the limits currently in place. There is virtually no enforcement of the existing limits. Slowing traffic down will probably lead to those same drivers not following the restrictions.</p>
<p>(o43) Local resident, (Wallingford, The Street)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I am writing in response to the public consultation regarding the proposed reduction in the speed limit on the A4074 Oxford to Caversham. I wish to register my objection to this proposal, for the following reasons:</p> <p>Lack of Evident Justification The proposal does not appear to be supported by a clear or compelling rationale. There has been no indication of new hazards, infrastructure changes, or environmental pressures that would warrant a change to the current speed limit. In the absence of such justification, the proposed reduction seems unnecessary.</p> <p>Unnecessary Impact on Journey Times This road serves as a key route for many road users, including commuters, local businesses, and delivery vehicles. Reducing the speed limit would result in longer journey times, which could have knock-on effects on productivity, travel efficiency, and access to essential services.</p> <p>Risk of Driver Frustration and Reduced Compliance</p>

	<p>Imposing a lower speed limit on a road that drivers perceive to be safe and suitable for higher speeds may lead to widespread frustration and a decline in compliance. This can result in unsafe behaviours such as tailgating or overtaking, ultimately compromising road safety.</p> <p>Uncertain Environmental Benefit</p> <p>While reduced speed limits are sometimes introduced on environmental grounds, vehicles tend to operate most efficiently at moderate speeds. A lower limit may actually increase fuel consumption and emissions, particularly for larger vehicles and diesel engines, undermining environmental objectives.</p> <p>Enforcement and Administrative Burden</p> <p>Implementing a new speed limit entails financial and administrative costs, including signage, enforcement mechanisms, and public communication. If the proposed change does not address a specific or pressing issue, this allocation of public funds is difficult to justify.</p> <p>Potential for Traffic Displacement</p> <p>Drivers seeking to avoid slower travel times may divert onto alternative routes that are less suitable for high volumes or fast-moving traffic. This displacement could lead to increased congestion, noise, and safety risks in residential or rural areas.</p> <p>Concerns Over Policy Transparency and Public Trust</p> <p>Transport policy should be evidence-based and clearly communicated. Imposing a new speed limit without demonstrable benefit risks undermining public confidence in the decision-making process and could lead to scepticism towards future safety or infrastructure initiatives.</p> <p>In light of the above, I urge the relevant authority to reconsider the proposed speed limit reduction. A decision of this nature should be supported by strong, transparent evidence that clearly demonstrates a tangible benefit to road users and the wider community.</p> <p>Yours faithfully,</p>	
(o44) Local resident, (South Stoke, Ferry Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	As someone who relies on the 4074 for journeys into Reading and Oxford, these speed restrictions will introduce unnecessary extra delays to routes which are already filled with 20mph and 30mph zones. Journeys in Oxfordshire are slow enough already, they do not need to be made worse.	
(o45) Local resident, (Caversham, '-')	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
(o46) Local resident, (Woodcote, Croft Way)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object

Where is the evidence to support the proposed changes? The A4074 is a slow road in a number of places, either from existing speed limitations below NSL, or from bends with long sections where overtaking is impossible and /or difficult. Reduced speed limits will provoke frustration, risky overtaking attempts, the potential for more accidents as a result, and more drivers breaking speed limits where they previously wouldn't have.

Some of your proposals are pointless. For example, Exlade Street. Whilst the limit might currently be NSL, driving at over 40mph is impossible and lowering the limit will do nothing except cost the council money in sign production and election costs.

Please don't waste our money on this ill-advised project.

<p>(o47) Local resident, (Woodcote, Lackmore Gdns)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I object because the affected roads are perfectly safe to be driven at 60mph. It does not feel dangerous or unsafe. Poor driving or other factors cause the accidents on these roads. A blanket 33% reduction in the speed limit is lazy and easy but not necessary.</p>
<p>(o48) Local resident, (Woodcote, Oxford to Reading)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The carriageways are wide enough to support the National speed limit of 60 mph. Reducing this will create unnecessary slow moving traffic on major A trunk roads, this lengthening journey times and increasing co2.</p>
<p>(o49) Local resident, (Didcot, Cray Court)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	No need to reduce the speed limit on this road. The traffic is always moving slower than the current speed limit, I drive it daily for work. Money would be better spent improving the road surface.	
(o50) Local resident, (Caversham, Pembroke Place)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	I have been regularly using this route since 1998 and have seen the journey times increase due to both heavier traffic and already implemented reduced limits. I feel the road naturally finds its limits. The money involved in reducing it he limits with all the new signage would be better spent maintaining this section of road and keeping the existing signs both clean and clear of overgrown trees and bushes etc. the increase in journey times I believe is a backwards step to air quality and productivity of the local area.	
(o51) Local resident, (Sonning Common, Kennylands Road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	The roads are safe and open, to reduce the speed would cost money in signage and inconvenience thousands of commuters for the sake of nothing. How people are paid to come up with these ideas is bizarre and a waste of money in itself	
(o52) Member of public, (Reading to Oxford taking in towns and villages along the way as part of	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object

my employment., St Georges Road)	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>Slowing down peoples passage through these areas collectively has an impact on journey times. This means leaving earlier, causing more stress and likelihood of accidents. some of these roads do not permit higher sppedes anyway due to either their shortness or because of twists and turns in the road. I travel around this part of the country daily. I spend more time in a vehicle now than I want to, particularly in Oxfordshire because of ridiculously lower speeds, that despite what the authorities say do not make these roads safer . The quality of the road surface is deplorable because of the quantity of potholes and poor quality repairs. Road signage is disgraceful because of obstructed signs, filthy dirty signs and faded signs. Again Oxfordshire leads in the quality of poor quality roads and signage. This is where taxpayers money should be spent, not on pet projects by a privileged few in local authorities.</p>
(o53) Local resident, (Caversham, Woodcote Way)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The majority of road users are, and always will be, motorists. The A4074 is a major road that links Reading to Oxford and reducing traffic speeds will increase travel time unnecessarily. There are already sufficient road traffic laws in place to guide motorists when facing vulnerable road users and reducing traffic speeds is unnecessary and would greatly inconvenience the majority of road users. I use that road frequently and rarely see cyclists or other vulnerable road users - it isn't a road for recreational use, it is primarily a road for people to use for business, travelling to and from Reading/Oxford or part of that journey. You will hinder the majority of road users if you implement this proposal and add a burden to businesses and commuters.</p>
(o54) Local resident, (Caversham, Geoffreyson Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p>

	<p>Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>There are already lower speed limits on in place</p>	<p>at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o55) Local resident, (Wallingford, St Peter's street)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>We know the council is anti car and has no consideration for people who have no bus service, but this is a waste of money, and a money grab for all the fines. Appears, someone is trying to use up and the budget so they still get it next year. - pointless</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o56) Local resident, (Reading, Henley road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Objecting as the present speed limits are suitable at present for a rural roads, Amy built up area I can understand the need to reduce limits</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o57) Local resident, (Grove, Rooks End)	<p>at Oxford (Heyford Hill) – Object</p>	<p>at Wallingford (Bypass road) – Object</p>

	<p>Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Completely unnecessary. Time and money would be better spent on improving road surfaces and ensure signage is clean and free from surround greenery being overgrown.</p>
(o58) Local resident, (Woodcote, Oakdene)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Unnecessary speed restrictions increase driver frustration and are likely to increase accidents rather than decrease them. There are already speed restrictions where required.</p>
(o59) Member of public, (Reading, Hemdean Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Speed has nothing to do with people's stupidity who can't recognise driving conditions. Having driven this road from the mid 80's, you have already straitened parts of it an removed overtaking areas while already lowering the speed limit in places. Stop pandering to a certain minority.</p>

<p>(o60) Local resident, (Caversham, Henley Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Would increase travel time between oxford and reading too much.</p>
<p>(o61) Local resident, (Caversham, N/A)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>As a local resident I thing the current speed limits work</p>
<p>(o62) Local resident, (Goring, Lockstile Way)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I live in Goring and regularly drive around the Wallingford, Berinsfield area for work. The alterations to the speed limits already implemented have actually made the driving standards on the road worse. People are now tailgating, overtaking dangerously, and in the whole ignoring the new limits (especially the 20s). I saw a survey in Goring that claimed that introducing a 20mph limit was a success because only ~3% of vehicles now exceeded 30mph (yet failing</p>

	<p>to report the percentage exceeding 20mph and thus breaking the law). Reducing the speed limits will not work in reality, it'll just give you "numbers on paper". It won't reflect the anxiety people face because the 'Lorry heading to the A34 doesn't want to do 40mph because it's on the clock". It also makes things more dangerous for the other road users because if you come up to a group of cyclists doing 30, and you can now only overtake at 40, while other cars push you to try and overtake, you'll get people risking it without knowing exactly what speed people coming the other way are doing because people will just ignore the limits. It would be far better to spend the money making the roads safer for everyone by fixing the potholes, improving and cleaning the signage, cutting back hedges in places where it's leaving blind junctions etc. You don't fix the problem by just slowing everyone down and hoping that when people do crash it's slow enough they won't get hurt. You fix the problem by making sure people don't crash in the first place. Your proposals are flawed and will just make things worse in the real world.</p>	
(o63) Local resident, (Caversham, Prefer not to say)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Road can cope with normal national speed limits. Personally feel makes sections of roads coming out of slow sections make drivers go faster. Possibly to make up from snail pace of 20 mph. Feel effect just north of Caversham has made cars slightly faster on approach now along roads as happy to speed up again.</p>
(o64) Local resident, (Gallowstree common, Horsepond road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	Existing speed limits are based on car technology and mechanics from years ago. Most cars now have abs, sensors for speed limits and safety features that surpass cars from yesteryear. Hence why motorway speed limits may soon go up to 80mps.	
(o65) Local resident, (Caversham, Silverthorne Drive)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Traffic flow. The road is fit for 50mph</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o66) Local resident, (Caversham, Caversham Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>There's already so many slow moving traffic as is. Traffic needs to continue moving smoothly. People have places to be.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o67) Local resident, (Woodcote, Croft Way)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	<p>The speed limits are more than adequate for the standard of roads. If you reduce the speed limits it will be impossible for you to police, it will lead to frustration from drivers who are unable to pass causing accidents. The money it'll cost can be better spent elsewhere.</p> <p>The introduction of the blanket 20 mph limit is unpoliced and widely broken. The same will happen if these schemes proceed. A targeted, approach is required for accident black spots which MUST be enforceable.</p>	
(o68) Local resident, (Caversham, Albert Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>People need to be able to move efficiently from place to place.. i have used this road for more than 30 years and dont see a need to mpdufy the existing limits. I suggest that most crashes on the A4074 road are people ignoring the existing speed limits or on drugs etc (you can smell cannabis emitting from o about every 20th car that passes. This should be policed rather than subjecting law abiding citizens with ever more onerous speed limits</p>
(o69) Local resident, (Caversham, Hemdean Hill)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>Don't think it's necessary on one of the major A roads between Reading and Oxford. Fine to just to it at certain junctions where risk is greater (e.g. Deadman's lane), but this is too far.</p>

<p>(o70) Local resident, (Nuffield, Bradley Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The traffic doesn't need to be slowed any further, most of these roads are open and you can see some way ahead so can plan ahead and adjust speed according to the road conditions rather than a blanket reduction. By reducing speed I could see more crashes happening as impatient drivers would become further impatient due to having to drive slower and will inevitably take more risks and risk further drivers on the road.</p>
<p>(o71) Local resident, (Sonning Common, Kidmore Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Speed limits are fine as they are and changes will make no difference to the people who currently speed as they will continue to do so, unless policed and sanctioned appropriately.</p>
<p>(o72) Local resident, (Caversham, Peppard Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	A ridiculous proposition. The road is there to facilitate movement, not impede it.	
(o73) Member of public, (Reading, Rodway)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	This is nothing other than nanny state nonsense rather than tackling the actual problems which are lack of police presence and appalling lack of highways officer action on dangerous stretches of road.	
(o74) Local resident, (Caversham, Oxford street)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	I have to drive to work 5 days a week from caversham to didcot on this road. I don't want things to slow down to increase journey times.	
(o75) Local resident, (Caversham, Picton Way)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object

	National speed limit on an A road with no houses or pedestrian foot paths should always be 60mph.	
(o76) Local resident, (Caversham, Peppard Road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	This road is fine for national speed limit in most parts, I use it regularly and have seen no problems other than occasionally heavy traffic	
(o77) Local resident, (Caversham, Kings Road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	Not a tangible solution and results in congestion of route	
(o78) Local resident, (Caversham, Blaenavon)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object

	<p>The roads are perfectly safe with the current speed limits providing the surface is maintained to an acceptable standard. The current pot holes on the A4074 between Caversham and Cane End are far more dangerous than speed related issues. It would be more beneficial if OCC focused on maintenance rather than a seemingly ideologically driven war on motorists.</p>	
(o79) Local resident, (Reading, Oxford)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>The speed limit is fine as it is I believe. I think the only reason speed limits are reducing is because of the cost to councils of pothole damage to cars. Lower speeds would mean more pollution. There will always be those that break the rules, the vast majority of people stick to them. The Highway Code says to reduce speed in wet conditions which people do. There is no need for money to be spent on this change.</p>
(o80) Local resident, (Cholsey, Hillside)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>As a local resident in Wallingford I use these roads daily in both directions. The problem is not the speed limit, the problem is the road surface, this is what makes the roads dangerous! There are far too many broken road surfaces and pot holes to Caversham, which always take time to be repaired. The WHOLE road needs to be resurfaced, not just patched! The roads are incredibly long, to bring it down to a 40 MPH road would be ludicrous.</p>

<p>(o81) Local resident, (Caversham, Hunters chase)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Perfectly safe as it is. No need to change. Generally most roads have good visibility. I do not wish to drive slower. Modern cars have good safety and braking.</p>
<p>(o82) Local resident, (Sonning Common, Crowsley Way)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I am strongly against any reduction in speed limits in these areas. Please prioritise policing existing speed limits and improving visibility at junctions e.g. mowing grass verges</p>
<p>(o83) Member of public, (Wallingford, Benson Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>This is an absolutely ridiculous proposal. I use a substantial section of this road every single day commuting from Oxford to work in Wallingford and back.</p>

	<p>There are already appropriate speed restrictions below the national speed limit on those sections of this road where that makes any sense (e.g. through Shillingford and Nuneham Courtenay villages) as it is.</p> <p>All the other sections you refer to are wide, high visibility, rural roads where virtually 100% of the usage is motor vehicles - there are NO cyclists, horse riders etc!!</p> <p>This road is often used by slow moving freight or farm vehicles and it is essential to be able to overtake quickly, at speeds higher than you are proposing, in order to keep moving and complete the manoeuvre before something comes the other way. This would be compromised and have a hugely detrimental effect on journey times if unnecessarily low speed limits were introduced.</p> <p>This is a blinkered bit of nonsense which does not in any way reflect the daily reality of using this road, which I know extremely well, nor apply even the slightest modicum of common sense.</p> <p>Oxfordshire County Council is, as ever, so blinded by its loathing of car drivers and desperation to force people out of their cars that you fail to consider any other factors such as the greatest convenience for the greatest number of people, journey times, modern cars and their ability to brake quickly if needed etc.</p> <p>Why don't you focus on the many real problems in Oxfordshire, not least road surfaces, rather than this arrant nonsense?</p>	
(o84) Local resident, (Nuneham Courtenay, main road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>I feel the speed limits are adequate, just better enforcement required</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o85) Local resident, (Sonning Common, Woodlands Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	<p>I object to these proposals. The 'statement of reasons' document gives no specific reasons at all why this should be brought in at any of the locations given. It will cost a considerable amount which would be much better spent repairing the county roads making driving far safer. There are no figures to show why these stretches of roads require reduction of speed limit and no evidence that it could improve accident rate. It is not good enough to say that we will just make everyone drive more slowly to meet some arbitrary 'Vision' objective.</p>	
(o86) Local resident, (Sonning common, pond end road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Stop changing things perfectly fine as it is there will always be accidents caused mainly by idiots no matter what speed limit is in place the 20mph speeds are ridiculous.</p>
(o87) Local resident, (Caversham, Hilltop Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Disappointing that no justification is given in the consultation documents for this change other than general "road safety". No explanation given of why 40mph is chosen in some places and 50mph in others. Why not just make it all 10mph for example? Obviously there is a trade off between traffic speed and safety but no information is provided at all to judge this trade off or if it is reasonable</p>

<p>(o88) Member of public, (Reading, Monks Way)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>It is a main arterial route from Oxford to Reading and the limits should be kept to reflect that. They are already too low in some parts which causes frustration when you then get to a faster section. As there are sections where it is perfectly safe to do 60mph a lower limit will cause more issues. The housing developments that have gone in along the road should have been required to enhance the road, rather than essentially worsen.</p>
<p>(o89) Local resident, (Caversham, Harrogate road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>It's unnecessary to reduce the speed limit on this road. Apart from a short section just north of The Packhorse near Cane End the road is generally straight, wide and has good sight lines. Enforcing a reduced speed limit will result in frustrated drives trying to overtake when it's probably not appropriate and cause more accidents. Why penalise >99% of the reasonable, sensible drives for the sake of a beer tiny minority.</p>
<p>(o90) Local resident, (South Stoke, Wallingford Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object </div> </div>

	Shillingford to Benson – Object Benson to Crowmarsh – Object Increased costs and journey times for minimal incremental benefit. Enforce current speed limits.	Ipsden to Woodcote – Object Cane End to Caversham – Object
(o91) Local resident, (Caversham, Lady Jane Court)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object The existing limits are fine. Any reduction will compromise journey times. I don't believe any of the mentioned locations are KSI accident hot spots.	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
(o92) Local resident, (Whitchurch Hill, Bridle Road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object Please stop slowing us down everywhere we go. It's an utter nonsense. We'll have people walking with flags in front of cars before long. You're responding to a small minority choosing to support this notion. I'm sure no of whom have jobs to get to and children to ferry around. Just leave thing along.	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
(o93) Local resident, (Wallingford, Oxford Road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object

	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>There are already different speed limits on theses roads. Changing them would only put traffics on the road for longer</p>	<p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
<p>(o94) Local resident, (Oxford, Mogridge drive)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>I am writing to formally object to the proposed reduction in the speed limit on the [insert name] dual carriageway near my home. While I fully support efforts to improve road safety, I believe this change is unnecessary and may have unintended negative consequences. This stretch of road is a well-maintained dual carriageway designed for higher-speed traffic flow, and there is no clear evidence to suggest that the current limit poses a disproportionate risk to public safety. Reducing the speed limit could lead to increased journey times, congestion, and driver frustration, potentially creating new hazards rather than resolving existing ones. Moreover, I am concerned about the impact on local residents who rely on efficient travel for work, school, and other commitments. This decision appears to prioritise a precautionary approach without adequate consultation or transparent data to justify the change. I respectfully urge the council to reconsider the proposal, or at the very least, to conduct a thorough impact assessment and engage with local residents to ensure that any changes are evidence-based and proportionate.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
<p>(o95) Local resident, (Oxford, Vicarage close)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p>

	Shillingford to Benson – Object Benson to Crowmarsh – Object	Ipsden to Woodcote – Object Cane End to Caversham – Object
	Proposals are nonsense and driven by political ideology rather than evidence. Nothing we do in Oxford will make any difference to climate change, and electric and autonomous vehicles will make these changes completely obsolete.	
(o96) Local resident, (Abingdon, Alexander Close)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	As a frequent user of these roads I believe these proposals are unnecessary and will adversely reduce journey times. The statement of reasons that this supports a Vision Zero policy is not sufficient as this policy is arbitrary in its nature and hence lacks credibility as it does reference any specific accident data or how these speed limit reductions will improve the situation. This appears to be a policy that lower speeds are just better.	
(o97) Local resident, (Oxford, Cowley)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	It will slow the bus services. The current speed limits are fine.	
(o98) Rather not say, (Oxford, Ford rd)	at Oxford (Heyford Hill) – Object	at Wallingford (Bypass road) – Object

	<p>Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>They are ok as they are</p>	<p>Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o99) Local resident, (Warborough, A329)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Completely fed up with anti car policies and restricting car speeds outside of built up areas. We are already travelling at 20mph through every village and town.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o100) Local resident, (Marsh Baldon, The Croft)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>The road is fine as it is, apart from the section I've highlighted above. There are plenty of areas where the speed limit drops already and traffic itself is a calming measure due to the amount using that role.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

<p>(o101) Member of public, (Haddenham, Thame)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>It was built as a 70mph road and is perfectly sensible to drive at 60mph on the rural sections. All putting a smaller number on the signs will do is to create conflict between road users which will reduce road safety. Also it makes the speed limits look less serious - perhaps like Japan where they have low speed limits everyone will just do 20mph over the whole time. Frankly if anyone tries to do 40mph on the ring road they will be flashed and honked at creating a noise disturbance. It's not really a safe limit when other people do 70 still. Or alternatively Farage will propose abolishing all of this nonsense in 2029 and win a massive majority.</p>
<p>(o102) Local resident, (Littlemore, Mogridge Drive)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Although these proposals are presented as helping Oxfordshire to achieve it's 'Vision Zero' ambition, I cannot see any evidence presented in this consultation as to how a reduction in speed limits would actually achieve this goal. How many accidents have occurred on these roads in the last five years (as an example time period)? Where accidents have occurred, in how many instances was speed within and up to the existing speed limit found to be the main causing factor of the accident? If the speed limits were reduced, is there any data to indicate it would lead to a statistically significant decrease in the number of accidents on these roads where the main causing factor was speed within and up to the speed limit? If speed above the existing speed limit was found to be the main cause of an accident, meaning that the speed limit had been ignored, how would this be any different under these proposals? Apologies if I have missed it, but without this evidence, there is no justification for supporting these proposals.</p>

	<p>On a personal note, I live by the Mogridge Drive junction on A4074, and the most difficult time to get across the road either as a pedestrian or a cyclist is during rush hour, where the cars driving towards the Heyford Hill roundabout can't drive faster than 10-15 mph due to the volume of traffic. It would be preferable to improve the infrastructure surrounding the roads for pedestrians, cyclists, equestrians, etc., rather than reducing speed limits, if there's no evidence that doing so will make any material difference in achieving 'Vision Zero'.</p>	
(o103) Local resident, (Littlemore, Cowley Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Existing speed limits are appropriate</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o104) Local resident, (Wallingford, Reading road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>This road is of good visibility and does not have tight bends. Any rational for changing from national speed limits must be due to the condition of the road. These roads do not meet the requirements and any change could be challenged in court as Altru Virus (beyond the legal powers) The public bus network is already of poor quality from a journey time and this would make it worse.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o105) Local resident, (Sonning Common, Woodlands Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object</p>

	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>The speed limits already in place should ensure that the risk of accidents is minimised as far as is reasonably practicable, if due care and attention is applied by road users. Of course, continually reducing speed limits should, in theory, reduce the number of accidents and their impact. My belief is that new limits will probably not be observed by a large number of people and may increase accidents due to more overtaking occurring. There is also the limitation on the speed of emergency vehicles, which are limited to 50% above the speed limit, thus delaying the emergency services reaching those who need aid as fast as possible. Thus I object to these proposals.</p>	<p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o106) Local resident, (Marsh Baldon, Baldon Lane off the A4074)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>I fully support reducing speed on the approach to and in villages, but these are just long stretches of road often with no or few turn-offs and I don't see any need to reduce speed. This route often moves well, doesn't suffer from regular traffic, and I have never witnessed any accidents in the years I have lived here. I see no reason for change and object to these proposals.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o107) Local resident, (Marsh Baldon, The Green)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	The speed restriction put in place within village boundaries is welcome. However further speed restrictions on roads between villages or key roundabouts / junctions is not necessary and will only cause frustration to drivers using the road.	
(o108) Local resident, (Littlemore, Minchery Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The road has clear, well angled corners and at no point requires a reduction in speed. The roads that run through villages are already appropriately limited to 20 and 30mph and, as this is a major commuting road, a further reduction or limit seems unnecessary and counter productive to the local economy.</p> <p>With regards to cycling and other road users, the parallel and smaller roads that run in the same direction and through villages are perfectly usable with adequate route planning</p>
(o109) Local resident, (Caversham, Church road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>Expensive waste of funds. Not a priority of most residents and member of public.</p> <p>Increased congestion.</p> <p>Limited impact.</p>

<p>(o110) Local resident, (Marsh Baldon, Baldon Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I think the existing speed limits if observed create a safe environment for all road users</p>
<p>(o111) Local resident, (Benson, Hale road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Cars have increased braking and handling systems which are more that effective at the current limits.</p>
<p>(o112) Local resident, (Benson, Puma close)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Leave the limits as they are. Nobody drives at the limits anyway so what's the point in changing them.</p>

<p>(o113) Local resident, (Crowmarsh Gifford, Howbery Farm)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Reducing speeds of the bypasses will cause more traffic and encourage people to use town centres, such as Wallingford, instead as the more direct route will be quicker</p>
<p>(o114) Member of public, (Wallingford, Wantage)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The roads are slow enough as it is. People driving slowly impeads emergency services and makes travel times a lot longer. This is ridiculous idea.</p>
<p>(o115) Local resident, (Wallingford, Gatehouse Crescent)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Would rather spend money on road condition (pothole etc) rather than new speed side.</p>

