

Individual Decision



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The