<p>(o116) Local resident, (Wallingford, Smith Court)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>There are already reductions in particular. The road is slow enough.</p>
<p>(o117) Local resident, (Wallingford, Wantage Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I think that drivers should be allowed to choose the appropriate speed depending on the road conditions and other traffic. Most accidents occur because drivers are already disobeying the existing speed limits and ignoring road conditions. Imposing lower speed limits will have little impact on such drivers. I particularly object to lower speed limits on the Wallingford bypass. If this road is not a quicker option to driving through the town, then more traffic will go through the town increasing pollution and congestion and decrease road safety in the town and in residential roads. The existing 20MPH limits which were imposed on the town despite objections, are largely ignored. Clearly the Council does not listen to local residents or care about their views.</p>
<p>(o118) Local resident, (Caversham, Queens Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object </div> </div>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>There is absolutely no need for the speed restrictions. They are completely unnecessary and will slow journeys down. And having regular changes of speed limits causes confusion, especially if there are few or no repeater signs.</p>
(o119) Local resident, (Benson, Baker Avenue)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>Reducing speed limits on roads which are suitable to travel at 60mph is a ridiculous suggestion. This is yet another reaction by a liberal council to push cars off the roads.</p>
(o120) Local resident, (Kidlington, Poplar close)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>This is too slow and unnecessary, the national speed limit is the right speed for these roads.</p>
(o121) Member of public, (Benson, you don't need to know that)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p>

	<p>Benson to Crowmarsh – Object</p> <p>there is no basis for these changes</p>	<p>Cane End to Caversham – Object</p>
<p>(o122) Member of public, (Didcot, North Bush Furlong)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>This speed restriction is utterly unnecessary and will serve only to bunch slow moving traffic and cause more congestion.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
<p>(o123) Local resident, (Wallingford, Hazel Grove)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Not sure it would make much difference and people may speed more so maybe a camera if it changes?</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
<p>(o124) Local resident, (Wallingford, Highcroft)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	<p>There are already 40 and 50 mph limits in place in hazardous areas, as well as the unnecessary 20 mph through Nuneham Courtenay. Those who drive at excessive speed will continue to do so anyway and this will simply make them frustrated and take dangerous risks. If you want to make this road safer, start by enforcing motorcycle speeding! Flipped up number plates or rear only plates mean they don't get zapped by cameras.</p>	
(o125) Rather not say, (Didcot, Anne's)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Ridiculous waste of time and money. More frustrated drivers on the road if this goes ahead!</p>
(o126) Local resident, (Wallingford, St Johns road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Decreasing the speed limit will encourage more overtaking. 60mph is slow enough when travelling the length of the route. I believe making people drive slower and making them worry about going over 50mph which is incredibly slow when travelling a long distance just making it more dangerous and is a waste of money. The speed limit is already lower in the more dangerous parts of the route so why make it the whole lot? Seems silly.</p>
(o127) Local resident, (Wallingford, St John's Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object</p>

	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Lack of evidence: does accident data show a clear link between the current speed limit and frequent or severe crashes? if not, the reduction is unnecessary. Research on speed reduction is limited and actually specifies there is no clear evidence that the difference has any impact on improved safety. Driver frustration and compliance issues: Arbitrary or excessive speed reductions will lead to driver frustration, increased overtaking, or non-compliance, potentially reducing safety rather than improving it. Cost: what a waste of tax payers money on changing signage and road markings!</p>	<p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o128) Local resident, (Abingdon, Herons walk)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>We are fast becoming a nanny state where nobody can think for themselves. You will always get people speeding with or without signage.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o129) Local resident, (Wallingford, Shillingford Hill)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	<p>There is absolutely no need to reduce the speed limits - people who speed and cause accidents will continue to do so, and all these proposals will do is penalise the sensible driver who drives according to the road and conditions. But I know this opinion will be completely ignored, and you'll just carry on making it impossible to get anywhere in a reasonable amount of time. The only accidents on these roads in the last few years have been caused by people driving in excess of the current speed limits - do you really think changing the limits will have any effect on people that drive like that. A total waste of my money as a tax-payer. Mend the potholes instead if you want to make the roads safer!!</p>	
(o130) Local resident, (Cholsey, Boshers Close)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>I commute along this road from Wallingford to Reading every day and I do not believe lowering the speed limit will reduce the number of serious crashes. The accidents that have occurred are due to dangerous driving, above the current speed limits, and carelessness. I do not believe lowering the limit will have any impact on that driving if these individuals but it will negatively impact the many thousands of drivers that are reliant on this road to commute between Oxford and Reading. Rather than spending money on changing and enforcing lower speed limits, spend the money on improving the condition of the road, which itself is a larger danger to drivers</p>
(o131) Local resident, (Crowmarsh Gifford, Howbery Farm)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	<p>If you change the speed limit the inevitable will happen - road users will not keep to it. There will more drivers trying to overtake causing more accidents. I see it all the time on Berinsfield bypass - where no overtaking is allowed but it happens all the time.</p> <p>It will not work for those reasons</p>	
(o132) Local resident, (Benson, Merryweather)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>I have lived in the area for a number of years and this is the most ridiculous proposal I've seen. The roads on the whole are safe - and those who cause accidents will drive over the speed limit regardless of what it is. Slower limits create congestion which increases pollution.</p>
(o133) Local resident, (Berrick Salome, No road name)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>I do not see any need to reduce speed limits on this major road.</p>
(o134) Local resident, (Wallingford, Brookmead drive)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p>

	<p>Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>There is really no point in changing the speed restrictions, very few accidents occur on this road nowadays and most of the people that drive this road are either commuters or parents taking their children to school. Whilst I am all for lowering limits within a town or village, changing the limits for this road would add a lot more commute time for school goers and corporate workers. To be honest, what would be better would be to add speed camera on this road, as that is the only way you will actually be able to force drivers to slow down. Let's not make one of the main commuter roads for Oxfordshire/Berkshire (not including dual carriage ways, M4 etc etc) go at a snails pace. It is also, unfortunately, not going to stop people from overtaking. It will just end up being a waste of money. Let's focus our tax payer money on fixing the roads (re-painting lines, filling in potholes), rather than printing new shiny signs that are unnecessary.</p>	<p>Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o135) Local resident, (Benson, Brook street)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>No need, will just encourage unnecessary speeding as road users will be frustrated and as such impatient therefore not focussed increasing accidents</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o136) Local resident, (Wallingford, Rowland Close)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	No need to introduce this.	
(o137) Local resident, (Crowmarsh, Not relevant)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>I think the speed limits that are currently in place are adequate for the road use. Slowing the speed down will encourage more dangerous driving by overtaking.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o138) Local resident, (Benson, Argosy road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Speed limits seem appropriate to the overall road conditions as they are,</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o139) Local resident, (Wallingford, Brookmead Drive)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	They are unnecessary, driving at the current speed limits is safe. The issue is people exceeding those speed limits, put resources into enforcing existing limits	
(o140) Local resident, (Benson, Mill Lane)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	This feels like a money making exercise when you will impose speed cameras and/or traffic police to catch people speeding. The speed limits around Oxfordshire are ridiculously low, it is becoming impossible to drive anywhere. This sort of blanket reduction isn't about safety or fatalities.	
(o141) Local resident, (Wallingford, St Georges Road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	The existing speed limits are appropriate for these roads. As a regular user of these roads I don't agree changes will be beneficial to the local community. Slower speeds will unnecessarily increase journey times and the infrastructure changes are an expensive waste of money.	
(o142) Local resident, (Wallingford, Trenchard Close)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object

	<p>Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>It is totally unnecessary. The majority of the time the current speed limits are perfectly safe. All road users have to adapt to the conditions at the time which may involve slowing down. However to presuppose those conditions at all times is illogical. This is unnecessary illiberal overreach under the guise of safety. I have driven these roads many, many times and have never felt unsafe in doing so. These are important connections between cities and reducing speeds unnecessarily hampers these connections, elongating the day for commuters and ultimately will reduce the trade between them. It would make more sense to improve or at least maintain well local major routes, rather than reduce their effectiveness.</p>	<p>Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o143) Local resident, (No, No)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Stop making your citizens live more difficult stop viewing us as an endless cash cow and councils wonder why people dislike them</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o144) Local resident, (Wallingford, Hanover Court)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>The road is dangerous due to bad drivers, not a dangerous road. Lowering the speed limits will cause congestion and increase aggressive driving.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

(o145) Local resident, (Wallingford, High street)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Speed limits are already low enough. Safety is better promoted by more competent driving and not by regulation of speed limits. Imposing speed limits increases journey time and driver frustration, leading to a potential to ignore the limits or to speed up excessively at the end of them</p>
(o146) Local resident, (Drayton, Monk Close)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>I don't see any issue with the current speed limits, and the proposed limits would increase commuting time.</p>
(o147) Local resident, (Goring, Elvendon Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object</p> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object</p>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>Maybe improve the road surface quality first so people don't have to swerve and create a more safe driving environment. Also start managing existing speed limits as just introducing new signs is not helping/ creating more dangerous situations - like with the 20mph introductions - aggression, over taking, etc</p>
(o148) Local resident, (Berinsfield, Chiltern close)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>There is nothing unsafe about the current speed limits on these roads. Accidents are caused by careless driving, and motorbikes / cars speeding and overtaking where not safe. If the roads were policed properly and double white lines introduced on some sections the speed limits are not a problem. Decreasing speed limits will not deter the bad drivers who cause most accidents</p>
(o149) As part of a group/organisation, (Wallingford, Winterbrook)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The speeds proposed are too fast. There are regular serious crashes and major injuries and deaths presently. Around the stretch by CAVI for example. Too fast proposed generally especially 50 for the two Winterbrook roundabouts which is far too fast. The whole bypass system from Slade End to Shillingford should be 30 for all roundabouts and 40 for the roads between.</p>

<p>(o150) Local resident, (Crowmarsh, Wallingford, Nosworthy Way and A4130)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I think the road speeds are safe except for stupid drivers and I don't think lowering the speed limit will stop the stupid drivers.</p> <p>I do think it will slow good peoples commute every day making their time on the roads longer and having to leave earlier especially when it's a long day driving to and from work or take and pick up children from school. There's already slow moving vehicles like tractors and buses which make their roads slower.</p>
<p>(o151) Local resident, (Wallingford, St Mary's Street)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>As a self employed person it's important to me to be able to fit as much work into a day as possible, lowering speed limits while not only frustrating has a negative effect on my ability to earn</p> <p>Quite apart from that I doubt this will have any meaningful effect to slow down those who are already speeding - for example the road from H Cafe to Warborough do you really think the bikers doing in excess of 100mph will do anything different? If anything the speed differential will be greater</p>
<p>(o152) Member of public, (Wallingford, A4130)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object </div> </div>

	Shillingford to Benson – Object Benson to Crowmarsh – Object	Ipsden to Woodcote – Object Cane End to Caversham – Object
	<p>The volume of traffic at any given time self governs the speed which is already either close to those proposed or even lower. There is no need to fix what doesn't need fixing. To use 'speed limit reduction ' as a sole reason for improving road safety is shallow and narrow minded there are other more effective options....ie improving road surface, cutting vegetation and improving visibility to a standard the roads were when first built and then fit for purpose.</p>	
(o153) Local resident, (Dorchester on Thames, Wittenham Lane)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	<p>There's no need to further increase journey times on a safe and well used road</p>	
(o154) Local resident, (Berinsfield, Colwell)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	<p>Take everyone's cars off of them and give them horses!! Won't be able to drive cars anywhere, anymore without having to pay a toll or crawling at 20mph polluting the environment. OCC are anti car!!</p>	
(o155) Local resident, (Dorchester on Thames, Watling lane)	at Oxford (Heyford Hill) – Object	at Wallingford (Bypass road) – Object

	<p>Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>It is absolutely unnecessary. If people drive with care and avoid using their phones, et cetera, there is no reason why we can't drive at the current speed. I find the slower you go the less concentration you have as people get bored and start getting distracted - which goes against the whole point.. I have heard plenty of people say the same thing slow speeds, cause boredom and distraction.</p>	<p>Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o156) Local resident, (Henley-on-Thames, Nicholas Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>These are not accident black spots. The people who cause accidents due to speed are not going to be deterred by lower speed limits. Simply put speed cameras up at accident black spots and enforce laws rather than make the rest of the community suffer.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o157) Local resident, (Warborough, Sinoden View)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>You have not set out the decision criteria being used to justify the proposals. Therefore your consultation is flawed and is strongly indicative that you'll do it regardless of views to the contrary.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	<p>It is Government's policy NOT to introduce lower speed limits. There is no evidence to suggest that the roads are dangerous. There is no evidence to suggest that changing speed limits will reduce accidents or fatalities. There is no enforcement of speed limits so no benefit will be delivered by the proposals. Travelling at lower speeds will increase areas of poor air quality. It will not contribute to Central Government's targets to reduce particulate matter placing OCC in breach of Air Quality Objectives. OCC have failed to maintain the roads to a serviceable standard. Spending money on "nice to do projects" whilst the bare minimum standards are not being met demonstrates poor management and prioritisation. Lower speed limits will allow OCC to reduce the standards required for the existing roads so its also potentially a further degradation of the standards of our roads.</p>	
(o158) Local resident, (CHOLSEY, Westfield Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>All these reduced speed limits clog up traffic and make journeys longer and people get frustrated, overtake and cause accidents.</p>
(o159) Local resident, (Dorchester on Thames, Drayton Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>I believe that modern cars are safer, have better brakes and other driver safety aids and that there is therefore no reason to slow people down.</p>

<p>(o160) Local resident, (Warborough, Thame road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The speed limits in place at present are perfectly ok</p>
<p>(o161) Local resident, (Watlington, Stonor Green)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I am a resident doctor and have had to commute from my home in South Oxfordshire to the John Radcliffe, Churchill, Royal Berkshire, Stoke Mandeville and High Wycombe hospitals over the years, as we have to rotate frequently. Public transport is not an option given the nature of my shifts. While I support speed limits within towns/villages as these places will have predestrians/children walking to school, I would prefer higher speed limits of 60mph to be maintained between towns. Lower speed limits in these areas do increase journey times, and many working people like myself have a very limited time-window in which to make it to work on time after a school breakfast club/nursery drop off for children, and to get back after a working day before after school care/nursery shuts again. Significantly lowering speed limits will make the working lives of many doctors/nurses with children impossible.</p>
<p>(o162) Local resident, (Dorchester on Thames, Abingdon Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object </div> </div>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>This is totally unnecessary and makes the driving conditions worse - both in terms of journey times and safety</p>
<p>(o163) Local resident, (Dorchester on Thames, Watling lane)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>It promotes overtaking in dangerous places. Drivers are looking at speedos rather than the road.</p>
<p>(o164) Local resident, (Berinsfield, Kennet close)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>I do not find the proposal effective.</p>
<p>(o165) Local resident, (Wallingford, Imray place)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	<p>Reducing speed limits is a blunt tool that often fails to deliver meaningful safety or environmental benefits. Most accidents are caused by driver behaviour, not speed alone, and lower limits can lead to poor compliance and inconsistent driving, increasing risk. The economic cost of slower journeys is significant, particularly for businesses and rural communities, while emissions gains are negligible with modern vehicles. Public backlash and reduced respect for traffic law are common, diverting police focus from serious offences. Smarter alternatives—better road design, targeted enforcement, and dynamic speed management—offer far more effective results without the drawbacks of blanket reductions.</p>	
(o166) Local resident, (Wallingford, Habitat Way)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>The current speed limits are acceptable as they are. Continually reducing the speeds is ineffective and dangerous.</p>
(o167) Local resident, (Goring, Icknield Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>I have driven safely on these roads for years now, as have many others. The National speed limit is fine and it's time Oxfordshire Councils stopped acting like nanny's. I'm happy to support 20mph in villages and towns but let the open roads stay as they are.</p>
(o168) Local resident, (Benson, St Helens ave)	at Oxford (Heyford Hill) – Object	at Wallingford (Bypass road) – Object

	<p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Fix the potholes instead of imposing unnecessary restrictions on people's freedoms</p>	<p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o169) Local resident, (Berinsfield, Shadwell Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Keep the traffic moving at the current pace.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o170) Local resident, (Ewelme, Eyres Close)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Oxfordshire council only ever cares about oppressing people and attacking motorists. You let our roads crumble, charge us ridiculous amounts of council tax and then decide to drop the speed limit another 10mph in about forty different places. Absolutely not, we already have 20mph limits that are unnecessary on roads with a pavement on both sides and wide lanes with no parking, you drop 60 roads to 40 because one stupid person decided to drive down it at 90 and wrecked out, beggarsbush hill down to RAF Benson is 30mph for literally no reason whatsoever because after the top of the hill there is no frontages, the road after RAF Benson to Ewelme shouldn't even be a 30 either there's a pavement not a single frontage but you don't care about that you just slap slow speed limits everywhere and tell</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	<p>people they should get public transport when the bus in Ewelme takes you to Wallingford only and turns up once an hour if you're lucky and god forbid you want to get the bus home after a night out. You can't make driving terrible when there's no other option how the hell am I supposed to get anywhere</p> <p>Stop this oppressive madness, Oxfordshire is such a nanny council health & safety gone mad</p> <p>Nobody ever agreed to be born into this silly oppressive model of governing but we weren't given a choice, personally I don't think you have the right to tell anyone what to do. Stop being so oppressive, and go after dangerous drivers instead. Motorists aren't the problem, idiots are.</p>	
(o171) Local resident, (Benson, Horseshoes lane)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>This will incur unnecessary costs. Funds that could be better spent on potholes and road maintenance. It seems that someone on a speed soapbox has a lot of influence, not taking into account public views.</p>
(o172) Local resident, (wallingford, king henry ave)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>haven't you done enough?</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o173) Local resident, (Wallingford, King henry avenue)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p>

	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>The current speed limits are good. The issue is people driving recklessly over those roads above the speed limit. Decreasing the speed limit will not stop these people. It would be better to put speed cameras down that road so this behaviour is reduced.</p>	<p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o174) Local resident, (Wallingford, King Henry Avenue)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Not necessary- will create further travel delays with proposed reductions</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o175) Local resident, (Wallingford, Empress drive)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Ridiculous and fairly pointless. It's not like these sections are inherently unsafe.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o176) Local resident, (Wallingford, King Henry Avenue)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p>

	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>I do not believe there is a need to reduce the speed limit on this road as it is rural and already the limit lowers at key points. A reduced speed limit will not stop speeding motorbikes.</p>	<p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o177) Local resident, (Sonning common, Kidmore lane)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Reducing the speed limit doesn't address the problems of why accidents are occurring. I travel on this road regularly and see the issues are mainly traffic pulling out from junctions when it isn't safe to do so, dangerous overtaking sometimes and regular breaking of the speed limit. In my opinion reducing the speed limit even further will do nothing to address these issues. Enforcement of existing speed limits needs to happen first</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o178) Local resident, (Brightwell-cum-Sotwell, Greenmere)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Just leave things as they are and use the money saved to repair the carriage ways. Since the introduction of lower limits within the area my fuel consumption has increased and journey time increased by an additional 40%</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

<p>(o179) Local resident, (Crowmarsh gifford, The street)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>People who greatly exceed the speed limit will continue to do so, therefore it seems pointless to have these limits</p>
<p>(o180) Member of public, (Mortimer but have a a house in Wallingford., St Mary's Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Reducing the speed will increase the traffic. The road is largely clear and s convenient road.</p>
<p>(o181) Local resident, (Sonning Common, Kidmore Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The majority of traffics is already driving to the conditions, 40 to 50 already common. Cycle lanes, lighting and double white lines for longer stretches would have more impact.</p>

<p>(o182) Local resident, (Warborough, Thame Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Most accidents occur because drivers go above existing speed limits, drive with due care and attention or are driving illegally. Drink, drugs, no license etc. why punish all good law abiding drivers by adding additional time to journeys. It will cause frustration which will likely lead to more problems. Same as these ridiculous 20 mile an hour limits in this county.</p>
<p>(o183) Local resident, (Crowmarsh Gifford, Thamesmead)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>This will make the limited bus routes even slower. It will make going thru wallingford quicker than using the bypass. Why waste limited resources changing something that doesn't need fixing? Spend the money/time and resources on something we actually need in Oxfordshire like doctors surgeries, police officers or care homes. This is a stupid waste of resources .</p>
<p>(o184) Local resident, (Wallingford, Reading Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object </div> </div>

<p>(o187) Local resident, (Cholsey, Papist way)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>There is absolutely no requirement to reduce speed limits on main A roads - in particular a bypass! Designed to or this. The surrounding areas plastered in 20 mph think that's enough</p>
<p>(o188) Local resident, (Cholsey, A4074)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The roads are already limited to an appropriate speed</p>
<p>(o189) Local resident, (Crowmarsh Gifford, Jethro Tull gardens)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The issue of speeding should be addressed with speed cameras and other technology or extra police patrols</p>

<p>(o190) Local resident, (Wallingford, Hithercroft Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Whilst I support useful changes like better cycling provision from Wallingford to other places, slowing traffic like this makes no sense whatsoever.</p>
<p>(o191) Local resident, (Crowmarsh gifford, Mcculloch meadows)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>At this moment in time the bigger issue is the condition of the roads. This is a much bigger safety concern in my opinion. Most people adhere to the speed limit and traffic flows efficiently and safely.Reducing the speed limit will increase drivers to use over taking manoeuvres. The reduction in speed is mirroring the likes of London and we are a rural community. Maybe look at controlling the motor cycle cafe visitors instead of adding annoyance to the local community.</p>
<p>(o192) Local resident, (Wallingford, Brookmead Drive)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	<p>Completely unnecessary, This is clearly a cheap way to try and make the roads safer without attempting to improve the poor infrastructure for cyclists and pedestrians on these routes. This will not change the number of accidents on these roads or make it feel safer for other forms of transport. Try adding a cycle lane somewhere for a change.</p>	
(o193) Local resident, (Wallingford, Sovereign Place)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Reductions in speed limits are unnecessary, they will increase pollution and traffic</p>
(o194) Local resident, (Shillingford, Court drive)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>It will leads to more impatient driver overtaking. Now we try to do the speed limit and its even slower.</p>
(o195) As a business, (Wallingford, Station road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	Road collisions and accidents cannot be reduced to zero, however further impeding the ability of the public to move, work, socialise and experience the country side is guaranteed if these go ahead	
(o196) Local resident, (Wallingford, Habitat way)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>These roads are important for connecting between Red and Oxford. If anything they need to be made larger to cope with the traffic but reducing the speed limit will only cause more hold-ups. You need to have fast roads. It is fine to have 20 mile an hour in some point, but these are arterial roots.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o197) Local resident, (Wallingford, Station Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>There is no need to lower more speed limits</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o198) Local resident, (Cholsey, Cross Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>Drivers are already restricted to low speed limits, there is no need to impose further penalties to drivers. Oxfordshire is already a car unfriendly county.</p>
(o199) Local resident, (Wallingford, Castle street)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The road feels safe to drive at the current speed limit. Driving more slowly will only build congestion at busy times.</p>
(o200) Local resident, (Wallingford, Hanover Court)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The existing speed limits are absolutely fine. Stop wasting public money enforcing inconsistent speed limits that slow the county down in areas where it's not needed. It's ludicrous to propose 40mph on a main road between Oxford and Reading. The current 40mph on the A4130 between Didcot and Wallingford is absolute folly, especially off peak. Stop trying to solve a problem that isn't there and spend the money on fixing our pot holes. And use tarmackers that can actually do the job properly. The recent resurfacing on Reading Road in Winterbrook is already bumpy again. Cheap rubbish.</p>

(o201) Local resident, (Wallingford, Weedon close)	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>There is no need for these proposals, the road is wide open with good visibility.</p>
(o202) Local resident, (Wallingford, Atwell)	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Blatant all out attacks on motorists, punishing them to spend more time on the roads, where people from councils claim is so dangerous, seems rather hypercritical. The vast majority of drivers are more than capable of managing at the existing speed limits. Those drivers who can't, should have restrictions put on them individually, instead of punishing, and blanket imposing speed restrictions on everyone. For incidents involving pedestrians, more road awareness for the pedestrians should be the priority. ROADS ARE DESIGNED FOR VEHICLES TO TRAVEL ON. THIS IS WHERE THEY ARE SUPPOSED TO BE. If you enter into the area where vehicles are supposed to be, you need to make sure it is safe for you to do so, and safe for others too! It is YOUR responsibility.</p>
(o203) Local resident, (Wallingford, Brookmead Drive)	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object </div> </div>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>No pedestrians. Rare crashes. Improve driving tests not road speed limits.</p>
<p>(o204) Local resident, (Wallingford, Market Square)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>Whilst in some conditions it would be inappropriate to drive at the national speed limit, when dry and visibility is good, I see no increased hazard, which would require dropping the posted limit permanently to 50 or 40</p>
<p>(o205) Local resident, (Cholsey, Wallingford)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>I do not feel these restrictions will have any benefit to commuters or residents and will increase any already long journey, driving people out of Oxford, Reading, etc.</p>
<p>(o206) Local resident, (Appleford, Main Street)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>Over legislation, unnecessary, more and more rules.</p>
<p>(o207) Local resident, (Kennington, Kenville Road)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The current speeds are adequate. There is a real lack of evidence that change to the speed limits are needed. Lower speed limits impede business travel and remove eyes from the road when drivers are constantly monitoring speed. It is more important to spend money to fix the roads we have to make them safer.</p>
<p>(o208) Local resident, (Wallingford, Millington road)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>None of the roads locally need the speed limits reducing</p>
<p>(o209) Local resident, (Benson, The Cedars)</p>	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>Current speed limits are fine. Reducing such limits over extended distances in non built up areas will: A) add significant time to journeys B) lead to driver frustration and increased likelihood of dangerous driving and ignoring of the reduced limit!! What next?!! A man with a red flag walking in front of every motor vehicle?!! NO, NO, NO!! ABSURD WOKE MADNESS!!</p>
(o210) Local resident, (Wallingford, Wilding Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The reductions in speed limit are getting ridiculous now. Whilst I support the 20mph speed limit in Wallingford town centre and the roads with housing, having the main road leading from Station Road and onto Wantage Road is ridiculous. There are already speed bumps on this road. Dropping speed limits on straight roads with heavy traffic and relatively safe is ridiculous.</p>
(o211) Local resident, (Wallingford, Hambleden Drive)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>Massive overreaction. Please provide better roads and fill in potholes.</p>

<p>(o212) Local resident, (Wallingford, Old Buildings)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>In my opinion there is little to be gained by reducing these speed limits. These aren't especially dangerous stretches of the road and I am unconvinced that there is sufficient evidence to support reducing the limits.</p>
<p>(o213) Local resident, (Wallingford, Brookmead Drive)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I think the current speed is fine. Lowering the speed limit will only encourage those who don't drive sensibly to overtake and put more people in danger.</p>
<p>(o214) Local resident, (Wallingford, Prefer not to)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>There have been a lot of changes recently to local speed limits. Why are more being proposed ahead of the 2024 causality report being published to determine their impact? Support for reductions would be more likely if fatality data</p>

	<p>was more clearly aligned with the proposed routes and where a direct cause of increased speed has been determined. It seems possible with causation determined as fatalities recorded within 30 days that they are not directly related.</p>	
<p>(o215) Local resident, (I don't think it's relevant, I don't think it's relevant)</p>	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>I am objecting to the proposed 40mph and 50mph speed limits because I believe they are unnecessary and could lead to increased driver frustration, longer journey times, and potentially more risky overtaking. The A4074 is a key route, and reducing speed limits across long stretches may not be justified by accident data or road conditions. In many cases, better road maintenance, clearer signage, or improved lighting would be more effective for safety than blanket speed reductions. These changes may also negatively impact commuters, delivery services, and emergency vehicles. I am concerned this proposal could do more harm than good without strong evidence to support the need for reduced limits.</p>
<p>(o216) Local resident, (Abingdon/Wallingford, Not relevant)</p>	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>If you want people to use the roads less then invest in better public transportation infrastructure. Changing speed limits is not the answer and just creates frustration for drivers and increases reckless overtaking.</p>

<p>(o217) Local resident, (Cholsey, Pound)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Completely pointless exercise and once again penalising safe motorists. Those people who break the current speed limits will continue to do so with any new limits, there are NO funds or resources for enforcement. Furthermore to drop the limits will effectively increase travel time for all users and will ultimately cost care drivers, logistics and other road users more time. This continued anti car policy by OCC and councils within it are driving businesses from the county</p>
<p>(o218) Member of public, (Wallingford, Rowland Close)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Not needed</p>
<p>(o219) Local resident, (Wallingford, Elizabeth Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	<p>From what we have seen to-date, speed is blamed for so much but its driver awareness that's the issue. Cutting the speeds will increase congestion even more. Would prefer to have cameras that check if drivers are on their phone etc. Slow speeds just allow drivers to feel like they can relax, not pay attention, use their phones and I would argue cause more accidents.</p>	
(o220) Local resident, (Oxfordshire, Oxfordshire)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>I object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o221) Local resident, (Moulsford, North)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>The current speed limits seem safe and allow for flow of traffic.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o222) Local resident, (Wallingford, High Street)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	It will make travelling down that road worse, its fine as it is !	
(o223) Local resident, (Wallingford, Goldsmith's Lane)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	Slower speed limits won't stop people driving quickly along those roads, it will result in more people speeding and the traffic bunching up causing more traffic jams.	
(o224) Local resident, (Whitchurch Hill, Goring Heath Road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	The issues on the roads are not caused by the people that obey speed limits, they are caused by the people that drive over the limits or do otherwise dangerous things for example overtaking in inappropriate places, or taking corners too fast. Therefore, reducing the speed limits is only going to slow down the safe drivers and increase the dangerous driving as the people that are causing issues are going to be more impatient and take more risks. I believe that educating people on road safety by explaining the dangers and causes of accidents, would be a much more effective way to reduce dangerous driving.	
(o225) Local resident, (Cholsey, The Forty)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object

	<p>Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>I have no issue with the current limits in place, also that lowering the limits to such an extent would increase traffic volume and travel times would be drastically affected.</p>	<p>at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o226) Local resident, (Wallingford, Station Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Increased congestion and air pollution</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o227) Local resident, (Cholsey, Station Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>These are all main regional roads, for both public and commercial use. Reducing the speed limits increases adds time, cost and frustration to the user. My experience of these roads is it is rare to achieve the current speed limits. If safety is really the concern, police driver behavior, and that is not just speed.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o228) Local resident, (Wallingford, Station Road)	<p>at Oxford (Heyford Hill) – Object</p>	<p>at Wallingford (Bypass road) – Object</p>

	<p>Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>As someone who regularly commutes using this road, I strongly object to the proposal to decrease speed limits to 40/50 mph. Where appropriate, certain parts of this route are already subject to 30 or 40 mph limits. I see no good reason to reduce speed limits further. Congestion along this road can already be challenging, especially at rush hours, and slowing down traffic will only exacerbate this.</p>	<p>Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o229) Local resident, (Wallingford, Radnor Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>As a daily commuter between Wallingford and Reading, these proposals would unnecessarily increase the duration of my daily commute at quieter times (when danger is minimal due to low traffic volumes), while at busy times they would worsen the already considerable congestion on this route that I experience first hand every day, particularly the westbound A4130 (Nosworthy Way) which backs up at least to the Winterbrook roundabouts at peak times. Reducing the speed limit will also lead to a considerable increase in the number of dangerous overtakes by impatient drivers, many of whom will be more likely to disregard the posted speed limit if it is both unenforced and perceived to be unreasonably low. Particular areas of concern are the Golden Balls roundabout between Nuneham Courtenay and Berinsfield, Oxford Road between Berinsfield and Shillingford and Red Lane between Ipsden and Woodcote.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o230) As a business, (Woodcote, Grimer way)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object</p>

	Shillingford to Benson – Object Benson to Crowmarsh – Object Waste of money and not nessary, it seems like punish the worker's extra travel and cause more congestion	Ipsden to Woodcote – Object Cane End to Caversham – Object
(o231) Rather not say, (Oxfordshire, A34)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object Oxfordshire County Council should end the roll out of reduced speed limits and focus on a policy for road use that includes support for logical private car use including reduced journey times to support car use where it boosts the Oxfordshire economy and enables journeys that people need to make using Oxfordshire roads. It is not beneficial to hamper road use by reducing speeds limits in an arbitrary way. The speed limit must be based on a set of logical principles from an agreed policy not just the lowest speed demanded by nimby anti car campaign groups. The speed limits should not be set by local campaign groups or elected politicians who may be over influenced by minority groups. Speed limits should be set by traffic management professionals with significant competence in accident reduction and journey planning for the benefit of the wider economy.	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
(o232) Local resident, (Peppard Common, Gravel Hill Crescent)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object

	While Vision Zero is a wonderful aspiration the poorly considered implementation of spread limits is having an awful effect on the productivity and viability of Oxfordshire. Main arteries have been reduced to 20 mph without proper consultation. What was a sensible commute to work now requires me to spend almost 30% longer on the road every day. This impacts the ability of employers to recruit as it just becomes too difficult. What next? 10 mph zones?	
(o233) Local resident, (Wallingford, St John's road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	Absolutely no reason to force this on people, the majority do not want this.	
(o234) Local resident, (Burcot, Abingdon road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	Over protective and inappropriately low speed limits on roads not in residential areas.	
(o235) Local resident, (Culham Science Centre, Abingdon Road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object

	It will will not improve safety and will increase pollution and congestion as proved everywhere you have already done it	
(o236) Local Cllr (i.e. Town/Parish/District), (Wallingford, High Street)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The present speed limits are already entirely adequate. In certain locations, unnecessarily restrictive. There is NO road safety oundation for these restrictions</p>
(o237) Local resident, (Didcot, Foxcote Crescent)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>No need, current limits are fine and safe</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o238) Local resident, (Wallingford, Borough Avenue)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	<p>As someone whose job is driving almost every day, this is just another namby pamby anti-motorist project wrapped up in an eco-wrapper. There is nothing wrong with the speed limits currently in place. The standard of driving however has deteriorated dramatically. I am appalled by driving at 20mph in the correct places and being regularly overtaken by cars doing 40/50. I don't even agree with some of the 20 zones but I try to obey them. Judging by the people doing 90 plus between Berinsfield and Shillingford it's pointless having any speed limits. 9 times out of 10 it is these idiots who cause accidents and if they kill themselves I have no sympathy but if they kill others it should be a 20 year sentence in jail and a lifetime ban from the road.</p>	
(o239) Local resident, (Didcot, N/A)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>We are tired to the OCC playing god with our free movement.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o240) Local resident, (Crowmarsh, The street)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Totally unnecessary. Ideologically driven garbage.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o241) Member of public, (Didcot, Tweed drive)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object</p>

	<p>Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Unnecessary, will cause increased cost for businesses, increased travel time, higher congestion, higher pollution and fuel consumption. Better to enforce existing national speed limit and prosecute dangerous driving than proposed blanket reductions that will negatively impact everyone using the roads.</p>	<p>at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o242) Local resident, (Wallingford - Risk Surveyor, St George's Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>existing speed limits are adequate. No need to reduce them.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o243) Local resident, (Abingdon, Elizabeth Avenue)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Stick to national speed limits</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o244) Member of public, (Wallingford, Reading road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object</p>

	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>These roads are for cars, not pedestrians. If you want to enable pedestrians provide tunnels, overpasses, better public transportation etc.</p>	<p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o245) Local resident, (Crowmarsh Gifford, Howbery Farm)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>My husband and I have retired and catch buses from Crowmarsh Gifford to both Oxford and Reading. The buses already have difficulty in keeping to their timetables and are often late because of 20 mph in towns, villages and cities. If you reduce the speed limits any more it won't be worth travelling we'll just order everything we want online. If you carry on with these ridiculous reductions, Shopping in centres like Reading and Oxford will continue to be rundown. In fact productivity in businesses, deliveries will continue to fall, in fact what you are doing to ruining the economy of Oxfordshire and follow the way in which the economy of this country is going to the dogs.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o246) Local resident, (Didcot, Meadow Way)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Being national speed limit, it is already limited to 40MPH for commercial vehicles.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

<p>(o247) Local resident, (Didcot, Bure Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Getting to Reading takes long enough as it is. Slowing everyone down because a couple of people can't drive is just backwards.</p>
<p>(o248) Local resident, (Didcot, Park Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Reducing speed limits will not have any effect on dangerous driving on these roads. Better police presence and tougher sentences/ penalties for offenders should be considered. The numbers of people using mobile phones while driving is creeping back up and there seems to be no control this, in favour of blanket reductions of speed limits.</p>
<p>(o249) Local resident, (Wallingford, McMullan clise)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	These are bloody absurd. Speed limits in this county are ridiculous enough without you fucking about and lowering them even more. Piss off.
(o250) Local resident, (Didcot, Park road)	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>These are crucial routes for business and social reasons. Reducing speed limits further in out of town locations and bypasses defeats the purpose of such roads, is unnecessary and represents a poor balance of risk (ridiculously small benefit in severity and likelihood of injury or death) vs benefit (efficiency of travel between and connectedness of otherwise remote communities).</p>
(o251) Local resident, (South Oxfordshire, Elizabeth)	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The last thing we need is more restrictions and slower roads. We live in a society where we need to drive cars to get to work etc. For most of us, it's not optional nor is it a hobby! Please stop punishing us and making life hard for us. We just want to go about our daily lives and feed our families. Lowering the speed limits will only make the roads slower and cause more anti social driving habits. The speed limits are fine as they are. If you're worried about safety, make the roads safer by repairing and maintaining them properly</p>

<p>(o252) Local resident, (Didcot, Nuffield Close)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The current National Speed limits are fine and the 20mph In Nuneham Courtenay is an absolute disaster. Just put an average speed camera both way for the length of thr village at 30mph please</p>
<p>(o253) Local resident, (Didcot, A4074)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Stop lowering the speed of roads it's a joke. These are national roads for a reason. It will add so much time to my journeys for no benefit. Safety will not increase as driving will become inpatient with the speeds because it will be too slow for the road. I'm fed of Oxfordshire lowering speed limits when there is CLEAR public objection!</p>
<p>(o254) Local resident, (Didcot, Sonning Common, Grove Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>There is nothing wrong with the current 60mph limit.</p>

	<p>There was also nothing wrong with the 30mph limits before some of those were needlessly changed to 20mph. Now you have people driving at 15mph, holding up traffic and further congesting the roads. With the huge amount of relentless roadworks over the last 18 months people are being slowed down enough as it is without being stuck behind people who will inevitably do 30mph in a 40mph zone and thus cause even more congestion and traffic build up.</p>	
(o255) Local resident, (Crowmarsh gifford, The street)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>40mphc is too fast for most drivers and cars. 20mph for the whole A4074 should be the best speed limit to stay safe, unless the council does not agree</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o256) Local resident, (Whitchurch Hill, Goring Heath Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>This road is a dangerous road however most of the accidents are caused by people breaking the speed limit. Reducing the speed limit will not slow down the drivers who are already willing to break the law. Also this road could be made safer by replacing/fixing the cateyes as they are hardly visible. Another improvement to this road would be fixing the potholes so people do not have to swerve into the centre of the road to avoid damaging their cars.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o257) Local resident, (Didcot, Dudcote Field)	at Oxford (Heyford Hill) – Object	at Wallingford (Bypass road) – Object

	<p>Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Your war on vehicle use is ridiculous; people have to commute to work and your pointless limits are making it tougher and tougher to accomodate school drop offs around a job. The increase in commute thess changes will cause will likely result in me having to give up work - is your aim to increase unemployment in the area? Why do you hate working people so much? Especially those with children.</p>	<p>Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o258) Local resident, (Didcot, Dudcote field)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>These roads are fine as they reducing the speed limits will not reduce the crashes. It will infuriate drivers more with increased congestion and cause cars to take more risks and cause further crashes. If you change the speed limits you are putting undue strain on already pressurised on families trying to make commutes and pick up school children. Oxfordshire is literally making me need to give up my job with all the ridiculous changes to speed limits which make commuting impossible. Didcot is a commuter town. You have allowed for thousands of homes to be built with no facilities and are now trapping people into expensive homes and expensive council taxes with no way of escaping the area and unable to commute for a job that could pay the bills. No way. No way.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o259) Local resident, (Didcot, Dudcote Field)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object</p>

	<p>Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Current limits are perfectly safe and there is no reason to make everyone's commutes longer for NO benefit. Utter waste of time and money, and will negatively impact the local economy</p>	<p>Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
<p>(o260) Local resident, (Wallingford, Hitgercroft Road)</p>	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>These changes won't improve safety and will just make holding a job whilst managing school drop offs impossible. Yet another assault on working families - just stop with this utter nonsense! But of course you won't read this and will have already made your minds up anyway</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
<p>(o261) Local resident, (Steventon, The causewayox14)</p>	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>The cars were fine driving these speeds in the 60s and 70s and 80s. Now cars are built even safer to pedestrians and to passengers. This sounds like a railroad plan to get people out of cars or make money on fines. Totally not the right thing to do. Cutting verges and fixing pot holes yes. Even speed cameras but not slower limits.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

<p>(o262) Local resident, (Didcot, Widdowson Close)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>This will cause more people to make dangerous overtakes.</p>
<p>(o263) Local resident, (Didcot, Durnells)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I drive the full length of the road several times a week, and do not see any problem with the existing limits. The traffic often limits the speed naturally at busy times, and it's rare that you actually get up to NSL speeds. There are 40 zones already where it matters, e.g. Cane End. The road is very badly maintained, and it should be fixed before messing with speed limits.</p>
<p>(o264) Member of public, (Didcot, Chinock Brook)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	Unessecary meddling, waste of time, no net benefit. It simply encourages people to disregard the speed limit promoting more dangerous driving. Not residential roads so benefit not outweighed by increased congestion and envirombental impact. None of the roads needs limiting. Trust people to behave, don't force them to bend to your will. The increased journey times from surrounding villages (ill served by public transport) will negatively impact, mostly poorer, commuters. Finally, putting limits on these roads will just shift congestion to a34, ring road, m4 and a4 which will just add to congestion and polution in major towns.	
(o265) Local resident, (Didcot, St Hildas Close)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	I do not believe that these proposed speed limits are appropriate for the majority of these roads. They are dual carriageways for sections amd country roads for the most part, not residential ones. By applying these speed limits you will discourage drivers from taking theback routes and add to congestion which is already a significant problem on the Oxford ring road, A34, M4, A4 routes between Oxford and Reading having a negative impact on the environment. You will also increase the commuter journey time into both cities from the surrounding villages and make commuting to many jobs unfeasible. Instead i would prefer cheaper public transport between the two areas connecting local towns and villages both ways. I commute these routes a lot for work and buisness and would use piblic transport if it was more affordble, car transport is cheaper and more convienient. If speeding is the issue add speed cameras instead of lowering speed limits as those who already ignore the limit will also ignore lower ones. Thank yo for reading my comments.	
(o266) Local resident, (Didcot, No identifying information.)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object

	<p>Speed limits are fine as they are, lowering and lowering will just cause more frustrated drivers along sections of road that are suitable for the speed limits in place to make risky overtakes. Find a better use of your time and our money.</p>
(o267) Local resident, (Didcot, Nene Grove)	<div> <div> <p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> </div> <div> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> </div> </div> <p>People already get frustrated getting caught behind cautious drivers and tractors on many stretches of the road system. I believe that reducing the speed limits will just cause more frustration and therefore more reckless driving, resulting in more accidents, not less. Dropping the speed limits will only encourage more speeding, especially between reading and wallingford. I've only ever had issues on themat stretch of road from drivers already driving we'll above the current speed limit and overtaking recklessly. They aren't going to stop if you reduce the speed limit.</p>
(o268) Rather not say, (Didcot, Loddon drive)	<div> <div> <p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> </div> <div> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> </div> </div> <p>Reducing speed does lower risks, but the main reason for accidents is lack of enforcements of existing laws and regulations, road maintenance and upkeep. Lowering limits just moves what most sensible drivers see as a existing safe speed to a speed to simply avoid managing the real issues.</p>

<p>(o269) Local resident, (Didcot, Reed Street)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I'm a key worker with safety critical job role who travels frequently on the surveyed route. Lowering the limits will extend my already long travel time and decrease rest time as would need to leave earlier and returning back home later. This will increase my level of fatigue what my have potentially detrimental effect on safety of thousands of people everyday.</p> <p>The problem is not in the national limit on route. The problem is in behaviour of those who breach the limits. Would be wiser to instal more speed checking devices or maybe avarage speed measure device to discourage law offender misbehaving. Do not punish law abiding driver for other's bad driving.</p>
<p>(o270) Member of public, (Didcot, Mereland Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The proposals do not make sense and appear to be arbitrary measures. If speeding is the issue, install speed cameras. Reducing speed limits has limited impact - those that speed or drive dangerously now will not be deterred by a lower speed limit. There is limited evidence that these roads are particularly dangerous or that they are too fast. There seems to be very little solid scientific or logical rationale for these changes.</p> <p>These measures will appear to play into the hands of the vocal minority who believe OCC has a war on motorists and serve to devalue the efforts being made to try to keep road users safer. There is also an element of pernicious 'nanny-state'-ism in the proposals.</p> <p>I strongly felel that the measures will increase, rather than reduce, the levels of congestion where implemented, particularly Hinksey Hill, adding time and frustration to journeys that are already long. This will also add to the</p>

	<p>environmental burden. Any perceived or real benefits will likely be a result of shifting the traffic from these areas to other already congested areas, such as the ring road, the A34 or the M4.</p> <p>The real issue is that while Oxford benefits from good public transport it is expensive to live in so attracts a huge amount of commuters. They are ill served by public transport, particularly at busier times. The options for most commuters are limited, and efforts such as these while good meaning often have little positive impact on the people that actually use the roads.</p>	
(o271) Local resident, (Didcot, No)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The speed limits are fine and reducing them is a disproportionate measure. Address the issues via different means.</p>
(o272) Local resident, (Greaterleys, Cranesbill Way)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Partially support</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Partially support</p> <p>The road runs ok as it is with lower limits the commute times would be longer, this is not an high accident route.</p>
(o273) Local resident, (Benson, The Cedars)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p>

	<p>Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>I drive the A4074 regularly. The only time I see potential safety issues are when drivers are driving significantly slower than the existing speed limits.</p>	<p>Ipsden to Woodcote – Object Cane End to Caversham – Partially support</p>
(o274) Local resident, (Caversham heights, Hunters chase)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Will increase traffic queues and time to get anywhere. Some sections may benefit but not all</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support</p>
(o275) Member of public, (Caversham, Lady Jane Court)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Totally unnecessary use of tax payers money. Most of the roads mentioned already have adequate speed limits. I have been travelling this whole road from Oxford to Reading for 45 years and rarely seen accidents other than the Cane End to Caversham part. In any case unless the Police give significantly more resource to enforcement, including cameras , reduced limits will often be ignored , per the ubiquitous 20 mph limits.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support</p>

<p>(o276) Member of public, (Cholsey, West End)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Partially support Cane End to Caversham – Partially support </div> </div> <p>A 40mph limit on a road built for 60mph is just painfully slow and will serve no purpose other than to frustrate drivers. Accidents (mainly motorbike) will still happen. The long section of road around Berinsfield with Rule 130 markings is an accident hotspot however that needs dealing with as the road is very wide on a long bend with little visibility.</p>
<p>(o277) Local resident, (Dorchester on Thames, Abingdon road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support </div> </div> <p>By slowing this road down traffic will back up. What's the actual point when it's fine as it is. Maybe sort out bad drivers and motorbike racing and there would be less accidents</p>
<p>(o278) Local resident, (Didcot, Bourne Street)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support </div> </div>

	<p>The vast majority of this road is perfectly safe with existing limits, the only section that is in potential need of review in my opinion is Cane End to Caversham at the “bends of death” as they’re locally known. However most anti social driving on this section is non existent due to the nature of this section of road.</p> <p>There is no need to blanket speed limit a road that is perfectly safe at existing limits.</p>	
(o279) Local resident, (Wallingford, St. Martins)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Partially support</p> <p>Except for the Cane End - Caversham stretch, present limits are entirely adequate. Indeed, in some areas, already unnecessarily restrictive.</p> <p>The A074 is a major, heavily-trafficked long-distance trunk road. It requires upgrading, rather than restricting.</p>
(o280) Local resident, (Oxford, Butts Lane)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Partially support</p> <p>Slowing down traffic increased travelling time. I use this road for work. There are no to little footpaths so no pedestrians around. This is just nonsense for the sake of it. Oxfordshire is becoming miserable to drive with lower than needed speed limits and increased travelling times due to other measures placed by the county council. Please just leave the roads alone.</p> <p>Instead of the money being spend on signs they could be spent on fixing the existing potholes and failing road surfaces.</p>

<p>(o281) Local resident, (Didcot, Rawthey Avenue)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support </div> </div> <p>Please no more draconian limits. As a traveling salesperson it already takes weeks to get anywhere because of all the ridiculously low woke speed limits. Tyre technology ABS brakes and added safety systems in vehicles don't warrant snail like mind numbing myopic limits everywhere. There will be more accidents down to the abject frustration caused by ridiculously slow limits.</p>
<p>(o282) Local resident, (Benson, Bonners Mead)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Support </div> </div> <p>It's not needed. The 20mph in Nuneham Courtenay is ridiculous.</p>
<p>(o283) Local resident, (Reading, Westdene Crescent)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	<p>this road is already broken up with tapering speed limits and many round about so there no really opportunity for hazard of the higher speed limit. the whole distance seems purpose designed of national speed limits other than populated areas which are already lower, and feasibly at ipsden which has a couple of unprotected turns and farm traffic.</p> <p>The most dangerous area is between Cane End to Caversham where the terrible road surface often makes people cross to the other side of the road to avoid massive pot holes.</p>
(o284) Local resident, (Cholsey, Papist way)	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>These short stretches of NSL give a nice break from all the up and down impacts of the existing 50,40,30 and 20 speed limits along a useful and currently well flowing road. The aforementioned limits have been introduced for a reason, and at that time the NSL areas were deemed appropriate. Extending them as housing spreads is an acceptable edit of the route. I would, with the exception of Ipsden area, suggest leaving NSL as it is along the route</p>
(o285) Local resident, (Woodcote, Beech Lane)	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Partially support </div> </div> <p>I have used this road to commute to my place of work for nearly 20 years. I have found that the traffic flows very well as it stands. The only time I tend to witness bad driving is when people dangerously over take people doing under the speed limit. I believe that if the speed limit is dropped there will be an increase in people overtaking slow moving traffic. I am partially in support at Ipsden due to the difficult turning out of Ipsden but belive the majority of people will</p>

	ignore it. I can see a need from caversham to cane end, but this is already 40mph and 50mph and feel this is appropriate as is. In my opinion, reducing the speed limit will not bring any benefits.	
(o286) Local resident, (Watlington, Brook Street)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Partially support at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	The current speed limits are just fine!!! Stop persecuting motorists!!	
(o287) Local resident, (Dorchester on Thames, Malthouse lane)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Partially support
	Better signage at the roundabouts is needed	
(o288) Local resident, (Crowmarsh Gifford, Park View)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Support at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	The current speed limits are ineffective and create a false sense of security for pedestrians and cyclists.	

	<p>A recent speed survey Autospeed watch camera recording an average of 48 mph in the 30 mph limit. HTTPS://crowmarshgifford.org.uk/crowmarsh-news May 2025 What is required is safe places to cross the road - pedestrian crossing and zebra crossing combined with road design methods to reduce traffic speed without introducing other risks. Some form of speed enforcement is also needed. There is little effort to improve road safety- example cracking down on illegally modified “loud and power adjustments” and / or vehicles that are not in a roadworthy condition.</p>	
(o289) Local resident, (Mongewell, Carmel Terrace)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>The current speed limits on this road is absolutely fine, visibility is good along much of it and there are already far too many people going way too slowly</p>
(o290) Local resident, (Cholsey, Honey Lane)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>I have no idea how this will prevent idiots overtaking on blind corners and up hills</p>
(o291) Local resident, (Wallingford, St Georges Road)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object</p>

	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Many of the accidents on these roads are due to impatient drivers overtaking cars going slower than the speed limit. This will only increase the number of cars attempting to overtake as the current speed limits are reasonable as they are. As someone who drives these roads on a daily basis I can only see this leading to more overtake attempts and more accidents.</p>	<p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o292) Local resident, (Wallingford, St John's)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Is there a need? No.</p>	<p>at Wallingford (Bypass road) – Partially support</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Partially support</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o293) Local resident, (Wallingford, Halifax)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Support</p> <p>Objections for where I don't feel the current speed limit is a danger to road users. Support for where there is housing or there have been accidents recently.</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Partially support</p> <p>at Ipsden – Partially support</p> <p>Ipsden to Woodcote – Partially support</p> <p>Cane End to Caversham – Partially support</p>

<p>(o294) Local resident, (Woodcote, Wayside Green)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The object on those I've ticked is because these are long lengths of open roads. The support is because these are shorter lengths of road between villages.</p>
<p>(o295) Local resident, (Dunsden, Emmer Green Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The traffic speeds are perfectly fine as they are for such a well used and busy road. By slowing down the traffic, you are causing more congestion and pollution in an area where it is really not needed. People and goods need to get where they are going in a timely manner</p>
<p>(o296) Local resident, (Benson, Passey Crescent)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	<p>I have used this road extensively for 20 years. The existing limits are appropriate and do not need changing because there is no special difference between these roads and the generically imagined roads for which the standards were set. I partially support a reduction from 50 to 40 in the section from Shillington to Benson due to the number of immediate proximity of a long stretch of footpath in that element. These roads are pretty quiet for large parts of the working day which improves the safety in those times. Reducing the speed limits further will have knock on consequences such as more drivers trying to overtake, especially in the months and years after adjustment. The problem of unsafe driving and inappropriate speed on this road will be substantially addressed in the near future as self-driving cars become increasingly common with forthcoming legislative changes in 2026/2027....delay these expensive and largely unnecessary changes for a few years and let the fast advancing technology improvements lead to a far greater improvement in safety than tinkering with speed limits ever could</p>	
(o297) Local resident, (Benson, Prefer not to say)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillington – Object Shillington to Benson – Partially support Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Lowering the speed limit will cause unnecessary dangerous overtaking from drivers who comfortably drive at national speed limit. Lowering this to 40mph will just frustrate people who regularly use the road and do more harm than good.</p>
(o298) Local resident, (Woodcote, Greenmore)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillington – Object Shillington to Benson – Partially support Benson to Crowmarsh – No opinion/objection</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support</p> <p>Where I have objected to the proposed lower speed limits I believe they will have no impact on road safety, but will likely increase congestion.</p>

<p>(o299) As a business, (Drayton St. Leonard, Dorchester)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support </div> </div> <p>At a time when businesses are already struggling this will add more time and therefore more cost.</p>
<p>(o300) Local resident, (OXFORD, East Field Close)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection </div> </div> <p>A speed reduction is unnecessary and will cause congestion when the bus gates are implemented</p>
<p>(o301) Local Cllr (i.e. Town/Parish/District), (Berinsfield, Cherwell)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>To reduce the speed on this stretch of road is ridiculous. It will make journey times longer and cause congestion.</p>

<p>(o302) Member of public, (Wallingford, Croft Road)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Current limits are quite adequate.</p>
<p>(o303) Local resident, (Berinsfield, Colne drive)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Currently, the road 'flows' at current limits. Just because someone drives 10/20mph slower, doesn't make their driving skills any safer. We currently have national speed limits in force along the bypass at Berinsfield/Dorchester, that are not adhered to by motorcyclists on a particular evening each week. Cars have become safer than ever, with many having safety systems built into them to help protect passengers and other road users. Slower speeds only increase the frustration felt by drivers when people canter along at slower speeds than the road limit already. This in turn encourages drivers to overtake to continue their commute. Safer driving and accidents/incidents reduction can come from education or prosecution. Solid white lines are common on A & B roads. Whether drivers choose to obey the Highway Code is their own choice. Being caught ignoring the limits is also unlikely given the lack of policing of the limits currently.</p>

<p>(o304) Local resident, (Benson, Crown Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Support Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Support Ipsden to Woodcote – Object Cane End to Caversham – Partially support </div> </div> <p>Practicality and suitability considering traffic and the roads</p>
<p>(o305) Local resident, (Wallingford, WANTAGE ROAD)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Reducing speed limits without highway improvements is pointless Introducing speed cameras to enforce speed limits on a trunk road is what is required.</p>
<p>(o306) Local resident, (Woodcote, Wittenham Close)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Support Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support </div> </div> <p>I fully support the proposal for areas where there is a footpath adjacent to the road (therefore where there are more likely to be vulnerable road users), or for sections where two villages/towns are very close together as a reduced speed limit may encourage local residents to use non-motorised transport for short local journeys.</p>

	I do not support this for areas that are non-residential where there are minor roads adjacent to the A4074 that vulnerable road users can use as an alternative.	
(o307) Local resident, (Woodcote, Tidmore lane)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Partially support</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>You need to fix the pot holes in the road before you amend the speed limit. You'd be less likely to have accidents on that road if the pot holes are fixed first as people swerve to avoid these. As a mum with a young baby, the pot holes are seriously dangerous. You seem to dig up roads that hardly need resurfacing while leaving the bad ones! Fix the roads before you make another problem!!!!!!</p>
(o308) Local resident, (Dorchester on Thames, Martins Lane)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – No opinion/objection</p> <p>at Ipsden – No opinion/objection</p> <p>Ipsden to Woodcote – No opinion/objection</p> <p>Cane End to Caversham – No opinion/objection</p> <p>The most dangerous section of the road is at the Dorchester by-pass, I only think speeds need to be restricted at that point, along with making over-taking difficult. Reducing speed alone will not reduce casualties as this will encourage further dangerous over-taking to occur</p>
(o309) Local resident, (Dorchester, Abibgdon Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Support</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p>

	Shillingford to Benson – Object Benson to Crowmarsh – Object Excessive motorcycle speeding around H cafe inat Berinsfield roundabout - maybe this proposal can reduce excessive speeding / noise	Ipsden to Woodcote – Object Cane End to Caversham – Object
(o310) Local resident, (Wallingford, Charter Way)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Support Shillingford to Benson – Object Benson to Crowmarsh – Object The motorbikes speeding between Berinsfield and Shillingford are a menace and there have been a number of fatalities over the years there. There is also the "suicide lane" of chevrons down the middle of the road in this stretch where people over take at speed with limited vision of whats coming the other way.	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
(o311) Local resident, (Berinsfield, Colwell rd)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Support Shillingford to Benson – Object Benson to Crowmarsh – Object Some of these stretches are bad	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Support
(o312) Local resident, (Cholsey, Station road)	at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Partially support	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object

	<p>Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Support</p> <p>Roads will never be safe for cyclists. Please add cycle paths. Reducing the speed limit outside of residential areas will frustrate traffic & cause more accidents. Residential areas need the speed limit enforced, especially near crossings please let's not have any more fatal/near fatal accidents with pedestrians & vehicles at Benson (or anywhere else). Let's not slow traffic & cause more pollution where speed limits are not required to be slow.</p>	<p>at Ipsden – Support Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
<p>(o313) Local resident, (Dorchester on Thames, Wittenham lane)</p>	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support</p> <p>I don't think the problem is the speed limit, but drivers respecting it. I've witnessed cars overtaking on single carriage while over the speed limit and with limited visibility, being very close to accidents due to their negligence</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
<p>(o314) Local resident, (Caversham, Grosvenor Road)</p>	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Object Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>I do not believe that blanket speed reductions will have the intended effect. Speed limits should reflect the nature of the road at each point, and more specifically the visibility at that point.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

<p>(o315) Local resident, (Crowmarsh Gifford, Benson Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I think the speed limits are fine as they are</p>
<p>(o316) Local resident, (Wallingford, Sovereign Place)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Some of these are long straight roads with great visibility and do not require a lower limit. Slower speeds will just back up the traffic meaning those who pull on to the main roads cannot do so safely.</p>
<p>(o317) Local resident, (Woodcote, Wayside Green)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support </div> </div> <p>Some parts are suitable for +50mph, some not. Something should also be done regarding the 'middle lane' on the A4074 between Berinsfield and Shillingford. Cars overtaking here is very dangerous.</p>

(o318) Member of public, (Didcot, Abingdon Road)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Partially support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Partially support</p> <p>Benson to Crowmarsh – Partially support</p> <p>'-</p>	<p>at Wallingford (Bypass road) – Partially support</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o319) Local resident, (The Baldons, Baldon Lane)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Most of these stretches already have a 50 mph limit. Of those that are national speed limit, only the stretch from Nuneham to Berinsfield is particularly unsafe.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o320) Local resident, (Wallingford, Mcculloch Meadows)	<p>at Oxford (Heyford Hill) – Object</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – No opinion/objection</p> <p>Shillingford to Benson – No opinion/objection</p> <p>Benson to Crowmarsh – No opinion/objection</p>	<p>at Wallingford (Bypass road) – No opinion/objection</p> <p>Wallingford to Ipsden – No opinion/objection</p> <p>at Ipsden – No opinion/objection</p> <p>Ipsden to Woodcote – No opinion/objection</p> <p>Cane End to Caversham – Object</p>

	<p>I object to the speed limit decrease on a4074 as I travel this route daily and find it refreshing that the traffic flows well. It takes me around 30 minutes to get to work in Reading. All other routes take 45 minutes+ and this has been significantly increased by the 20mph limits that have been put in place. I support the 20mph limits in residential villages as it comes down to safety for residents but on the a4074, there are very few residential properties and I see no benefit to a reduction in speed.</p>	
(o321) Local resident, (Wallingford, Barley close)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – Object</p> <p>The road is clear and not busy between 5 and 7am. Speeding is not a daily issue...I travel twice daily.</p>	<p>at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o322) Local resident, (South Stoke, The Street)	<p>at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – Object Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p> <p>The A4074 is a busy road. Traffic gets stuck behind slow moving vehicles and bunches up. Drivers get frustrated and take risks. Legitimate, safe over-taking places are needed. The Dorchester bypass needs to be reorganised with safe places for overtaking. This can be done. Reducing the speed limit will not solve the problem on this section of road.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Object</p>

<p>(o323) Local resident, (Wallingford, A4074)</p>	<div> <div> at Oxford (Heyford Hill) – Object Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Partially support at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – No opinion/objection </div> </div> <p>I live directly on the A4074, and I commute Wallingford to Oxford by car. A lower speed limit would improve noise pollution and pedestrian safety; however I'm still voting against the speed restrictions due to the additional time this would add to almost every journey I make. Happy to obey speed restrictions through villages and major junctions/roundabouts but I would not like to see the short stretches between them restricted any further - except at Wallingford bypass. This is because of the risk to pedestrians at the Ridgeway path crossing.</p>
<p>(o324) Local resident, (Didcot, Broadway)</p>	<div> <div> at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Believe that if it was to go down to 40 then it will increase pollution because of the longer times people will have to drive. Best would be an awareness campaign about the dangers of a few of the reasons of accidents. For example: speed, intoxication, alertness, needing rest when driving and of actually driving.</p>
<p>(o325) Local resident, (Benson, Bonners Mead)</p>	<div> <div> at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object </div> </div>

	<p>Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>National speed limits are fine. Just put in speed cameras to stop the ridiculous speeders, particularly motor bikes which are hitting terrifying speeds (and will simply ignore silly 40mph limits). Since I've lived in Oxfordshire the speed limits have come lower and lower, but without any apparent safety effect. 50mph as a lower level outside built up areas, but leave it at 60mph where it's just fields on either side.</p>	<p>Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o326) As a business, (Caversham, Caversham)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Within villages, yes reduce speed to 30 but within open country lanes, keep the speed to national speed limit but add more signage for sections of the road that are more dangerous. Also, fix the potholes along that road and other country lanes! Ensure the roads are actually wide enough along national speed limit areas particularly and that there aren't large drops to mud/grass etc at the side of the road which force motorists to move towards the centre lines. Sometimes the biggest issue is navigating poor road surfaces and widths!!</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o327) Local resident, (Caversham, Fernbrook Road)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	<p>Highway authorities across the country have been reducing speed limits for several years now on rural roads. Recent statistics show that while cars have become safer, casualty numbers on rural roads are increasing despite speed limits being forced down by unaccountable public officials. It is clear that more speed limits are not the answer and authorities should be looking at other solutions before hampering the free flow of traffic.</p> <p>It is also a fallacy to think that casualties can be reduced to zero unless the plan is to slow all vehicles - including bicycles - to walking pace.</p>	
(o328) Local resident, (Kidlington, Queens Avenue)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Partially support</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support</p> <p>Most drivers will ignore the lower limit, as they do in the 20mph areas</p>
(o329) Member of public, (Didcot, Orwell Drive)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Most of these stretches are wide open roads perfectly suited to the national speed limit. By lowering the speed limit drivers will perform more risky over taking manoeuvres making the road more dangerous and liable to crashes. Perhaps the road markings on this stretch should be reviewed instead. Lowering speed limits doesn't always mean safer or better emissions.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support</p>
(o330) Local resident, (Caversham, Upper woodcote road)	at Oxford (Heyford Hill) – Partially support	at Wallingford (Bypass road) – Object

	<p>Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>I drive this road a lot and the current speed limits are fine in my opinion. Only stretch that requires change is coming into Caversham where people do not slow from a straight section at national speed limit when they hit the urban environment of Reading. There is an immediate left turn after the speed limit goes to 30 which is a danger zone with people hurtling along at national limit or often much higher speeds.</p>	<p>Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Support</p>
(o331) Local resident, (Woodcote, Whitehouse Road)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>There is really no need to reduce speed limits to less than national speed limit between Wallingford and Woodcote apart from maybe the cross road junction area at Ipsden. I travel this road a lot and do not see the need for lower speed limits. If anything this might cause more near misses/accidents due to impatient drivers! I do not recall many accidents/deaths along this stretch. Cane end to Caversham is pretty much already 40/50. This stretch does not need to be a blanket 40 in my opinion. Benson to Crowmarsh and Nuneham Courtenay to Berinsfield, Berinsfield to Shillingford seems to be absolutely fine as it is. Traffic flows well and apart from the odd idiot driver the speed limit is fair. I do not see why these limits would be changed from what they are.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o332) Local resident, (Park View, Crowmarsh Gifford, Park View)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Object</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support</p>

	<p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Partially support</p> <p>I live in Park View, it's supposed to be a 30 mph from the roundabout and then a 40mph limit, drivers exceed this constantly!, we need a safe crossing and speed cameras which would slow down traffic, it can be dangerous trying to exit Cox's lane to Port way for both pedestrians and vehicles.</p>	<p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Partially support</p> <p>Cane End to Caversham – Support</p>
(o333) Local resident, (Wallingford, Trenchard Close)	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Partially support</p> <p>Benson to Crowmarsh – Object</p> <p>The section of road from Cane end to Caversham is dangerous and does need attention. But that doesn't mean the entire stretch of road of the A4074 needs downgrading. This is philosophy masquerading as genuine safety concerns, and needs to stop.</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Support</p>
(o334) Local resident, (Headington, Old Road)	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>I drive along this road reasonably often, and often at fairly quiet times, and driving the 2 stretches from Nuneham Courtenay to Shillingford at only 50 (not 60) would feel unnatural and unnecessary. The other proposals seem ok, not stretches where you would currently rarely go quicker than is proposed.</p>	<p>at Wallingford (Bypass road) – Partially support</p> <p>Wallingford to Ipsden – No opinion/objection</p> <p>at Ipsden – No opinion/objection</p> <p>Ipsden to Woodcote – No opinion/objection</p> <p>Cane End to Caversham – No opinion/objection</p>

<p>(o335) Local resident, (Benson, Churchfield Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I support traffic calming through residential areas, however the real issue is enforcing the limits that already exist and improving the condition of the roads which are terrible. I live near the A4074 in Benson where the limit is 40mph. I consistently see cars and motorcycles travelling at well in excess of this limit. I fear that this whole exercise around changing the speed limits would potentially be a huge waste of taxpayers money and would be better spent on improving the quality of the roads and better traffic calming initiatives.</p>
<p>(o336) Local resident, (Woodcote, BRIDLE PATH)</p>	<div> <div> at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Busier areas make sense but long stretches of straight with little pedestrian use seems absolutely pointless. Also during busy times the speeds are no where near the limit anyway</p>
<p>(o337) Local resident, (Wallingford, Imray Place)</p>	<div> <div> at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Object Shillingford to Benson – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object </div> </div>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>The reduced speed limit forces drivers to watch their instruments instead of looking out of the window, endangering vulnerable road users such as cyclists and motorbikers. In addition, the slower speeds require lower gears being used thus ICE engines running less efficiently, and taking longer to pass through the area, so running less efficiently for longer. The environmental argument does not stand up or we could be allowing electric cars that do not pollute to travel at any speed.</p> <p>The argument over casualties is a moot point: better road surfaces (pot-holes) and road edges (trimmed hedges etc) will deliver fewer RTCs, so fix those first. There are probably many more road casualties of vulnerable road users due to poor road conditions than caused by speed.</p>
(o338) Local resident, (Wallingford, Croft Road)	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Partially support</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>I agree that where the A4074 meets South Oxfordshire's towns and villages, a lower speed limit is appropriate. However in the open countryside particularly on the stretch south of Wallingford towards Caversham a lower speed limit will not calm traffic, rather more people will be likely to break the speed limit. Unless there is significant investment in traffic calming infrastructure, lowering the speed limit will not achieve anything.</p>
(o339) , (Ipsden, farm road)	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Partially support</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Partially support</p> <p>Benson to Crowmarsh – Partially support</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Partially support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Partially support</p> <p>Cane End to Caversham – Partially support</p>

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(o340) Local resident, (Crowmarsh Gifford, Park view)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – No opinion/objectection Benson to Crowmarsh – Object</p> <p>I feel some areas do not need further restriction although the notorious Dorchester bypass does need more restriction quickly</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Partially support at Ipsden – No opinion/objectection Ipsden to Woodcote – Partially support Cane End to Caversham – Partially support</p>
(o341) Local resident, (Wallingford, Calvin Thomas Way)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Speed limits are currently sufficient.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o342) Local resident, (Woodcote, Reading road)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

	Using a common sense approach, some of the road already has speed limits. Open road where it is safe should remain as it is. Only where there is density in population should there be consideration in common sense approach	
(o343) Local resident, (Berinsfield, Evenlode Drive)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – No opinion/objection</p>	<p>at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection</p> <p>Section between berinsfield and Shillingford needs to have ambiguous central 'lane' removed, clarified and clearly marked. It is often used to overtake by vehicles travelling both directions simultaneously.</p>
(o344) Local resident, (Goring heath, Private non named road)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Nobody takes much notice of speed limits now, waste of time and money and I've lived in this area for 30 years, leave it alone, it works and you'll always get idiots speeding</p>
(o345) Local resident, (Caversham., Amersham)	<p>at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Partially support Cane End to Caversham – Partially support</p>

	<p>I support reducing the speed limit, but not to 40 and 50, the roads already a pain with constantly changing limits, I'd be happier with 40 or 50 the whole way.</p> <p>I'm a cyclist and in general speeds need to reduce on this road.</p>	
(o346) Member of public, (Caversham, Upper Warren Avenue)	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Partially support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Partially support</p> <p>Benson to Crowmarsh – Partially support</p>	<p>at Wallingford (Bypass road) – Partially support</p> <p>Wallingford to Ipsden – Partially support</p> <p>at Ipsden – Partially support</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Partially support</p> <p>Many sections of this road already have 40 or 50mph limits which should. Not be reduced further. Long queues can build up, particularly on the sections between Woodcote and Wallingford on the hilly sections which, without the release of being able to go at 60mph to overtake can lead to frustrations. Reducing speeds further could lead to more reckless driving</p>
(o347) Local resident, (Didcot, Lydalls Road)	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Partially support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Partially support</p> <p>Benson to Crowmarsh – Partially support</p>	<p>at Wallingford (Bypass road) – Partially support</p> <p>Wallingford to Ipsden – Partially support</p> <p>at Ipsden – Partially support</p> <p>Ipsden to Woodcote – Partially support</p> <p>Cane End to Caversham – Partially support</p> <p>I've driven the 4074 several days a week for twenty years. There are only five places between Oxford and Reading where it's safe to overtake a slow moving vehicle. People simply don't have the patience and self control to wait for them, and will try unsafe overtaking manoeuvres in impossible places instead. As a result, it's not the overall speed limit that's the problem, it's preventing those bad decisions. If you actually enforce the speed limit throughout the length of the road, you might have some effect - so overage speed cameras along the whole route like on the A9, together with targeted cameras at particular black spots. But if you just set a lower limit without enforcement except at</p>

	a few locations, you'll likely make the situation worse and increase the number of impulsive overtaking attempts. It's a dangerous road and you can and will cost lives by thinking you're being cautious.	
(o348) Local resident, (Woodcote, Folly Green)	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Partially support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Partially support</p> <p>Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>I think it should be 40 on lost of the 4074 between Woodcote and Caversham as that section is so dangerous and I am often overtaken, even when doing the speed limit, on double white lines.</p>
(o349) Local resident, (Nuneham Courtenay, B4105)	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Partially support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – No opinion/objection</p> <p>Wallingford to Ipsden – No opinion/objection</p> <p>at Ipsden – No opinion/objection</p> <p>Ipsden to Woodcote – No opinion/objection</p> <p>Cane End to Caversham – No opinion/objection</p> <p>Any reduction in speed is welcome, it is safer for vehicle users and cyclists and pedestrians and better for the environment. Generally I support the proposals but think they do not go far enough and would like to see an even greater reduction of speed on most of the roads. In particular I would like to see an even greater reduction of speeds on the approaches to the Golden Balls Roundabout and a lowering of the limit on the B4105 between Clifton Hampden and Golden Balls to 40 mph. Golden Balls to Nuneham Courtenay and Golden Balls to Stadhampton should also be no more than 40mph. I would also like to know how these limits will be enforced as the current limits are constantly exceeded by impatient drivers.</p> <p>Heavy lorries are a constant problem as the current road construction does not support the weight and is breaking up causing dangerous potholes and damage to houses in Nuneham Courtenay.</p>

<p>(o350) Local resident, (Caversham, TYLER CLOSE)</p>	<div> <div> at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Support Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>For the same reasons as mentioned in the council's statement, to lessen the risk of fatalities. I'm not sure many people will adhere to it though, for example the 20 speed limits - way too slow, minimum should be 25? Still, I don't see many people adhering to that either.</p>
<p>(o351) Local resident, (Benson, Sands Way)</p>	<div> <div> at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Partially support Cane End to Caversham – Partially support </div> </div> <p>I have put support in the hot spot crash areas and built up areas. There are many more cars on the roads as there were when the speed limits were set and people clearly can't watch what they are doing. I really believe the junction from Howberry Park onto the A4074 should be a roundabout and blocked off from Howberry Park into Crowmarsh. Keeping the traffic out of the village. I don't live in Crowmarsh but it's such a dangerous junction.</p>
<p>(o352) Local resident, (Shillingford, Wharf Road)</p>	<div> <div> at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Support Shillingford to Benson – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Partially support </div> </div>

	<p>Benson to Crowmarsh – Support</p> <p>Cane End to Caversham – Partially support</p> <p>I support the proposals as travel on and cross this extremely dangerous road every day, several times a day. I have had countless near misses with people driving too fast. It would also hopefully help with the horrendous noise especially from motorbikes regularly racing on this road. It would be interesting to know how the limits will be enforced.</p>
<p>(o353) Local resident, (Tokers Green, Russell Road)</p>	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Partially support</p> <p>Benson to Crowmarsh – Partially support</p> <p>at Wallingford (Bypass road) – Partially support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>The stretches where there are bends, poor visibility and have junctions from small country roads are a death trap, we have seen multiple near-misses, vehicles speeding, overtaking, ignoring cars indicating to turn right across the carriageway. But there is only any point in doing this if there are working speed cameras frequently placed along the route, otherwise the folk who are driving fast and dangerously without care at the moment are very likely to ignore a lower speed sign. We travel this road frequently and it is scary. We live in Tokers Green just north of Caversham and listen in horror to the sound of bikes and cars screeching along the A4074.</p>
<p>(o354) Local resident, (Crowmarsh gifford, Rush way)</p>	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>Where I object is on sections of the road where I feel the speed limit in place currently is a safe speed to drive at and there are plenty of safe alternative routes for other roads users to take. The areas I support are ones where it is difficult to take an alternative route on a bike (for example) or a pavement to the side of the road and a lower speed would be safer.</p>

	The section from berinsfield to shillingford I have put as partially support as I believe the speed limit is not an issue but the lack of cameras and the large overtaking availability on that section has made it a run for bikers to speed in particular. I think a speed camera on this section and keeping it as 60 would be enough	
(o355) Local resident, (Woodcote, Greenmore)	at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
	No one will do 40 on a road where 60 is the norm	
(o356) Member of public, (Oxford, Normandy Crescent)	at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Partially support	at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Support
	Agree that speed restrictions are needed on parts of this route but some of the route you can drive at 60 quite safely. It is a busy road but needs to be flowing without cars riding your bumper. Cane End is the worst road as drivers take it too fast around the tight bends.	
(o357) Local resident, (Dorchester on Thames, Dorchester by pass)	at Oxford (Heyford Hill) – Partially support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support	at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Partially support

	<p>Benson to Crowmarsh – Partially support</p> <p>Cane End to Caversham – Partially support</p> <p>Due to excessive speeds on the Dorchester by pass the road needs marking with no overtaking double white lines. I would suggest a 40 mph limit on that section to prevent illegal speeds and noise</p>
<p>(o358) Local resident, (WOODCOTE, Grimmer Way)</p>	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Partially support</p> <p>Cane End to Caversham – Support</p> <p>I support most of the 40-50 mile limit on most of the road as I use it at least 4-6 times a week. I am more worried about the road from Woodcote to Caversham though because people go too fast. The turning out of Woodcote/Checkendon could do with a roundabout that could slow cars down. There has been enough accidents there and the dip from the old fox pub at Cane end now to warrant a traffic calming measure.</p>
<p>(o359) Local resident, (Caversham, Kidmore Road)</p>	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>Likely reduce deaths from collisions</p>
<p>(o360) Local resident, (Wallingford, Shuttleworth close)</p>	<p>at Oxford (Heyford Hill) – Partially support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p>

	<p>Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>We live on the cabi Estate coming out on the road is very dangerous and concerning. . I was also in a rta as a passenger on the Heyford hill stretch as 12 year old in 1978 and almost sucome to my injuries due to a speeding car</p>	<p>at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o361) Local resident, (Woodcote, Wittenham close)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – Object</p> <p>It needs to be a national speed limit,</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o362) Local resident, (Caversham, Patrick Road)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Partially support</p> <p>You are penalising sensible law abiding drivers who use these roads. Speed restrictions in built up areas are essential, and speed cameras outside schools etc are good. But on these open country roads people will ignore. You should be focused on the dangerous driving and speeding which is all too common, especially the wide section of road between Shillingford and Berinsfield where 80+ mph is nearly daily occurrence. Average speed cameras or frequent enforcement with mobile speed cameras would be a better way to reduce accidents.</p>	<p>at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – Object at Ipsden – No opinion/objection Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

<p>(o363) Local resident, (Woodcote, Wayside Green)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>It will make the road dangerous as people will be frustrated and over taking. The speed levels drop throughout this run as it is and helps manage speed</p>
<p>(o364) Local resident, (Woodcote, Grimmer Way)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>The roads are fine with the current limits and do not need any lowering of current limits</p>
<p>(o365) Local resident, (Woodcote, Beech lane)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I travel most of these these roads regularly and personally do not feel there's any benefit in lowering the speed limit the roads are clear junctions are easy to pull out of and get up to speed in a safe manor</p>

<p>(o366) Local resident, (Caversham / Didcot, Henley Road)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Please let me know the reason for the speed limit change? Cars are safer than ever, and for the most part traffic finds a natural speed for the road. Changing speed limits results in a signage and consultation cost that can be better spent elsewhere.</p>
<p>(o367) As a business, (Wallingford, Verda Park)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>This is a vital route to our business and any slow downs will result in delays to our deliveries and staff commutes.</p>
<p>(o368) Member of public, (Caversham, Briants Avenue)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>There is no point in reducing speed limits as they are not enforced. These roads are perfectly safe to travel at 60mph especially with the safety equipment and driver aids in modern vehicles</p>

(o369) Local resident, (Crowmarsh Gifford, The Street)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>The rationale for the changes don't appear to be made on an evidence basis, rather a vision. My view is that it is more dangerous to introduce limits that do not appear to make any sense as drivers become impatient. Competent drivers will adjust their speed to the circumstances. People who drive dangerously will do so irrespective of limits. I would rather money was spent on dealing with the incredibly poor road surfaces and potholes than on new speed signs.</p>
(o370) Local resident, (Wallingford, Clapcot way)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p> <p>Don't do this because it's pointless and a waste of money.</p>
(o371) Local resident, (Cholsey, Brentford close)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object</p> <p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object</p>

	<p>Benson to Crowmarsh – Object</p> <p>Cane End to Caversham – Object</p> <p>The limits on this road are irrelevant, and the expense to change it is nothing more than a disgusting waste of council funds. As a daily user of this road I rarely have the opportunity to reach the current speed limit. Accidents caused by speed on this road are very rare and more frequently caused by lack of attention. A change in the limit won't fix this. I am aware this sentiment will be ignored by Mr Grant, but I hope he is personally and legally held liable for the costs when the folly he is imposing on the county is shown for what it is.</p>
(o372) Local resident, (Shillingford, A4074)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p> <p>The A4074 is not dangerous. The danger is caused by poor drivers. Driving slowly on long sections of road causes distraction along with tempting other drivers to overtake dangerously.</p>
(o373) Local resident, (Caversham, Grove Road)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Partially support</p> <p>The majority of this road is a rural road used by many for a daily commute. Sections through residential areas already have appropriate speed limits and I am not opposed to further short reductions. However, there is no need for a 40/50 for long, rural stretches where visibility is good. I voted yes to the cane end stretch as this area is notorious for accidents.</p>

<p>(o374) Local resident, (Cholsey, Wallingford Road)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Partially support </div> </div> <p>Reduction to below national limit seems unnecessary. When driving up to current limits the roads are perfectly safe. Issues occur when drivers exceed current limits and overtake in unsafe areas.</p>
<p>(o375) Local resident, (Whitchurch Hill, Goring Heath road)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Support Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>I understand the need to reduce speed limits where there have been lots of accidents or there are junctions with poor visibility. However reducing all limits on an A road is going to cost local businesses lots of time/money and lead to increased frustration and dangerous driving behaviours!</p>
<p>(o376) Local resident, (Brightwell, Wellsprings)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div>

	Support restrictions where accidents are likely but not elsewhere - pls make the decision using accurate data and statistics - I am just going by my sense of where the road is dangerous	
(o377) Local resident, (Wallingford, Portcullis drive)	at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Partially support Shillingford to Benson – Object Benson to Crowmarsh – Object .	at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
(o378) Local resident, (Mongewell Wallingford, Halifax Road)	at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Partially support Shillingford to Benson – Object Benson to Crowmarsh – Object The bypass has 3 major incidences over the last 12 months, something needs to change before we see fatalities. Vehicles trying to enter and exit Carmel meadows are having to excessively accelerate to avoid the oncoming traffic.	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Partially support at Ipsden – Support Ipsden to Woodcote – Object Cane End to Caversham – Object
(o379) Local resident, (Shillingford, Wallingford Road)	at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection

	<p>You are planning to reduce the speed limits on the Wallingford bypass even further. This will directly encourage even more vehicles to use the “unofficial bypass” which uses Shillingford Bridge and then the backstreets of Wallingford. This road is narrow in places, has experienced many accidents, has overgrown footpaths and already sees 6000+ vehicles per day. Speeding is a perennial issue. Community Speedwatch catches up to 30-40 vehicles per hour at speeds up to 60mph (in a 30 zone). I strongly object to these isolated proposals. Unless you do something to stop vehicles using the cut-through you are simply shifting the risk from roads designed for higher speeds/volumes to unsuitable roads. To be clear - just Google the fastest way to get from Shillingford roundabout to Slade End roundabout (the start/end of the so-called bypass). It avoids the bypass completely - and you will make the situation worse with these proposed changes.</p>	
(0380) Local resident, (Chalkhouse Green, Kidmore end Road)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support</p> <p>Dangerous road with sharp bends and far too many accidents</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(0381) Local resident, (Checkendon, Whitehall lane)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>I think that most of the limits in place work well enough already. I support reviews of accident black spots but don't think the entire stretch needs restricting</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

<p>(o382) Local resident, (Nuneham Courtenay, A4074)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection </div> <div> at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection </div> </div> <p>I strongly welcome Oxfordshire County Council's proposal to introduce lower speed limits along the A4074, particularly between Nuneham Courtenay and Berinsfield (Point B) and Berinsfield to Shillingford (Point C). This stretch has tragically become a magnet for high-speed racing—motorbikes routinely exceed 70 mph—despite the national limit of 60 mph. By reducing the limit to 50 mph, and ideally to 40 mph where the casualty rate is highest, we can:</p> <p>Save lives. Multiple fatalities have occurred around the Berinsfield roundabout, especially north and south of the Biker' Café. Slower speeds give riders and drivers more time to react.</p> <p>Protect vulnerable users. There is currently no formal cycle lane or safe pedestrian refuge. Oxford aspires to be a cycling city—this corridor must not remain a glaring exception.</p> <p>Improve compliance and enforcement. A genuine 50 mph limit, backed by regular speed checks and average-speed cameras, will be far more effective than the ignored 60 mph limit of today.</p> <p>This consultation represents an urgent opportunity to bring the A4074 in line with Vision Zero ambitions. I urge the Council to adopt the proposed 50 mph limits immediately—dropping to 40 mph at the worst-collision hotspots—and to allocate funding for enforcement and safe cycling infrastructure alongside the speed reductions.</p>
<p>(o383) Local resident, (Woodcote, West Chiltern)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support </div> <div> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Too many accidents on these roads already.</p>

<p>(o384) Local resident, (dorchester, queen st)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection </div> </div> <p>long overdue, best part of the a4074 around dorchester is a race track with lots of accidents, some sadly fatal - limit to 50 and make sure it is being enforced</p>
<p>(o385) Local resident, (Dorchester on thames, A4074 Dorchester by pass)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – No opinion/objection </div> <div> at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection </div> </div> <p>Due to the noise pollution and deaths on this stretch the limit should be 40 mph with double white lines to stop overtaking</p>
<p>(o386) Local resident, (Preston Crowmarsh, Preston Crowmarsh)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection </div> </div> <p>Having been first on the scene this morning at an RTA by Preston Crowmarsh/Agrivert entrance and having lived in Preston Crowmarsh on and off for over 30 years, I can honestly say the road is a death trap. Luckily (as far as I know)</p>

	the gentleman hit by a car today, was not fatally injured, but there have been too many accidents between Benson and Crowmarsh. We need a 40 mile limit.	
(o387) Local resident, (Wallingford, Egerton)	at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection
	I know of at least two recent accidents on the bypass or roundabouts at Wallingford. Cars too fast for roads joining	
(o388) Local resident, (Goring heath, Collins end)	at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
	I think people drive too fast on this road.	
(o389) Local resident, (Caversham, Woodcote Road (A4074))	at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
	The road is notorious for accidents and reduced speed will help to avoid many of them.	

(o390) Local resident, (Brightwell cum Sotwell, Bell lane)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Safer for everyone</p> <p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o391) Local Cllr (i.e. Town/Parish/District), (Woodcote, Reading Road)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p> <p>at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – Partially support Cane End to Caversham – No opinion/objection</p> <p>While I support the reduction in speed limits on the B471 and Reading Road into/from Woodcote onto the A4074, I don't believe the speed reduction is low enough. With the bends in the road on the B471, the speed reduction should be 30mph, before transitioning to 20mph. I say this not just as a councillor, but also as a resident of Woodcote and a member of the family that owns the fields on one side and that frequently finds parts of cars in the hedge/fence line or has to repair fencing due to cars going through. I also don't think the 50mph proposed on the Reading Road off the A4074 is low enough, but with such a short distance I do appreciate that going from 50mph, to XXmph to then 20mph is not really sensible. Plus, yet again the reduction of speed limit for Tidmore Lane has been missed out of the consultation, despite assurances from OCC that it would be addressed when it was missed out of the 20mph consultation for Woodcote. This is a single track bridleway with no lighting and no pavement, with houses or access to houses along it and also</p>

	provides access to an official footpath. Anything more than 20mph to match one end of Tidmore Lane (with the other end being just before another 20mph) is too high.	
(0392) Local resident, (Goring Heath, Long toll road)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – No opinion/objection</p> <p>Shillingford to Benson – No opinion/objection</p> <p>Benson to Crowmarsh – No opinion/objection</p> <p>Builds up traffic, which in turn increases CO2 emissions which is very distressing for our environment and air quality. Thank you I hope you take this seriously</p>	<p>at Wallingford (Bypass road) – No opinion/objection</p> <p>Wallingford to Ipsden – No opinion/objection</p> <p>at Ipsden – No opinion/objection</p> <p>Ipsden to Woodcote – No opinion/objection</p> <p>Cane End to Caversham – No opinion/objection</p>
(0393) Local resident, (Woodcote, Tidmore Lane)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – No opinion/objection</p> <p>Shillingford to Benson – No opinion/objection</p> <p>Benson to Crowmarsh – No opinion/objection</p> <p>As someone who cycles often through Checkendon from Woodcote, I find the speeds that vehicles are traveling along the A4074, not only 60mph but often well above it, to be quite intimidating, as well as cutting off any routes along the road as I do not see it as worth the considerable risk, due to such speeds. Moreover, when looking for walking or running routes, going north to Checkendon is essentially out of the question, due to the risks imposed by the speeds drivers go on the A4074. Furthermore, as a resident of Woodcote, the severe and unnecessary noises made by cars and particularly motorbikes destroy the tranquility of such a beautiful village. While I support the proposal to reduce the speed limit to 50mph, I think the 40mph proposed change on Oxford Road B471 should be continued, including the A4074, up to the junction with Reading road to the east.</p>	<p>at Wallingford (Bypass road) – No opinion/objection</p> <p>Wallingford to Ipsden – No opinion/objection</p> <p>at Ipsden – No opinion/objection</p> <p>Ipsden to Woodcote – Partially support</p> <p>Cane End to Caversham – No opinion/objection</p>

<p>(o394) Local resident, (Caversham, Geoffreyson Road)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection </div> <div> at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – Support </div> </div> <p>Speed limit coming into Cane End from Oxford is 40, then increases to 50 for the 13 bends of death. Personally have always felt safe at 50 on that stretch to the Reading border but have no issue with a reduction to 40.</p>
<p>(o395) Local resident, (Caversham, Shepherds Lane)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – Support </div> </div> <p>Traffic often exceeds 50mph coming into the 30mph limit into Caversham making it difficult to turn left to get onto the A4074</p>
<p>(o396) Local resident, (Woodcote, Reading Road)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection </div> <div> at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – No opinion/objection </div> </div>

	I live in Woodcote. Trying to get out of the village onto the A4074 southbound can be very difficult as traffic is frequently travelling at around 70 mph. There have been many accidents at the Woodcote / Checkendon junction, some of them fatal, all caused by the excessive speed of traffic on the A4074. Residents would welcome a reduced speed in this area.	
(o397) Local resident, (Cane End, A4074)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p> <p>The speed limit through Cane End should be lower. There are a number of junctions, one with Horsepond Road and another with Deadman's lane. There are numerous accidents on this small stretch and the speed limit should be lowered inline with other areas where the road is lined with residential properties.</p>	<p>at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Partially support Cane End to Caversham – Object</p>
(o398) Local resident, (Didcot, Ouse Close)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p> <p>I don't really feel the speed needs to be lowered, but instead enforcement of current limit needs to be looked at. Perhaps using average speed cameras on the sections the council are most concerned about.</p>	<p>at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o399) Local resident, (Mongewell, Hasthorpe Road)	at Oxford (Heyford Hill) – No opinion/objection	at Wallingford (Bypass road) – Object

	<p>Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p> <p>My objection is based on the speed limit on this road proposed at 50mph. I believe it should be 40mph, like the surrounding areas. It has a housing estate and bus stops. The entrance to the housing estate has also been the point of several collisions.</p>	<p>Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection</p>
(o400) As part of a group/organisation, (Wallingford, N/A)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p> <p>The Wallingford bypass is way too fast. I represent Cycling UK Wallingford. Crossing the bypass with a group of cyclists, or pedestrians is extremely hazardous. Recommend reduction to 40 mph and 30mph by the roundabouts.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection</p>
(o401) Local resident, (Checkendon, Deers Lane)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – Object</p> <p>50mph on this road is too slow. It is an A road with wide bends and long straits. With limited junctions.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>

<p>(o402) Local resident, (Caversham, Woodcote Way)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection </div> <div> at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </div> </div> <p>Unnecessary</p>
<p>(o403) Local resident, (Wallingford, McMullan Close)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection </div> <div> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection </div> </div> <p>I would like to see an upper limit on the Wallingford by pass as high as possible to try and deter through traffic from passing through Wallingford.</p>
<p>(o404) Local resident, (Woodcote, Greenmore)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection </div> <div> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Partially support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Partially support </div> </div>

	<p>I think these changes should only be made on the areas where the bends are or potentially poor visibility. Before you do any of these changes you need to consider the impact on journey times and you must resurface large sections of road especially between Cane End and Mapledurham which is atrocious and liaise with utility companies on traffic lights which appear as if by magic and don't get removed even if the work is done! You must base your decisions on statistics and not make these changes for the sake of it. I would rather the roads be fixed than money be spent on new signs!!!</p>	
<p>(o405) Member of public, (Swindon, Polesdon Avenue)</p>	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection</p> <p>A reduced speed limit NEEDS to be introduced on the A4130, between the A4074 and the road to Winterbrook. There are increasing accidents happening on that road as people turn in/out of Halifax Road (off Nosworthy Way). Thank you for looking at doing this - much appreciated!</p>
<p>(o406) Local resident, (Wallingford, Portcullis Drive)</p>	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection</p> <p>As a resident of the area, I support speed limits on Port Way and Nosworthy Way in Wallingford.</p>

<p>(o407) Local resident, (Wallingford, Reading road)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection </div> </div> <p>I live in Wallingford, so can't speak on the other areas,</p>
<p>(o408) Local resident, (Wallingford, Noswrothy way)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection </div> </div> <p>This stretch of road is incredibly dangerous there have been multiple collisions and injury's because you have failed to act and reduce the speed on this section of road after the completion of the Cala home Carmel meadows estate at cabi</p>
<p>(o409) Local resident, (Ipsden, Port Way)</p>	<div> <div> at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – No opinion/objection Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – No opinion/objection </div> </div>

	My driveway comes directly onto the A4074, and it has become increasingly dangerous due to the speed and volume of traffic. Vision from junctions along this road is not far enough for the speeds of traffic using the road. Cars are often overtaking in areas where vision is restricted for traffic trying to get onto the A4074 making it very hazardous.	
(o410) Local resident, (Woodcote, Bridle Path)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – No opinion/objection</p> <p>Shillingford to Benson – No opinion/objection</p> <p>Benson to Crowmarsh – Support</p> <p>I believe the speed limits should be lowered, as it's a dangerous road.</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p>
(o411) Local resident, (Caversham, Dovedale Close)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – No opinion/objection</p> <p>Shillingford to Benson – No opinion/objection</p> <p>Benson to Crowmarsh – No opinion/objection</p> <p>I am a cyclist and the A4074 is currently one of the least comfortable roads to cycle on due to the speed and volume of the traffic, including large vehicles. It has a reputation as one of the more dangerous roads in the area so any reduction in traffic speed would be very welcome.</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p>
(o412) Local resident, (Sonning common, Sedgewell Road)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – No opinion/objection</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p>

	<p>Shillingford to Benson – No opinion/objection Benson to Crowmarsh – Support</p> <p>This road, particularly the Woodcote stretch is lethal and I have almost lost my life there by a speeding driver. It's so hard to turn out of the any of the junctions along the road due to the speed a majority of cars are going.</p>	<p>Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o413) Local resident, (Caversham, Orwell Close)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Point 1: I think you need to be very mindful of unintended consequences. The vast majority of drivers drive safely and sensibly, a few do not and will overtake to save a few minutes. Slower speed limits are likely to cause more frustration and cause more people to make risky overtakes. 2: When speed limits are lowered over zealously, people stop respecting them. Oxfordshire already has this happening a lot on the many recent 20mph limits outside of immediate residential areas - these are ignored and other drivers get frustrated when I stick to the limit. Don't water down the meaning of a limit - use it where it is truly needed only. Your recent 20mph roll out has been the exact opposite of this. 3: 40mph is too low in most places. NSL down to 50 would be better.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o414) Local resident, (Wallingford, King Henry Avenue)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – Object Benson to Crowmarsh – Object</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Partially support Cane End to Caversham – Partially support</p>

	<p>Hardly anyone obeys the limits and speeds through zones but reducing may limit the overall speed being done to a more reasonable level</p> <p>Wallingford bypass more housing built and crossing to public footpaths on opposite site of road needs speed reduction</p>	
(o415) Local resident, (Cholsey, Ilges lane)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – No opinion/objection</p> <p>Benson to Crowmarsh – Support</p> <p>In my view, the present limits match with the infrastructure from Berinsfield to Shillingford. Reduction of the limits makes no sense unless the layout was changed to create seperated cyclepaths.</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – No opinion/objection</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – No opinion/objection</p> <p>Cane End to Caversham – No opinion/objection</p>
(o416) Local resident, (Woodcote, Bridle path)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Object</p> <p>Absolutely no need to reduce speeds on these adjoining roads, total waste of time and money</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>
(o417) Local resident, (Gallowstree, Horse pond)	<p>at Oxford (Heyford Hill) – No opinion/objection</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – Object</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p>

	<p>Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>Current speed limit not enforced so it is a waste of money to reduce speed further - it'll be ignored.</p>	<p>Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o418) Local resident, (Caversham, Lady Jane court)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object</p> <p>It's a long straight road From Cane End to Shillingford I don't see any reason to reduce the speed limit there.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o419) Member of public, (Woodcote, Crays pond goring road)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Partially support</p> <p>People doing ridiculous speeds are the problem and never see this being policed. Can hear the motorbikes on a sunny day going so fast. However why should I have to go slower when I'm driving carefully in good weather with my speedo sat at 60. I think the 20 mph at Nuneham Courtney is a disgrace.</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o420) Local resident, (Caversham, Woodcote Road)	<p>at Oxford (Heyford Hill) – No opinion/objection</p>	<p>at Wallingford (Bypass road) – Object</p>

	<p>Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Object</p> <p>Some sections of the road do not require a reduction in the 60 mph speed limit as they are quite safe of that speed. Other sections do need the traffic slow down. Any speed limit changes need to take into account local road conditions. There is no one size fits all solution.</p>	<p>Wallingford to Ipsden – Object at Ipsden – Support Ipsden to Woodcote – Object Cane End to Caversham – Partially support</p>
(o421) Local resident, (Didcot, Prefer not to say)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Object</p> <p>Lots of the parts of the road which are national speed limit are very wide and national speed limit feels okay where the roads are wide. I think reducing the speeds to 50mph or even 40mph will encourage overtaking which could be more risky than leaving the speed limits as they are, however certain small parts of the road could benefit from being a bit slower (e.g. the junction by the Stonemasons at Ipsden, and the cross roads by the Oratory school going to Woodcote/Ipsden)</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Partially support Ipsden to Woodcote – Object Cane End to Caversham – Object</p>
(o422) Local resident, (Woodcote, Tidmore Lane)	<p>at Oxford (Heyford Hill) – No opinion/objection Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Partially support</p>

	<p>I live in Woodcote and am very conscious of how bikers use this section, often going at over 100mph, as some sort of fun run. They particularly use it on summer evenings and it is dangerous, but also very noisy and disruptive. The junction with Reading Road and the crossing to Checkendon, although it has good visibility can be difficult with vehicles travelling at high speeds. A limit of 40 would be excellent.</p> <p>I have less direct knowledge of the road further north, so my responses reflect this.</p>										
(o423) Local resident, (Woodcote, Tidmore Lane)	<table border="0"> <tr> <td>at Oxford (Heyford Hill) – No opinion/objection</td><td>at Wallingford (Bypass road) – Support</td></tr> <tr> <td>Nuneham Courtenay to Berinsfield – No opinion/objection</td><td>Wallingford to Ipsden – Support</td></tr> <tr> <td>Berinsfield to Shillingford – Support</td><td>at Ipsden – Support</td></tr> <tr> <td>Shillingford to Benson – Support</td><td>Ipsden to Woodcote – Partially support</td></tr> <tr> <td>Benson to Crowmarsh – Support</td><td>Cane End to Caversham – Support</td></tr> </table> <p>For the most part I completely support the plans. I think the proposed reductions in the speed limits make a lot of sense. I regularly drive across & along the A4074 and I am really worried at times about the speeds some drivers go at, particularly motor bikes. So many drivers seem to think the 60mph on the A4074 actually means they can go at 70mph+. Motorcyclists are the worst as they often seem to think it is acceptable to race & roar along this road at 90mph+ so whatever you do on speed limits you need to ensure they are enforced as currently for some even 60mph is meaningless.</p> <p>In terms of the Ipsden to Woodcote section though I only partially support your plan as I don't understand why you have chosen to drop the speed limit to 40mph at most key junctions & roundabouts along the A4074 but you are not proposing to drop it to 40mph at the Checkendon/Exlade Street & Woodcote Reading Road junction with the A4074. I live in Woodcote and I see a lot of people crossing the A4074 on their bikes at that junction cycling between Woodcote & Checkendon/Stoke Row, including my own family and I worry that someone is going to get seriously hurt. The main Oratory School is on the corner of this junction with an entrance just off the A4074 & the Reading Road so at certain times of the day there are cars stopping on the A road or the Reading Road to turn into the school. There are footpaths & a bridleway across A4074 close to this junction and I've seen people crossing with dogs & even horses particularly as you also have Chiltern Cross Country on the corner of the B471 & the A4074. The chance for another fatal crash is very concerning. We regularly hear drivers screech round on to the Reading Road from A4074 or from the Reading Road on to the A4074, particularly at night so whilst I do really welcome the plan to drop the</p>	at Oxford (Heyford Hill) – No opinion/objection	at Wallingford (Bypass road) – Support	Nuneham Courtenay to Berinsfield – No opinion/objection	Wallingford to Ipsden – Support	Berinsfield to Shillingford – Support	at Ipsden – Support	Shillingford to Benson – Support	Ipsden to Woodcote – Partially support	Benson to Crowmarsh – Support	Cane End to Caversham – Support
at Oxford (Heyford Hill) – No opinion/objection	at Wallingford (Bypass road) – Support										
Nuneham Courtenay to Berinsfield – No opinion/objection	Wallingford to Ipsden – Support										
Berinsfield to Shillingford – Support	at Ipsden – Support										
Shillingford to Benson – Support	Ipsden to Woodcote – Partially support										
Benson to Crowmarsh – Support	Cane End to Caversham – Support										

	<p>speed limit past Woodcote I urge you to drop the speed limit to 40mph not 50mph at that junction as you are doing for the Ipsden junction and many other such junctions.</p> <p>The other thing is that I note you are proposing to drop the speed limit on the B471 to 40mph from the A4074 into Woodcote (and then it becomes 20mph) - which I support. But surely it makes sense to do the same on the other road heading north out of Woodcote ie the bit of Reading Road between the A4074 and the 20mph for Woodcote village. Along this section of the Reading Road there are bus stops, a school entrance, a single lane restricted byway (which is used everyday by walkers, cyclists & horse riders) and a new housing estate so I really encourage you to also make the Reading Road a 40mph once it is out of the Woodcote 20mph area and before it joins up with A4074. I also think you should change the speed limit in Tidmore Lane (ie the single lane restricted byway I mentioned above) to 20mph. This was mistakenly left out of the speed limit changes made when the speed limit in Woodcote was reduced to 20mph. It is currently sign posted as national speed limit which is ridiculous. Mostly people are sensible and do not attempt to do more than 25mph along it because there are a lot of blind bends and people on foot, bikes or horses using it but at certain times of the day it is used as a rat run to avoid drop off/pick up time at Langtree & Woodcote primary schools. My husband has even witnessed someone doing about 50mph down this road which is terrifying but supposedly legal. Many of us locals have mentioned the need for the speed limit in this road to change & it would be great if it could be done soon please.</p>	
(o424) Local resident, (Woodcote, Hagbourne Close)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – No opinion/objection</p> <p>Shillingford to Benson – No opinion/objection</p> <p>Benson to Crowmarsh – No opinion/objection</p> <p>I live near Woodcote. Traffic can be unnecessarily dangerous.</p>	<p>at Wallingford (Bypass road) – No opinion/objection</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p>
(o425) Local resident, (Woodcote, Tidmore lane)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – No opinion/objection</p> <p>Berinsfield to Shillingford – No opinion/objection</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – No opinion/objection</p> <p>at Ipsden – Support</p>

	<p>Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p> <p>The road noise is excessive but I'd like to understand how it would be enforced with motorcycles specifically as the road is used as a racetrack by them. Some of the road is winding and I have seen many accidents</p>	<p>Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o426) Local resident, (Ipsden, A4074 (Port Way))	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – No opinion/objection Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Multiple accidents have happened in the Ipsden area because of fast NSL traffic mixing with slowing traffic for the various turnings, drives and entrances.</p>	<p>at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection</p>
(o427) Local resident, (Woodcote, South Stoke Road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – No opinion/objection Berinsfield to Shillingford – Object Shillingford to Benson – No opinion/objection Benson to Crowmarsh – Partially support</p> <p>I live in Woodcote, and have done for 2 and a half years. I drive the A4074 (particularly the Reading to Benson section) and Wallingford bypass regularly, less often between Benson and Oxford. Heyford Hill - I think it makes sense, with the traffic lights present on the A4074 and there also isn't great visibility approaching from the south. It does feel uncomfortably fast at 50mph. Nuneham Courtenay to Berinsfield - both sections of NSL either side of the Golden Balls roundabout are fairly short, so I'm not particularly bothered either way. Could help with smoother driving.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Partially support at Ipsden – Object Ipsden to Woodcote – Partially support Cane End to Caversham – Support</p>

Berinsfield to Shillingford - I think overall the Dorchester Bypass is a wide, fairly open stretch of road which doesn't need its limit lowered to 50mph. The only thing I can think of - Oxford-bound there is a bus stop/layby that is quite hidden on the curve where it makes sense to slow down a little, in case the X40 bus is pulling out, although there is a 'P' sign on approach. I don't think this should be enough to reduce the limit on its own, so overall I object.

Shillingford to Benson - Similar to what I've said for the Nuneham Courtenay to Berinsfield section, it's a short section so I'm not bothered either way.

Benson to Crowmarsh - I'm not convinced about extending the 40mph limit to Benson Lane. I tend to slow down to 40-45mph through the crossing, which also helps me to avoid the potholes on northbound side, but heading towards Benson village after the crossing the road is wide and open and sometimes I think even 50 feels a little bit slow. However, I do agree that the fairly short NSL bit could be reduced so that there is a consistent 50mph between Crowmarsh and Benson instead - 40 would be unreasonably slow where it is proposed.

Wallingford bypass 50mph - I think this is fair enough, given the roundabouts and level crossing it's not safe or practical overall to reach NSL.

Wallingford to Ipsden - I think this should be NSL mostly as visibility is good having reached the top of the hill. I think extending the 50 from Crowmarsh as far as just beyond the junction with the B4009 would be okay, maybe even a short 40 limit at Ice House Hill, might ease speeds a little but that would be mainly for those heading downhill from the Ipsden direction and those pulling out from North Stoke direction.

At Ipsden - tricky one, I generally do 50mph through this junction and it must be difficult pulling out onto the main road at busy times. Visibility wasn't great to the left when I pulled out from the Ipsden village side on one occasion. However the 40 limit seems unnecessarily slow and clearly seems to be targeting only the staggered crossroads and the stonemasons. There are already flashing electronic warning signs on approach which I think are sufficient but maybe stop signs/lines on the minor roads and rumble strips on the A4074 either side would help even more. It's not really a busy junction as far as I've seen, I don't think a 40 limit would make it easier or safer for drivers to pull out at busy times. I have seen careless drivers try their luck pulling out, with poor judgement or impatience, forcing others to brake sharply. This has happened to me driving on the A4074, while I managed to anticipate it beforehand, I would actually support a reduction to a consistent 50mph as a compromise along the entire stretch between the Ipsden welcome signs, given the bends and junctions along there. I do object to the limit of 40 as proposed even though I acknowledge that it is short.

Ipsden to Woodcote - the section between Ipsden and just before the B471 is good for NSL I think, it's mostly open and straight. The junction for Goring and Braziers Park is covered sufficiently I think by warning signs anyway and is not busy as such from what I've seen passing through regularly. I support extending the 50 limit from Cane End past the Oratory School past the Checkendon Junction to just after the B471 as these can both be busy and as a result dangerous junctions, so I think it's worth being more cautious here, as I always am myself.

With regards to the 40 proposals on the B471 itself, it's impossible I find to reach 40mph between Woodcote and the A4074 anyway but at least it's then consistent. I actually think 30mph would better reflect the road.

	<p>Cane end to Caversham - Support. I've always found it difficult to reach 50mph mostly given that the road is narrow and winding (as well as, in part, the potholes in places it has to be said) so overall the proposal seems fine to me. The bit between the Pack Saddle pub and 30 limit at Caversham is straighter and probably fine as it is now but that would lead to too many speed limit changes so I think it's far better to be consistent.</p> <p>Overall I have mixed views. Purely based on the road environment and characteristics many of the limit reductions do make sense. From what I've seen driving along these roads, I think a greater focus on driver training to anticipate and prevent hazards, as well as judging traffic speeds, and also police action on dangerous driving manoeuvres, would be an even better solution than to just reduce the speed limit on almost entire stretches, to get to the root of the problem. Though I do appreciate that this is likely out of the council's control, and a matter for the UK government and the police. Also, fairly high traffic volumes and slower moving vehicles mean I suspect average speeds will be less than 60mph anyway. I understand a consistent speed limit might be better than having many in a short distance, and encourages smoother driving techniques which I find useful.</p>	
(o428) Member of public, (Caversham, Surley Row)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – No opinion/object</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>People drive far too fast on this road. I did think however that speed limits were already in place even before Cane End; indeed all along the 'Seven Bends of Death.' But will you install functioning speed cameras?</p>
(o429) Local resident, (Caversham, Copperfields)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Object</p> <p>Berinsfield to Shillingford – Object</p> <p>Shillingford to Benson – Object</p> <p>Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Object</p> <p>Ipsden to Woodcote – Object</p> <p>Cane End to Caversham – Object</p>

	I travel this route regularly and the blanket proposals will cause frustration and additional overtaking during busy periods especially in the morning and evening. Many parts of the route are open and with good sight lines. More focused traffic calming and safety measures by hazards, such as junctions would be more appropriate	
(o430) Local resident, (Wallingford, Wantage Road)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Object Berinsfield to Shillingford – Object Shillingford to Benson – Object Benson to Crowmarsh – Object	at Wallingford (Bypass road) – Object Wallingford to Ipsden – Object at Ipsden – Support Ipsden to Woodcote – Object Cane End to Caversham – No opinion/objection
(o431) Local resident, (Woodcote, Bridle path)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Object Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support	at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Object at Ipsden – Support Ipsden to Woodcote – Object Cane End to Caversham – Partially support
(o432) Local resident, (Wallingford, Fir Tree Average)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support	at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Partially support at Ipsden – Partially support

	<p>Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support</p> <p>At Wallingford at the Winterbrook double roundabout exiting onto the Reading Road towards Moulsoford I would love to see a 30mph or 20mph zone extend until after the turnings for Elizabeth House nursery, so the nursery is treated as part of the Wallingford conurbation. This is a busy nursery with many family cars turning in and out having to try to navigate traffic approaching or exiting the Winterbrook roundabout at 60mph. As a parent doing this every day with my young children it can be frightening the speed some cars travel at. Equally at rush hour the traffic speeds across the Winterbrook roundabout are ridiculous. Some cars going straight over from Reading to Didcot do not even slow and take the roundabout itself at 60mph.</p> <p>My second wish would be that the stretch of the A4074 between Shillingford and Berinsfield has a central reservation introduced and lanes narrowed to prohibit dangerous overtaking, in addition to reduced speed limit. The hatched middle lane is used all the time by cars overtaking despite signs saying it's prohibited. It's so dangerous that two cars doing this could have a head-on collision at such high speeds, and would take out any cars driving safely that they were overtaking as collateral damage. I hate driving this stretch with my family, it's so frightening to be overtaken like this, when I am already travelling at the speed limit to try and avoid it happening. There is never any police presence or speed camera to deter this so permanent safety measures are needed.</p> <p>For the rest of the A4074 I would support any speed limit reduction but would like additional road markings to highlight where overtaking should be prohibited for safety reasons.</p>	<p>Ipsden to Woodcote – Partially support Cane End to Caversham – Partially support</p>
<p>(o433) Local resident, (Wallingford, Brookmead)</p>	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support</p> <p>Just needs to be slower at busy junctions and roundabouts, rest ok at 50. Could Nuneham Courtney be 30 as everyone drives at 15mph currently which makes traffic queues</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Partially support Cane End to Caversham – Partially support</p>

<p>(o434) Local resident, (Crays Pond, B4526)</p>	<table border="0"> <tr> <td> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support </td><td> at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </td></tr> </table> <p>I live near Woodcote. There has been many fatal accidents in the years I have lived here. I have always wondered why there wasn't a speed limit on this road. Locally we know it as " the thirteen bends of death"!</p>	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support	at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support	at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support		
<p>(o435) Local resident, (Woodcote, Bridle path)</p>	<table border="0"> <tr> <td> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support </td><td> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object </td></tr> </table> <p>Making 40mph limits on a main road will not stop people speeding and just increase frustrations</p>	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object
at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Object at Ipsden – Object Ipsden to Woodcote – Object Cane End to Caversham – Object		
<p>(o436) Local resident, (Wallingford, Rowland close)</p>	<table border="0"> <tr> <td> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support </td><td> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </td></tr> </table> <p>I commute wallingford to caversham everyday - I have had several near misses that would have killed me and destroyed a family through no fault of my own. I suffer flashbacks. People make some really foolish decisions at high speed on that road and Oxfordshire need to legislate against it - people will die otherwise without a doubt.</p>	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Partially support Berinsfield to Shillingford – Partially support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support		

(o437) As a business, (Caversham, Woodcote road)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Partially support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>The road isn't safe for National Speed Limit</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p>
(o438) Local resident, (Wallingford, Elizabeth Road)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Partially support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Object</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Partially support</p> <p>My strongest objection is to the proposed 50mph on the A4130 on Wallingford bypass / Northworthy road. There is a perpendicular junction on this road feeding a housing estate of 90+ homes and the CABI business. This perpendicular junction has no on- or off- ramp and is bookended by pedestrian crossings for the adjacent bus stops. There have already been 4 or 5 accidents on this road alone in the last 6 months, as a result of this layout and speed limit. Reducing this to 50mph will not make any difference; we need something more appropriate like 40mph at most. There is already a precedent for 40 mph on this road, as the road reduces to 40mph further along at the other housing estates on this road -- which also have suitable on- and off- ramps -- as well as the recent reduction of the speed limit on this road running past Brightwell-cum sotwell, all the way to Didcot. In addition, there have been similar -- and more drastic speed limit changes in the area, with many lowering to 20mph in and around Wallingford, or the new 20, 30 and 40mph on the Abingdon road off from the Beringsfield roundabout.</p>

	I supported the local Crowmarsh parish council's proposal for the Northworthy way section of the A4130 to match the other end of the road at 40mph. It is deeply angering that this request to improve safety and traffic at such a busy section, seems to have been ignored after consultation with local residents during the onsite visit.	
(o439) Local resident, (Sonning Common, Rowan Close)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Partially support</p> <p>Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>The journey from Reading to Oxford would only take 5 or 10 minutes longer. I lived at Woodcote for 20 years, by the road, and saw at least five deaths just on the Woodcote /Checkendon part of the road, ALL caused by speed.</p>
(o440) Local resident, (Goring, elvendon)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Partially support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Partially support</p> <p>lower speed limits make for safer driving. I would add that cycling options along the a4074 are patchy and should be maintained and improved. lower speed limits where there is no cycling option would also be beneficial. please also reduce the lane width on the Dorchester bypass and put in a dedicated cycling lane in both directions. a similar scheme would also benefit oxford commuters from Nuneham Courtney to Heyford Hill</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p>
(o441) Local resident, (Culham, High St)	at Oxford (Heyford Hill) – Support	at Wallingford (Bypass road) – No opinion/objection

	<p>Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – No opinion/objection Benson to Crowmarsh – No opinion/objection</p> <p>Increase air quality, decrease noise pollution in our area. More safety for motorists and non motorist using the road</p>	<p>Wallingford to Ipsden – No opinion/objection at Ipsden – No opinion/objection Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection</p>
(o442) Local resident, (Dorchester on thames, Oxford road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support</p> <p>Surprised that the proposal only involves speed reduction. Where is the alteration to the road and road markings from berinsfield to shillingford as per council representation to local groups to address the speeding motorcyclists</p>	<p>at Wallingford (Bypass road) – Object Wallingford to Ipsden – Partially support at Ipsden – Object Ipsden to Woodcote – Partially support Cane End to Caversham – Partially support</p>
(o443) Local resident, (Caversham, Rokeby drive)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Partially support Benson to Crowmarsh – Partially support</p> <p>Reduce pollution</p>	<p>at Wallingford (Bypass road) – Partially support Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o444) Local resident, (Tokers Green, Beech Road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support</p>	<p>at Wallingford (Bypass road) – No opinion/objection Wallingford to Ipsden – No opinion/objection</p>

	<p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>We fully support the reduced speed limit along the A4047 between Cane End and Caversham. Currently it's very difficult to turn right onto the 4047 from Rokeby Drive, it's a near death experience every time. The traffic coming from Cane End is travelling at 50mph which is far too fast.</p>	<p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p>
<p>(o445) Local resident, (Dorchester on Thames, Haven Close)</p>	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>I frequently use the bus between the Dorchester by-pass and both Oxford and Wallingford, including (less frequently) Nuneham Courteney and Benson. Both waiting at the bus stops and while travelling I am often alarmed by the excessive speed of some cars and especially motorbikes. In particular, watching the recklessness of the motorbikes (and some cars) overtaking on the by-pass leaves me in fear of an accident. My experience must be replicated at other 'country' stretches of the road. The new 40 mph at Berinsfield and the 20 mph at Nuneham Courteney have much improved things there, and reducing the overall speed along the whole stretch that I have experience of can only be positive in terms of both safety and quality of life for residents.</p> <p>As a resident of Dorchester, I am also adversely affected by the noise of the motorbikes along the by-pass, even though I live almost as far from it as is possible in the village. This is particularly bad on Monday evenings, weekends, and holidays.</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – No opinion/objection</p> <p>at Ipsden – No opinion/objection</p> <p>Ipsden to Woodcote – No opinion/objection</p> <p>Cane End to Caversham – No opinion/objection</p>
<p>(o446) Local resident, (Chazey Heath, Rokeby Drive)</p>	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Object</p> <p>at Ipsden – Support</p>

	<p>Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>The stretch of road from Cane End to Caversham is so dangerous as cars accelerate from 30 to 50 coming out of Caversham and coming out of our road Rokeby Drive you take your life in your hands, as visibility is very poor. Lorries in particular drive too fast . Very surprised no one has been killed at junction yet.</p>	<p>Ipsden to Woodcote – Object Cane End to Caversham – Support</p>
(o447) Local resident, (Warborough, A329)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>We desperately need enforced speed limits on this road in view of the total free for all that exists, especially with motorbikes.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Partially support at Ipsden – Partially support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o448) Local resident, (Dorchester on Thames, Abingdon Rd)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>The A4074 is treated in certain sections as a racetrack and is incredibly dangerous. This is especially true for the Berinsfield to Shillingford section. The existing speed limit is commonly ignored and there is regular overtaking on the hatched sections. Motorbikes are especially involved in this and apparently refer to their get together at the HCafe as The Races. The noise they make is a persistent problem for residents of Berinsfield and Dorchester and Burcot. In</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – No opinion/objection Cane End to Caversham – No opinion/objection</p>

	fact the bikes can even be heard in the middle of Ipsden. There are regular accidents and the existing speed limit doesn't appear to be enforced.	
(o449) Local Cllr (i.e. Town/Parish/District), (Dorchester-on-Thames, High st)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – No opinion/objection
	Number of accidents, inc fatal between Oxford & Benson.Noise pollution from motorcycles on Dorchester by pass.Average speed cameras required to police the limits.	
(o450) Local resident, (Woodcote, The Close)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
	I drive on the A4074 between Woodcote and Gallows Tree Common most days to take my son to and from nursery and also regularly from Woodcote into Reading. The road is too fast for many of the junctions onto it to be safe at 50 or 60 mph. As a Woodcote resident, I strongly support the reduction of the speed limit on the Oxford road. The current abrupt change from a 60 mph limit to 20 mph means that many drivers continue on the Goring road, past the village hall going significantly above the 20 mph limit. I hope that the proposed changes will improve the safety on the roads I regularly travel on. I would also like to encourage the council to consider further safety improvements by changing the design of some of the junctions with the A4074, in particular the one with Deadman's lane. Traffic lights or a roundabout at this junction might make the name less apt.	

<p>(o451) Local resident, (Woodcote, Woodcote)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>The amount of crashes - maybe a roundabout at the main woodcote junction as well...</p>
<p>(o452) Local resident, (Woodcote, Wittenham Close)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Lower speed limits will hopefully reduce fatal incidents, and accidents for all road users.</p>
<p>(o453) Local resident, (Goring, Elvendon Rd R)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>As a keen cyclist any reduction in traffic speed would be welcome. Although I seldom cycle on the A4074 I often cross it and the proposed changes would make it easier and safer.</p>

<p>(o454) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>This response is on behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel. We support these proposals mainly as part of this Council's 'Vision Zero' commitment and strategy to reduce road casualties towards zero. No-one should have to die for the sake of someone's transport choices. Speed is a factor in 35% of road fatalities, and reducing it is proven to save lives and reduce injuries. Reducing speeds also increases capacity, and reduces the chances of collisions causing traffic jams and damaging expensive infrastructure.</p> <p>Reducing speeds also makes the roads safer for walking and cycling. Although the A4074 remains a hostile environment for these, it does have some roadside paths. These often have inadequate buffers at current speeds, and reducing the speeds will bring some of these closer to the adequate range.</p>
<p>(o455) Local resident, (oxford, Rymers Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>lower speeds makes roads safer, that's been proven.</p>
<p>(o456) Member of public, (Oxford, Southfield Park)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support </div> </div>

	<p>Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Slower speeds save lives.</p>	<p>Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
<p>(o457) Local resident, (Goring on Thames, Limetree Road)</p>	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>The A4074 suffers from a few vehicles, including motor bikes, travelling at excessive speeds. I have even witnessed motorbikes racing along the Dorchester by pass. I fully support your efforts to reduce motor vehicle speeds on the A4074.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
<p>(o458) Local Cllr (i.e. Town/Parish/District), (Goring, Manor Rd)</p>	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Cyclists and pedestrians should feel safer along this busy road, currently it feels very unsafe in places.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
<p>(o459) Local resident, (Woodcote, Behoes Lane)</p>	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support</p>

	<p>Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>If you'd done a survey on seatbelts before they were the law you'd have had overwhelmingly negative feedback. Just ignore the inevitably negative results of this survey, and go ahead with making our roads safer.</p>	<p>Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o460) Local resident, (South Stoke, Walligford)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>I live on the B4009. Everyone I know has had a shunt from behind where the road joins the A4074. Reduced speed on that will road will make this experience less dangerous.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o461) Local resident, (Goring Heath, B4526)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>I am especially supportive of adjustments to the speed limit on roads joining or adjacent to the A4074. I live on the B4526 which is a national speed limit road where cars and particularly motorbikes regularly pass at speeds well in excess of the speed limit. I would say some reaching 80-100mph. The noise is deafening and the speeds terrifying. There are young families, domestic animals, farm animals and wildlife all deeply affected by reckless driving on this stretch of road. If the speeds on the A4074 are to be reduced then I sincerely hope this will be reflected on the adjacent roads</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>

<p>(o462) Local resident, (Goring, Cleeve road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>It is a dangerous road in places. People drive very fast on it.</p>
<p>(o463) Local resident, (Tokers Green, Rokerby Drive)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>I travel the 4074 from Caversham to Woodcote every day. The speed people do endangers everyone on a road that is constantly traversed by wildlife, is intersected by roads and homes and has incidents and accidents on a regular basis.</p>
<p>(o464) Local resident, (South Stoke, Wallingford Road (B4009))</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Having lived in the South Stoke and regularly used the A4074 over the past 43 years, I have long felt that the speed limit on the A4074 should be lowered, and the number of accidents - especially in the stretch between Mongewell</p>

	<p>roundabout and Cane End - testify to this. I would go even further, and suggest lowering the speed limit further at the approaches to roundabouts on the Wallingford bypass, especially the double roundabout where Bosley Way meets Nosworthy Way (on the A4130), and where Nosworthy Way meets Port Way (on the A4074). The Nosworthy Way - Port Way (Mongewell) roundabout in particular is treacherous, as it is on an incline and visibility on the approaches is poor at the best of times. This is aggravated even more by the speed of approaching traffic, especially at rush hour, and is likely to get worse as Wallingford expands. I would also suggest a lower speed limit at the Woodcote/Reading Road junction with the A4074, in particular.</p>	
(o465) Local resident, (henley, but i use these roads a lot for work., harcourt close)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p> <p>The speed drivers go at currently is ridiculous. People will get killed. Wildlife is being killed. I wish it was even lower on speed.</p>
(o466) Local resident, (Caversham, Tower Close)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p> <p>60 on windy rural roads is good for nothing and just dangerous. I sometimes cycle down that road and it is scary to be honest.</p>
(o467) Member of public, (Caversham, Upper Woodcote Road)	at Oxford (Heyford Hill) – Support	at Wallingford (Bypass road) – Support

	<p>Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>We called these the thirteen bends of death in the ambulance service. It would probably need additional enforcement measures such as average speed cameras etc, but would hopefully be a life saving measure.</p>	<p>Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o468) Local resident, (Caversham, Upper woodcote road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Speed control essential to save lives. Drivers tend to drive at upper limit of speed restriction even at night.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o469) Local resident, (Caversham, The Horse Close)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Traffic is too fast on all of those sections. Caversham to Woodcote driving is often impatient and the Cane End to Caversham section is definitely too fast for those bends and type and weight of traffic.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>

<p>(o470) Local resident, (Caversham, Upper Caversham Road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Reducing the speed limit will make the roads safer for all users. It will also help to reduce the noise pollution from large vehicles which at times can be overwhelming. There will also be a much welcomed improvement to the environment</p>
<p>(o471) Member of public, (Reading, Flamborough Close)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>A 40/50 mph speed limit in these areas will improve safety and have little or no impact on the time taken to complete journeys along the route. I travel on the A4074 frequently from Reading to Cane End and the Goring turn off and the current speed limits in force are an improvement to the National speed limit that was previously there, which probably aided the road being called ‘the 13 bends of death’.</p>
<p>(o472) Local resident, (Caverham, St. Anne’s road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support </div> </div>

	<p>Benson to Crowmarsh – Support</p> <p>Cane End to Caversham – Support</p> <p>These are dangerous roads They go to fast</p>
(o473) Member of public, (Caversham, Queensborough Drive)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>I've used the road for over 40 years. Reducing the speed of vehicles will make it safer</p>
(o474) Local resident, (Caversham Heights, Woodcote Way, Caversham)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>I drive on these roads twice a day, everyday and the speed in which people drive and especially take the bends is crazy! Making it 40mph then at least people speeding will probably on being doing 50 rather than 70 on a 60 road.</p>
(o475) Local resident, (Caversham, Glenrhondda)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p>

	Shillingford to Benson – Support Benson to Crowmarsh – Support	Ipsden to Woodcote – Support Cane End to Caversham – Support
	There's poor visibility on many of these stretches, especially as you approach Reading. At night, it can be hard to drive above 40mph without risk along some stretches	
(o476) Local resident, (Caversham, Priory avenue)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
	Too many people ignore the speed limits so set them low and permit speeders will lower their speeding speed	
(o477) Local resident, (Caversham Heights, Upper Woodcote Road)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
	This road is too dangerous and too many accidents happen!	
(o478) Local resident, (Wallingford, Reading Road)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support

	<p>Benson to Crowmarsh – Support</p> <p>Cane End to Caversham – Support</p> <p>The A4074 is used as a race track and hopefully this will slow vehicles down. So many tragedies over the years. It is very dangerous for cyclists, slower speed will make it safer for all road users.</p>
(o479) Member of public, (Caversham, Peppard Road)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>Speed kills, reduced speeds must be a good thing if expert highway planners recommend it in places where roads warrant it.</p>
(o480) Local resident, (Chazey Heath, Mapledurham, Chazey Heath, Mapledurham)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>I live in Chazey Heath and vehicles pass our house at speeds in excess of the current limits. We have a young family and pets and often the pathways are overgrown. It makes leaving the house via the front driveway very frightening.</p>
(o481) Local resident, (Chazey heath, Chazey heath (a4074))	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p>

	<p>Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>As a resident whose driveway directly joins the A4074, I am in full support of this proposal. Slowing the traffic will help to make pulling out of my driveway (and adjoining roads) a safer experience. Multiple times per day, we hear the cars and motorcycles 'open up' their engines as they travel out of Caversham and towards Chazey Heath, sometimes dangerously overtaking where the road widens by the entrance to The Club at Mapledurham. It's an accident waiting to happen (again). These proposals will help to make the roads safer, especially if compliance with the speed limit is reinforced with cameras.</p>	<p>Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o482) Local resident, (Reading, Woodcote road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>A reduction in vehicle speed will reduce danger, noise, pollution and fuel consumption I'm all for it.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o483) Local resident, (Caversham, Woodcote way)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Anything that can be done to deter speeding and promote safer travel by bicycle or on foot should be encouraged.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>

<p>(o484) Local resident, (Caversham, Woodcote Road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Hopefully will reduce through lorry traffic.</p>
<p>(o485) Local resident, (Caversham, Woodcote Way)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>There are several junctions along these roads where 60 is just too fast.</p>
<p>(o486) Local resident, (Woodcote, South Stoke Road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Lowering speed limits makes roads safer for all users and is fuel efficient.</p>

<p>(o487) Member of public, (Oxford, Sandford Rd)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Yes! Thank you Mr Mauz and team of Cllr Gant for making our road safer, you are delivering a valuable service to the community</p>
<p>(o488) Local resident, (Chazey Heath, Rokeby Drive)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>This is a very dangerous road. It is narrow and windy and goes through built up areas. This is a much needed reduction of speeds which will reduce the risk of accidents, injury and fatalities.</p>
<p>(o489) Local resident, (Kidmore end, Wood Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Live very near the a4074 and anything to reduce the amount of accidents and fatalities has to be a good thing</p>

<p>(o490) Local resident, (Crowmarsh, Thames Mead)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>pretty much all parts of this road is not for going over 50 miles, I suggest you take the M40 or the A34 if you are in a rush. 50 is plenty and would make it safer for all road users, including drivers themselves</p>
<p>(o491) Local resident, (Caversham, Abbotsmead Place)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>A very dangerous stretch of road, drivers get frustrated by slower traffic and overtake in dangerous places. My son had an accident on this road, thankfully he was ok.</p>
<p>(o492) Local resident, (Benson, Brook St)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div>

	Cyclist here, long overdue to sort out this road to make it safer for all participants. No cycle lane going into Oxford who prides itself to be a 'cycling city'. A4074 barely usable as it is not safe, at least not with speed limits of 60m which are not adhered to. Reduce to 50m and check regularly, you have my vote	
(o493) Member of public, (Berinsfield, Lay Ave)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>This could definitely help making our roads safer. 50 miles seems plenty given there is no hard shoulder, lots of crossings, bends, high grass verges etc, a lot can go wrong driving on this road with higher speed. There is so much roadkill probably related to higher speeds with little time to break, it's just sad. A lot of accidents over the years with fatalities, reducing the speed limit only makes sense.</p>
(o494) Local resident, (Cholsey, Cross Road)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>I wholeheartedly support this proposal. Every time I leave Reading and see the sign "Take extra care - 162 casualties in 3 years - A4074 to Oxford" my heart skips a beat wondering if I get home safe. I barely feel comfortable driving 50 on this road, but with people tailgating me dangerously thinking they always need to drive the maximum allowed I push myself to get closer to 60. Something needs to be done, this is not safe. What are a few seconds saved on a journey compared to peoples lives and safety? Please approve this proposal</p>

<p>(o495) Rather not say, (Oxford, Bartholomew Rd)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>I am all in favor of this and I am certain so is the (more silent) majority of the population. We owe Mr Gant a lot of gratitude for making our community safer. A few but vocal petrol heads think that by reducing speed limits to safer and more normal levels around the county we are taking their freedom, but little do they think about the freedom of everyone around them just to gratify their unreasonable urges. Lives are being put at risk for these so called 'freedoms'. These measures I am sure will save lives whilst barely giving up anything in return, every reasonable person should be backing this introduction of safer speed limits.</p>
<p>(o496) Member of public, (Didcot, Edinburgh Dr)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>most road this type are 50mph, makes perfect sense for the A4074 to be as well. Much safer for everyone using it</p>
<p>(o497) Local resident, (Berinsfield, Lodden Avenue)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div>

	<p>60MPH for some means 65-70+, so by reducing the limit to 50MPH we could get it down to 55 hopefully. It needs to be enforced and controlled as well, overall I support the proposed change</p>	
(o498) Member of public, (Oxford, Oxford)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Lower speed limits will make the roads safer for all.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o499) Local resident, (Warborough, Henfield View)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Actual speeds currently exceed nearly all the limits along this road so by reducing the limit it may help the situation. There will always be many who think they can 'get away' with an extra mph but if the limit is lower it should reduce and help considerably.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o500) Local resident, (Warborough, Thame Road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support</p>

	<p>Benson to Crowmarsh – Support</p> <p>Cane End to Caversham – Support</p> <p>I strongly support a 50mph limit. As someone who rides the bicycle almost daily on the A4074 I constantly worry about speeding vehicles. Slower speeds would help everyone feel safer.</p>
<p>(o501) Local resident, (Little Baldon, A4074)</p>	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>We fully support this consultation and the proposed reduction in speed limits. Living close to the A4074, we have witnessed multiple fatal crashes close to our home over the past few years alone due to excessive speed. We value the work of Vision Zero, lower limits won't just reduce the risk of serious collisions but they will also improve quality of life in our community by reducing pollution, cutting noise and calming traffic. For those of us who don't drive, the current speeds make the road feel like a barrier. We'd also like to see better public transport options, stronger enforcement measures and more encouragement of sustainable travel alongside this change. Living closest to the Nuneham Courtenay–Berinsfield section and having witnessed serious collisions here, we are re especially keen to see a 50 mph limit there. That said, each of the proposed sections deserves backing so you have our support throughout the entire A4074 corridor.</p>
<p>(o502) Local resident, (Wallingford, St Georges Road)</p>	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p>

	The A4074 is extremely dangerous. Cars and bikes exceed 60mph even in the 40-50mph zones. I fully support dropping to 50mph (or lower) to protect lives	
(o503) Local resident, (Crowmarsh Gifford, Marshfield)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>As a resident of Crowmarsh Gifford, many a summers evening or weekend, is disturbed by the roar of motorbikes as they race down the A4074 at colossal speeds! The A4074 would be a much safer road if 40mph was introduced. The reason I say 40mph is I know many will travel at 50mph. If you introduce 50mph traffic will travel at 60mph, the current speed. Also, is Benson Lane, Crowmarsh Gifford, included in this speed limit? As traffic can legally travel along this road at 70mph once past the Funeral Directors opposite the Wallingford Reach development. Children exit this development on the road, as there is no footpath, which we residences have been lobbying for. Many thanks for your time, Maryse Worrallo</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p>
(o504) Local resident, (Goring-on-Thames, Elvendon Road)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>I support all these speed limit reductions as part of the strategy to make Oxfordshire's roads safer. However, with the reduction in traffic speeds I think more should be done to make alternative travel modes attractive, by re-allocating road space. There is currently no safe route for cycling between Heyford Hill and Benson, but reduced speeds limits will allow some of the carriageway space to be used for a protected cycle lane. Further measures should also be used to increase bus ridership, so that vehicle traffic volumes reduce, improving safety even further.</p>	<p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p>

<p>(o505) Local resident, (Mongewell, Hasthorpe Road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>As someone who drives on most of these roads on a regular basis I have long thought that such restrictions are definitely a requirement. A number of sections are accident black spots. I have personally witnessed near misses often involving speeding vehicles. We currently live on an estate just off the A4130 Wallingford Bypass and quite often feel endangered by other drivers driving unnecessarily fast when we are either turning into the estate or out of it. Also crossing this road on foot can at times be problematic especially when accompanying small children, even when using the points designated for crossing with central islands available.</p>
<p>(o506) Local resident, (Marsh Baldon, Marsh Baldon)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Lesser speed means hopefully less accidents and dangerous driving</p>
<p>(o507) Local resident, (Littlemore, Mandelbrote Drive)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div>

	<p>The national speed limit is too fast for many of these sections especially where it is single carriageway not dual. For dual carriageway sections then 50 mph is a safer speed for these locations as the dual carriageway sections are intermittent anyway</p>	
(o508) Local resident, (Wallingford, Wilding Road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Improve safety and reduce emissions and noise pollution.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o509) Local resident, (Wallingford, Preston Crowmarsh)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>I have seen many accidents along these roads and am keen to see a reduction in speed limit in the hope these accidents will reduce.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o510) Local resident, (North Stoke, Whitehouse Road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support</p>

	<p>Benson to Crowmarsh – Support</p> <p>Cane End to Caversham – Support</p> <p>As a local resident who regularly travels on stretches of this road I am very supportive of any measure that will slow traffic and make this road safer for all</p>
(o511) Local resident, (Cholsey, Villa Close)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>Most of these roads have large numbers of junctions and are poorly sighted, they are also in areas frequented by deer and other wildlife</p>
(o512) Local resident, (Wallingford, Reading Road)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>Fully support - for safety of all users given there is heavy traffic at times plus cyclists plus pedestrians</p>
(o513) Local resident, (Dorchester on Thames, Oxford Road)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p>

	<p>Benson to Crowmarsh – Support</p> <p>Would make safer for cycling and driving Such a dangerous road Motorbikes drive very fast along the road with regular fatalities</p> <p>Cane End to Caversham – Support</p>
(o514) Local resident, (Cholsey, The Rowans)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>The A4074 is well known to have many accidents blackspots and hopefully these reduced speeds will help address this. In addition, cycling and walking around South Oxfordshire often requires crossing the A4074, in particular at Ipsden and at Woodcote/Exlade Street. Reduced speeds in these areas will make cycling and walking safer and more attractive.</p>
(o515) Local resident, (Dorchester on Thames, Haven Close)	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>I am a motorist who regularly uses these roads. I regularly witness dangerous speeding and dangerous situations created even within the existing speed limits. I would welcome the increased safety of the proposed reductions. I also believe the A4074 at Dorchester should be 50mph with no overtaking as it is currently used as a race track causing serious danger and high noise levels which could be reduced.</p>

<p>(o516) Local resident, (Dorchester on Thames, Martins lane)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>I live near and commute on this road. The many significant changes of speed limit along the route means there are often flows of traffic meeting at very different speeds, leading to risky overtaking and tailgating in some areas. In practice I don't think reducing the speed limit will slow my commute, which often takes place at lower speeds due to congestion in any case even with higher speed limits.</p>
<p>(o517) Local resident, (Wallingford, Elizabeth Roas)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>I live on the Cala Estate Carmel Meadows, next to CABI off Nosworthy Way. Pulling both in and out of the estate is incredibly dangerous on a 60 where most drive way above that. I have only lived here for three years and there have been so many accidents and animals been run over. I think it's incredible negligent to build a housing estate that is directly off a 60mph road with no safety measures in place such as traffic lights, an island, speed camera or reduced speed limits.</p>
<p>(o518) Local resident, (Wallingford, Elizabeth Road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support </div> </div>

	<p>Benson to Crowmarsh – Support</p> <p>Cane End to Caversham – Support</p> <p>The 60mph around Wallingford ring road (South side) currently very dangerous for residents of Carmel Meadows turning onto</p>
<p>(o519) Local resident, (Mongewell, Nosworthy way)</p>	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>I would like to see a 30mph speed limit on nosworthy way as there have now been three accidents in six months at the CABI entrance - its a death trap</p>
<p>(o520) Local resident, (Crowmarsh Gifford, A4130 Nosworthy Way)</p>	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>I support the speed limit reduction, however I believe it should be 40mph on all roads listed above. 50mph is still far to fast</p>
<p>(o521) Local resident, (Benson, St. Helens avenue. BensonOx)</p>	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p>

	<p>Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Unacceptable speed and noise produced by mostly motor bikes using this stretch of road as a speedway track. It is absolutely terrifying and extremely dangerous</p>	<p>Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o522) Local resident, (Wallingford, Charter Way)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>I want to be able to cycle to work safely</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o523) Local resident, (Dorchester on Thames., The Limes)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>In many parts, these roads are not suitable for driving at 60mph, especially with so many cyclists now on the roads.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o524) Local Cllr (i.e. Town/Parish/District), (Gallowstree Common, Horsepond Road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support</p>

	<p>Benson to Crowmarsh – Support</p> <p>Cane End to Caversham – Support</p> <p>My concern is to support speed reduction on our roads but more importantly to enforce adherence to legally binding speed limits. What I see daily is the speed limits being flouted with impunity, posing a danger to pedestrians and drivers who respect the published speed limit</p>
<p>(o525) Local resident, (Dorchester on Thames, Abingdon Road)</p>	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>Speeding traffic is a blight on this crucial road. There is no point having speed limits if they are not enforced. The existing speed limits, especially on the Dorchester bypass, are violated every day as it is — by motorbikes above all. So by all means introduce lower speed limits but I'm not sure what effect they will have when the existing ones are ignored with impunity</p>
<p>(o526) As part of a group/organisation, (Blewbury, Eastfields)</p>	<p>at Oxford (Heyford Hill) – Support</p> <p>Nuneham Courtenay to Berinsfield – Support</p> <p>Berinsfield to Shillingford – Support</p> <p>Shillingford to Benson – Support</p> <p>Benson to Crowmarsh – Support</p> <p>at Wallingford (Bypass road) – Support</p> <p>Wallingford to Ipsden – Support</p> <p>at Ipsden – Support</p> <p>Ipsden to Woodcote – Support</p> <p>Cane End to Caversham – Support</p> <p>As a cyclist I am in favour of lower speed limits generally</p>

<p>(o527) As part of a group/organisation, (Cycling UK Wallingford, Market place)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>As a pedestrian and cyclist, a member of Cycling UK it is evident that cars need to be slowed to make spaces safer & this means the roads</p>
<p>(o528) Local resident, (Cholsey, Ilges lanr)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>The road will be safer for all concerned. I do wonder how you :police will enforce it.</p>
<p>(o529) Local resident, (Dorchester-on-Thames, Watling Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Reduce the number of accidents and deaths near Dorchester</p>

<p>(o530) Local resident, (North Moreton, High Street)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Improved road safety</p>
<p>(o531) Local resident, (Wallingford, Reading Road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Too many accidents and road kills.</p>
<p>(o532) Local resident, (Dorchester on Thames, High Street)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Having been a regular user of all parts of the A4074, and being aware of the willingness of other users to overtake at speeds in excess of 50 mph, the lower speeds will improve safety and reduce accidents. Also, given that many large trucks use this road, lower overall average speed will reduce unsafe overtaking.</p>

<p>(o533) Local resident, (Wallingford, Kings Reeve Place)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Road safety for all road users</p>
<p>(o534) Member of public, (Wallingford, Charter way)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>I cycle to work and would prefer cars to go slower.</p>
<p>(o535) Local resident, (Dorchester-on-Thames, High Street)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Lower speed limits would make the road safer</p>

<p>(o536) Local resident, (Stadhampton, B480)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>I drive around these roads and feel that 40mph would be much safer for all...in rural areas there is always the risk of animals popping out. And cyclists are on all roads too, but seem to have to risk their lives as it is sometimes so dangerous for them. I am amazed that there aren't even more accidents. Everyone is driving far too fast everywhere I feel...our culture and approach needs to change to be driving slower in general, especially in and around housing everywhere, not just on specific roads. Please can the B480 from Stadhampton to Oxford also have a maximum speed limit of 40 too?</p>
<p>(o537) Local resident, (Wallingford, Empress Drive)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>In order to make the roads safer for all.</p>
<p>(o538) Local resident, (Wallingford, Kings Reeve Place)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div>

	<p>Noise pollution and air pollution would be less The roads for drivers and pedestrians would be safer.</p>	
(o539) Local resident, (Mongewell Wallingford, Elizabeth Way)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Basically the roads need a speed limit as many drivers are unaware of the dangers. I live on the CABI estate and there is no speed limit on Nosworthy Way. Why not as this is a dangerous junction. Therefore why is there a 40mph speed limit for the A4130 from the Hithercroft roundabout to Didcot.? There was a fatality at the junction of CABI on Nosworthy Way involving a cyclist, but I suppose that is not important as it was an elderly man!!! We need a speed limit of 40mph on Nosworthy Way and a speed camera to back it up. Many drivers do not care two hoots about speed limits and need cameras to prove it.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o540) Local resident, (Mongewell, Halifax road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>We live near the bypass roundabout in Wallingford (Cabi estate) and there have been 3 crashes outside our estate this year. I fear for my children crossing the road.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o541) Local resident, (Berinsfield, Wey toad)	at Oxford (Heyford Hill) – Support	at Wallingford (Bypass road) – Support

	<p>Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>I think there should be a lower speed limit on all sections of this road as it seems very dangerous to me.</p>	<p>Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o542) Local resident, (Cholsey, Station Road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>From many years of driving experience I have realized that drivers tend to drive, in the main, up to 10 mph over the set limit so limits should be set with this in mind. However, without thorough policing many will totally ignore.</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o543) Local resident, (Crowmarsh Gifford, McCulloch Meadows)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Until October 2024 I lived off the a4074 at Mapledurham & my father is a retired TVP traffic officer- the number of accidents/near accidents/fatalities on the '13 bends of death' is shocking. We moved to Crowmarsh Gifford in October 2024. Firstly, I travel back & forth twice a day to Caversham & the dangerous driving/speeding is quite frightening- cars in a rush, lorry's speeding & the motorbikes use the road as a racetrack. Secondly, & as I type this I can hear it, is the motorbikes burning up from the Crowmarsh roundabout towards Benson. It's as early as 5am, it's ALL weekend</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>

	<p>(heading up to the motorcycle cafe & back. They must be going 70, 80, 90 mph! They drive singularly & in packs - either way it's deafening! I BEG South Oxfordshire Council to implement this, PLEASE.</p>	
(o544) Local resident, (Crowmarsh Gifford, McCulloch Meadows)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>motorbikes/cars are really loud and fast between crowmarsh and benson at all times</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o545) Local resident, (Crowmarsh, Cromwells)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p> <p>Many drivers (especially bikers) speed along these roads at ridiculous speeds well over the limit so reducing should stop these idiots</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>
(o546) Local resident, (Brightwell-cum-Sotwell, Wallingford, Slade End)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p>

	Every day I or a member of my family witness some really near misses on all the roads mentioned.	
(o547) Local resident, (Benson, Williams Orchard)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
	I am keen to reduce accidents and fatalities and dissuade people from driving - we should have better public transport options.	
(o548) Local resident, (Wallingford, Walter Bigg Way)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
	It will make the road much safer and reduce emissions	
(o549) Local resident, (Kidmore End, Chalkhouse Green Road)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support

	I travel on the A4074 regularly. I live in Kidmore End, usually joining at Cane End. Sometimes I join from Rokeby Drive, Tokers Green/Chazey Heath. This main road is dangerous with many fast cars. Reducing the speed on this road is a priority.	
(o550) Local resident, (Berinsfield, Wimplestraw)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
	Fully support the proposal, 40&50 mph will not hurt anyone - in fact it will keep people safe	
(o551) Local resident, (Oxford, Rymers Lane)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
	Lower speeds are safer and create less noise. The Ring Road adjacent to built up areas should be 40mph all around	
(o552) Member of public, (Oxford, Monmouth Road)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support

	As a regular cyclist on this road, these changes would make it feel much safer.	
(o553) Member of public, (Oxford, Howard St)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support For safety and to make cycling less terrifying	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
(o554) Local resident, (Oxford, Glanville Road)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support The entire road has historically been far too fast, given its narrowness, frequent poor sightlines, and lack of active travel provision. The section from Oxford to Nuneham Courtney in particular is flamboyantly dangerous on a pedal cycle or on foot.	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support
(o555) Local resident, (Oxford, Maidcroft Road)	at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support	at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support

	<p>I realise the section of A423 SOUTHERN BY-PASS ROAD between Kennington and Heyford Hill Roundabouts has already been consulted on for a small speed reduction. However since then it has become much more dangerous with the apparent acceptance of parking for river users on the cycle and footways and the dangerous manoeuvres the drivers make to get to and from that parking. If this parking is not to be banned and the ban enforced, please change the speed limit along this section to 20 or at most 30 mph.</p>	
(o556) Local resident, (Benson, Old London Road)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p> <p>As a resident of Benson we frequently need to use these roads. They are dangerous for all concerned, vehicle users and pedestrians alike. There are several very dangerous points along the A4074 that need specific prompt action. One place of particular concern is the so called safe crossing place by the turn in Tao Preston Crowmarsh near the Composting site. This needs to be maximum of 40mm limit plus a traffic lighted crossing to improve safety for all age groups, cyclists and pedestrians.....as an urgent matter</p>
(o557) Local resident, (Woodcote, Croft Way)	<p>at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support</p>	<p>at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support</p> <p>There are very dangerous stretches of road in particular the 13 bends between Woodcote and Caversham. Speed limits need to be reduced. We also need a roundabout at the junction between Reading Road Woodcote and the 4074.</p>

<p>(o558) Local resident, (Woodcote, West Chiltern)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>There are frequent accidents on the A4074, speeding is common and we have had a couple of near misses with inappropriate overtaking. Environmentally lower speeds have to be an improvement</p>
<p>(o559) Local resident, (Woodcote, Oxford Road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>This stretch of road is very dangerous, with many casualties.</p>
<p>(o560) Local resident, (Woodcote, Red Lane)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>I often Fri e at 50 on the A4074 see drivers overtaking at much faster and dangerous speeds</p>

<p>(o561) Local resident, (WOODCOTE, Croft Way)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>Traffic currently travels too fast along the whole length of this road. Changes from 30 (Caversham) to 50, then 40 (Cane End), 50 then the section with most exits/entrances to A4074 - Exlade Street, Oratory School, Checkendon, Woodcote (x2) it's the National Speed Limit. Makes it especially dangerous to join the A4074. There is the very real added danger of the woods on either side of long stretches of the road and deer/Muntjac running on to the road. Also other wildlife including badgers and pheasants. There should be signs on the road warning of deer.</p>
<p>(o562) Local resident, (Woodcote, Greenmore)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support Benson to Crowmarsh – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support Cane End to Caversham – Support </div> </div> <p>The A4074 is not suitable for speeds higher than 50 even on the straight sections. These limits must be policed with cameras more extensively to ensure they are adhered to especially not only by cars but by motor bikers who regularly are travelling well over the limit.</p>
<p>(o563) Local resident, (Woodcote, Goring Road)</p>	<div> <div> at Oxford (Heyford Hill) – Support Nuneham Courtenay to Berinsfield – Support Berinsfield to Shillingford – Support Shillingford to Benson – Support </div> <div> at Wallingford (Bypass road) – Support Wallingford to Ipsden – Support at Ipsden – Support Ipsden to Woodcote – Support </div> </div>



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

28th May 2025

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

Attn: Christian Mauz

Senior Officer (TRO and Schemes), Network Management

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

Dear Mr. Mauz,

**STATUTORY CONSULTATION – Ref: CM/12.6.P0319– A4074 corridor/A4130
Wallingford Bypass proposed Comprehensive Speed Limit Reduction**

Thank you for your consultation on this proposal. I refer to the proposed Traffic Regulation Order changes referenced above. Thames Travel (Wallingford) Limited (“Thames Travel”, “TTW”) finds itself in the position of having to make a **strong objection**.

We consider the proposals unjustified and arbitrary, and will serve principally to make public bus services substantially slower, quite probably less reliable, and therefore less attractive, while in practice having a much more limited demonstrable safety impact.

We are sceptical that the proposals will have a material impact over extensive sections of currently entirely derestricted road. Especially where forward visibility is good, it is not credible to suggest drivers will consistently self-enforce, which lies at the heart of effectiveness of the measures.

In the interests of being constructive, we offer several potential solutions as counter-proposals which, if implemented, would be sufficient to remove our objection and we would therefore request a meeting to discuss these with the relevant council officials at your earliest convenience.

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

Current formal Government guidance set out in the Department for Transport Local Transport Note 01/2013, revised and reissued in April 2024, concerns the setting of local speed limits. This Guidance was expressly promulgated to clearly signal how Local Highway Authorities should seek to appropriately balance the flow and speed of all kinds of traffic, having regard to both the nature of specific roads, and their purpose, to properly discharge their Traffic Management Duty. This is separately set out at Section 16 (1) of the Traffic Management Act 2004. This plainly states that:

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

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

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

Background

The A4074 between the Oxford Ring Road at Heyford Hill and the County Boundary at near Caversham in Ipsden is the principal and most direct road link between the city of Oxford and Reading, two of the largest and most dynamic economic and population centres in the South East of England, as well as the Thames Valley. Its length is about 21 miles, 34 km.

Leaving aside shorter lengths of roads associated with the A4074, the proposals also affect an additional 3.3km on the A4130 Wallingford Bypass. As such the consultation is one of the most extensive of its kind for many years, and possibly, in the history of the Council.

Today, for heavy goods traffic (“HGVs”) the signposted route from Reading (at M4 junction 11) to Oxford (Kennington Interchange) using the national Strategic Road Network (“SRN”) formed by the M4 and A34 is 38 miles against 28.2 miles via the A4074 between these points (crossing Reading town centre). For most, and many car trips arising in Reading south of the Thames, this would nevertheless be the most expeditious route.

However, for many journeys especially originating in the central and northern parts of Reading, the A4074 is not only faster, but a great deal less demanding on energy. More importantly, the A4074 route serves several significant and growing settlements between Oxford and Reading, principally Wallingford, Benson and Berinsfield. Substantial Local Plan commitments exist in Wallingford and Berinsfield in particular. The relative sustainability of these settlements is strong grounds to anticipate that further growth will take place in these locations, given the pressing ongoing need to address the current housing affordability and availability challenges in South Oxfordshire.

The A4074 was historically a trunk road, in particular between Wallingford and Oxford. The route was therefore subject to some significant upgrade in the 1970s, in particular the Dorchester Bypass, and at Golden Balls and Sandford to the north, and later in the 1980s with the completion of the Wallingford Bypass. South of Wallingford, an extensive length saw improvements to the vertical and horizontal alignment between Ipsden Turn and Exlade Street.

These extensive lengths were purpose-engineered to facilitate traffic at the national speed limit, and width and forward visibility reflect this. They do not pass through built up areas. Indeed, the superseded road alignment typically remains in place and in use as public highway, which offers a quiet alternative for non-motorised highway users (“NMUs”).

However substantial sections remain unimproved and thus substantially unaltered since the 1930s. The route is thus of quite inconsistent quality for motorised traffic.

This includes most of the southernmost section between Exlade Street (South of Woodcote) and Caversham. Today this area is covered by the Chilterns National Landscape, and the Chilterns Beechwoods designated Special Area of Conservation. The setting and nature of the road is thus more intricately bound to the landscape and the small settlements it impinges on directly, such as Cane End.

Likewise, north of Wallingford, parts of the A4074 remain unimproved and substantially in a form that pre-dates mass car ownership and the current volume and size of HGV traffic. The road thus passes through the substantial village of Shillingford, and the small but highly distinctive historic estate village of Nuneham Courtenay. These sections are already subject to speed limits reflecting their nature and context, including a recently introduced 20 mph speed limit reduction in Nuneham Courtenay.

Thames Travel is the principal bus operator in South Oxfordshire. As such we operate a considerable number of bus services that use the the A4074, directly

reflecting its ongoing role facilitating both local and much longer distance mobility in the District.

Of these, the “River Rapids” service X40 is currently much the most important, running between Oxford and Reading town centre. Its principal role is to link communities on the route to each terminal, and each other. However there is significant end-to-end traffic, despite the presence of the railway. Today, the X40 uses the entire corridor between Heyford Hill and Caversham on most journeys. The service will revert to using the A423 Southern Bypass between Redbridge and Heyford Hill from August 5th 2025 – and, therefore, the whole route under consultation.

This is one of the principal inter-urban bus services in the County accounting for about 1,025,000 boardings per annum. It demonstrates a remarkable record of consistent growth over 25 years, from an hourly service requiring ongoing Council financial support in 2010, to one which is substantially commercial, and where frequency is to be improved to every 20 minutes with effect from 3rd August 2025. The service runs late into the evenings and on Sundays – and the changes that take place in August will offer still more substantial frequency enhancements over the current timetable at these times.

To support these improvements, an unprecedented investment in ten new high-specification high-capacity vehicles will enter service shortly. This is a capital investment of over £3m in the service, wholly on the part of the Oxford Bus Group. This represents the first dedicated new bus fleet for this service since 2008 when three new buses were purchased for the then-hourly service.

The corridor has steadily grown in patronage since. At 2 buses/hour, formerly X39 and X40, the service required 6 buses. However, steady increases in congestion and delay, in particular in and around Oxford, on the Iffley Road and the Plain, meant that this became operationally unsustainable and a 7th bus had to be added to the operation in April 2023. This involved a very substantial increase in operating costs, for no direct revenue benefit.

This is far from the only bus service using the corridor. Thames Travel also operates the 136 service that links Cholsey and the Fairmile redevelopment to Wallingford, continuing as the 139 to Benson Village and the RAF camp. This also uses the A4074 between Wallingford and Benson. We believe that the County Council has aspirations to double the core frequency of this combined service to half-hourly, in response to the intention of the railway to double rail frequency at Cholsey, and run these services beyond Oxford to Banbury. Parking facilities at Cholsey station are very limited.

Crucial to the effectiveness and financial sustainability of the 136-139 service is its relatively short route, that has benefited until recently from an operating cycle between Cholsey, Wallingford and Benson and vice versa, that until recently has comfortably allowed a single bus to provide an hourly service on both. This allowed a simple, relatively marketable and memorable timetable offer to be presented, within very efficient use of resources. The hourly frequency also allows for consistent connections between regularly timetabled rail services. However, despite our

representations, very extensive speed limit reductions across the entire combined route, especially at the Cholsey end, have led to the running time on the routes extending markedly.

The A4074 is used over a more extensive length by the 45 service operating between Didcot, Culham, and Cowley using the route between Berinsfield and Sandford. This service will be the foundational element in due course of a much more frequent and comprehensive offer, aimed to serve directly a strategic mixed allocation at Culham, and a residential one east of Berinsfield, on which planning applications remain awaited. Here too, the application of the Council's policies on local speed limits on an exceptionally maximalist basis, has led to substantial reductions in the productivity of buses, and has extended journey times substantially.

The proposals

The proposed order is unusual in that it proposes substantial reduction in the speed limit on a large proportion of the whole A4074 route within the County. Significant lengths are currently derestricted, especially south of Wallingford.

We summarise the proposals in the table below – noting that the Council has not considered it worth actually doing so for the benefit of the public and other stakeholders. Indeed, the content of the public engagement material only meets the statutory minimum level, if generously interpreted.

Section	Distance	Current limit	Proposed limit
Heyford Hill-South of Sandford (Sandford Bypass)	1100m	50	40
Sandford Bypass	1600m	70 (NSL)	No change
Sandford Bypass-Nuneham Courtenay	2100m	50	No change
Nuneham Courtenay Village	700m	20	No change
Nuneham Courtenay-Golden Balls	1300m	60 (NSL)	50
Golden Balls-Berinsfield	1600m	60 (NSL)	50
West of Berinsfield Village	800m	40	No change
Berinsfield-South of Dorchester (Dorchester Bypass)	3300m	60 (NSL)	50
Dorchester Bypass - Shillingford	900m	40	No change
Shillingford Village	600m	30	No change
Shillingford-Elm Bridge Roundabout	1200m	60 (NSL)	50
Elm Bridge Roundabout, Benson	400m	60 (NSL)	40 (committed)
Benson Bypass	700m	40	No change
Benson-Wallingford (Crowmarsh Bypass)	1100m	50	40
Crowmarsh Bypass	1200m	60 (NSL)	50
Crowmarsh Roundabout	400m	30	No change

Wallingford Port Way (Eastern Bypass)	450m	40	No change
Mongewell-Ipsden	2000m	60 (NSL)	50
Ipsden Turn	450m	60 (NSL)	40
Ipsden-Exslade Street (Woodcote Bypass)	6100m	60 (NSL)	50
Exslade Street-Cane End	1500m	50	No change
Cane End	1300m	40	No change
Cane End-Mapledurham Golf Course (County Boundary)	3400m	50	40

Considering the cumulative effect of these proposals, these involve 21.5km, on a total route length of 33.7km between the Littlemore Roundabout at Rose Hill, and the County Boundary. Thus, **63.7% of the A4074 route will see a speed limit reduction**. Most of this involves sections currently derestricted (i.e. the National Speed Limit ("NSL") is applicable). The only short section remaining at the NSL will be 1700m of the Sandford Bypass, which is a dual carriageway featuring grade separation. Importantly, the introduction of a major signalised junction and a pair of bus laybys just south of the Heyford Hill Roundabout, associated with adjacent residential development, has significantly altered its character.

The vast majority of the proposals affect roads designed and engineered purposely to sustain safe operation at the NSL. As such they feature:

- Horizontal and vertical alignment that maintains very high levels of forward visibility
- extremely limited frontage access, if any at all
- no footways adjoining the carriageway, being provided, if at all, with a generous offset

Notably the Dorchester Bypass, also involves grade separated crossings of local roads and footpaths.

Where the route involves unimproved stretches, or significant interaction between vehicles and NMUs, the speed limit has already been reduced. In some cases, such as the Crowmarsh Roundabout, and a substantial length of its approach, a road engineered to support the NSL is now restricted to 30mph.

In addition to the A4074, these proposals cover extensive lengths of adjoining routes. Most notable of these is the A4130 Nosworthy Way (Wallingford Southern Bypass) and the B471 Oxford Road in Woodcote. These are both used by the X40 along their lengths. Accordingly, these proposals further compound an already material extension of bus journey time, and deterioration in operational productivity.

It is important to add, by way of context, that the most extensive possible application of 20mph limits has been implemented recently by the County Council across almost all the settlements and towns served on the corridor, and by our services including:

- Nuneham Courtenay - 700m

- Cholsey – almost the entire 136 route length of 4.5km between Wallingford Market Place and Cholsey Station has seen radical reductions in the speed limit; the majority now being 20mph.
- Berinsfield – 2350m on the 45 route – in addition to further lengths within Abingdon and in other villages en-route
- Benson / RAF Benson - 1400m on the 139 route, in addition to the extensive 20mph limit within Wallingford.
- Wallingford – 3200m on the X40 route, 3700m on the 33 route, 1200m on the 33A route
- Woodcote – 2500m on the X40 route, including the loop extension to Bridle Path, which accounts for 1700m of this.

Collectively in particular, these have already substantially slowed each of the affected services service down.

Where the X40 is concerned, the actual direct impact of these previous speed limit reductions on the timetable has been mitigated by the fact that the seventh bus in the cycle has been able, in effect, to “absorb” most of the additional running time.

This has not been the case on the 136/139, or the 33/33a across Wallingford. Entirely as predicted, the result of these has been a severe impact on operational integrity, which will only be resolved by introducing an additional vehicle into the operation of the combined services, and a major recast of the route pattern that severs the Benson- Cholsey Station link, and leaves the 136 as a stand-alone shuttle between Wallingford and Cholsey. As the 136/139 are services tendered by the County Council, the considerable additional cost of this will fall on the public purse.

The additional effects of these proposals

The current timetable of the X40 assumes that buses will be able to reach and sustain speeds over 50mph. Indeed, the main reason that we are currently using much older buses on the service than we would like – and than we had been using as little as 18 months ago – arises from the fact that our newer 4-cylinder Wright “Streetdeck” buses could not sustain these speeds, even more so on long gradients.

Our investment in new buses was highly constrained by the availability of new 6-cylinder EURO VI types, that can realistically sustain these higher operating speeds and these have been purchased specifically for this purpose, resulting in an increased capital cost of some £40,000 per bus compared with a standard 4-cylinder diesel model. We concede that our buses do not reach the current limit and are expected not to exceed 56 mph.

The principal source of the impacts of these proposals will be on the relatively long sections between Winterbrook Wallingford, and Woodcote Turn, and between Nuneham Courtenay and Shillingford, where buses operate currently under the NSL and where there are very few intermediate stops, with those that do exist being quite infrequently used.

Other deleterious effects might be anticipated, but their impact is very hard to precisely anticipate or model. Much depends, in fact, on how far the new speed limits

are consistently observed, and how far existing general traffic drives at or close to the limit. HGV traffic, of course, should not currently exceed 50mph on derestricted sections, though the weight of such traffic is not especially great. At points where our buses enter and leave currently derestricted sections – including the bus laybys on the Dorchester Bypass, at Benson Lane Wallingford, and at Woodcote – it is likely that the effect of a slower limit on traffic flow will result in more densely spaced traffic, in turn making it slightly harder to pull out, or turn right against the opposing flow, offset against the fact that the approach speed of vehicles ought to be lower.

In total, we calculate that a minimum impact in free-flowing traffic conditions would be in the order of 6-7 minutes in each direction. This translates to another 13-14 minutes in the whole operating cycle, which we currently anticipate being 3hr 21 minutes.

On the principal X40 service, **the commitment to raise the service frequency to 3 buses per hour in each direction, taking effect from 3rd August 2025, represents an unprecedented improvement in the level of service offered.** It had been anticipated that 10 buses would be able to maintain this frequency, and that the operational efficiency would be substantially greater than the current 7 buses on a 30 minute frequency. This is important given that the improvement is supported by BSIP and developer funding, with the view that substantial further increases in patronage over the foreseeable future would ultimately permit the improved service to become commercially self-sustaining. The additional operating costs of an additional 3 vehicles will exceed £700,000 annually. This represents a very substantial revenue risk, much of which will be borne by ourselves, especially as County support diminishes progressively. The business case for this improvement has in no way anticipated that a fourth additional bus would be necessary, and indeed only ten vehicles have been purchased to support the enhancement.

Nor will the proposed reversion of the X40 service to use the A423 Southern Bypass to Redbridge, and the Abingdon Road- rather than the Iffley Road as today - necessarily mitigate the effects of these proposals. We note that the length between Heyford Hill and Redbridge is already committed to see a speed limit reduction from the NSL to 50 mph, as part of the Kennington Bridge reconstruction. Furthermore, since the indefinite closure of Donnington Bridge to buses, in August 2024, congestion and delay on the Abingdon Road has markedly deteriorated.

The proposed implementation of a southbound bus-only right hand turn from the A4074 into Benson Lane, Wallingford, will certainly materially advantage southbound X40 journeys, both by reducing route mileage, and allowing the route to serve directly substantial employment and residential development in both directions. It also bypasses some peak hour queueing on the approach to the Crowmarsh Roundabout. However, very welcome as this is, design has only just commenced and the implementation of this scheme is likely to be some time off.

Truncating the route is feasible, in this instance, to reduce operating mileage and time. This would involve abandoning the 1.7km loop around the south of Woodcote. This is a “double run” operated in both directions, and the whole length is now subject to a 20mph limit. There is a notable proliferation of stops: 6 on the loop, though if this is no longer operated, a new pair of stops would ideally be needed

either near the War Memorial, to mitigate additional walking distances as far as possible.

On its own, the saving in time arising from this is unlikely to be sufficient.

As another alternative, a pair of stops on the A4074 itself as a “turn” stop similar to that used at Berinsfield, would enable Woodcote village to be bypassed entirely on some or all journeys. This is much more likely to offset entirely the additional running time that will arise from the corridor-wide speed limit changes. This would of course have substantial capital costs associated with provision of extensive new footway and suitable crossing facilities. It would also obviously result in particularly significant challenges for those of limited mobility, not least due to the rather substandard footway infrastructure in the wider area. Not only would these stops be relatively distant from the village but they would be largely unlit and unsurveilled, and thus fail to present use of the enhanced service as an attractive option to any resident in the village.

Opening out frequencies would therefore likely be the only alternative way to maintain the X40 service as proposed within the currently-envisioned operating cycles, and the agreed 10-bus operating resource.

Any other achievable solution will involve adding an additional vehicle at full costs. Such an intervention would elevate operating costs of the service by as much as 11%. As such, the agreed business case for the BSIP-funded service enhancement would plainly no longer be robust.

An irregular service on something like a 22-25 minute frequency would:

- Reduce the total number of journeys, and revenue potential
- Take remaining journeys off a simple and easy to remember clock-face timetable.

Indeed, it may in practice be more commercially sustainable to maintain a 30-minute core frequency - that offered today - albeit this too will demand an extra bus in the cycle to be reliably operable, and clearly could not be expected to drive above trend patronage growth. Obviously, maintaining existing levels of revenue but increasing costs substantially, hugely undermines the commercial viability of even this less attractive service and would make it impossible for us to recover the £3m invested in improving Oxfordshire’s bus fleet.

The counter-proposals of Thames Travel

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

These even more extensive proposals substantially compound those effects, across a very wide area of South Oxfordshire, where bus operation has always been

particularly commercially challenging. Today, Wallingford and many other settlements on the A4074, enjoy by far the best public transport offer that they ever had. The development of the X40 corridor plays the foundational role in this. We thus make no apology in highlighting to the Council any of its proposals that serve to jeopardise this situation.

As we have repeatedly said in our public responses to the Council, we support, in principle, the intent of the Council's "Vision Zero" policy.

The Council also has equally ambitious policies to reduce substantially the use of private cars and to achieve this, very large increases in bus patronage will be necessary. In rural South Oxfordshire, it is hard to envisage many alternatives other than increasing bus use. Key longer-distance inter-urban routes, such as the X40 offering high capacity, fast and direct services between the main population centres, 7 days a week from 0500-midnight, must be front and centre of any efforts to materially mitigate the emissions and congestion impacts of car-borne traffic. This in itself will also support safety targets, given the evidence that bus passengers are statistically much less likely to be involved in collisions than private car drivers in Oxfordshire. It is therefore essential to the achievement of the Council's own policies, set out in the local Transport and Connectivity Plan, that the relevance and effectiveness of this route is enhanced, rather than compromised.

In order to achieve a suitable and practically achievable balance between these two sets of broad policy objectives, we set out below what we consider would represent an appropriate solution set that can be expected to achieve the vast majority of what the Council's transport policy objectives, and in particular, avoid excessively negative impacts on key bus services, especially the X40.

- 1) Accelerating delivery of the Crowmarsh Gifford Benson Lane Bus Gate and bus only right hand turn east of Wallingford, as identified in the Oxfordshire Bus Service Improvement Plan.
- 2) Accelerating delivery of northbound bus lanes along the Dorchester Bypass, as previously proposed by us as part of wider improvements to bus priority on this corridor. The repurposing of the currently hatched out central and as a general traffic lane, with the current northbound running lane being a dedicated bus lane, should be readily achievable simply through a TRO and relining. The proposed 50mph speed limit would be entirely consistent with, and appropriate for such an initiative.
- 3) Conversion of the Reading Road junction with the A4074 at Woodcote into a compact roundabout of approx. 30m inscribed circle diameter. This is apparently achievable within the current extent of the public highway. It would also directly support the traffic calming along this stretch, and improve safety compared with the existing staggered crossroads. The change of priorities will make it a great deal easier for buses to turn right from Woodcote village onto the A4074 southbound, as well as for general traffic. It is recognised that this would be a substantial capital project, in the order of £1m to achieve. Accordingly, until this or a similar mitigation is realised, it is likely that at the very least we will need to truncate the length of the existing diversion in

Woodcote, running a shorter route only on Reading Road/Oxford Road; or, alternatively, bypass Woodcote entirely on two of the three journeys per hour.

If the Council is able to make a formal commitment, at Cabinet, and to the Oxfordshire Enhanced Partnership Board that it will take forward the first two of these mitigations on an accelerated timescale, and undertake concerted due diligence to establish the feasibility and costs of the third, then we would potentially be able to let the package of speed limit proposals pass without objection.

Concluding Comments

As we have repeatedly observed in the context of many other of the Council's local speed limit proposals, the stand-alone effects of the current consultation - very extensive though it is - might not be so great as to threaten the attractiveness of the bus offer on its own. Nevertheless, we formally caution the Council that it is, exceptionally, one that on its own will materially affect operating costs and revenues of the route group *per se*. It also is the next in a long series of interventions by the Council that serves to make buses slower and less reliable, contrary to national policy set out in the National Bus Strategy for England, "Bus Back Better" (April 2021) and the Council's own transport policies.

This proposal must also be viewed in the context of a recently implemented expansion of an already extensive 20mph within Wallingford as well as a similarly extensive scheme already implemented in Woodcote itself. It is this cumulative impact that is more seriously corrosive on bus journey times and reliability.

The application of lower local speed limits, according to LTN, should have proper regard to the impact on traffic flow, including, explicit mention of bus journey times.

This arbitrary, ill-considered and unevidenced approach to the application of this policy on bus routes remains a matter of very high concern to us, particularly in light of previous commitments made by the council regarding advance engagement with us on the limited number of 20mph schemes which we had identified as representing a risk to bus operation. The Council's officers apparently continue to struggle to keep the commitments which were made to us in April 2023, to undertake this pre-engagement.

At no point have we ever expected to Council's officers to agree with us on every point regarding the application of local speed limits on major traffic corridors and bus routes. We recognise the Council's prerogative as statutory custodian of the public highway, but also that bus passengers form just one part of the wider community of road users – though this is a constituency that the Council's own adopted policies set out in the Local Transport and Connectivity Plan (LTCP) state that it needs to radically enlarge, if it is to achieve its wider goal to greatly reduce car dependence and its negative consequences, as early as 2030.

Accordingly, we have always taken a pragmatic view with great respect for the Council's need to achieve a frequently difficult balance between conflicting objectives. We have made very large number of material compromises, even when

we have considered that the overall outcome will serve to undermine the attractiveness and efficiency of bus services to a material extent, when we can see that there is a wider case to achieve greater benefits across other policy objectives, that positively weigh against our customer's and business' immediate interests.

We see substantial and increasing evidence that a determined view exists - and is hardening within the relevant parts of the highways function - that the most dogmatic and simplistic approach to managing traffic speeds in built-up areas, and now, much more broadly on key major routes, is the one that they will follow. This has regard neither to LTN 01/2013, nor considered input from ourselves.

Once again, we have to remind the Council of its duties in Primary Legislation, as well as its contractual commitments to the County's bus operators in a Statutory Enhanced Partnership. There has been no prior dialogue with us. Nor is any evidence or rationale been set out to us or the wider public on the effects of these proposals – including what reduction in casualties can be expected, and how far the proposals address any record of accidents on the corridor. We are aware that parts of the corridor are hazardous, but to fail to highlight this with appropriate evidence seems to us to be negligent, and does not enable sensible and balanced consideration of the pros and cons of the proposal to be carried out.

We find it impossible to comprehend how so unbalanced and unevidenced an approach to local traffic regulation can be pursued by the Council when it runs seriously counter to the achievement of multiple other of its own transport policies concerning public transport, while having no demonstrable effect on car use and dependency.

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

Yours sincerely,

Managing Director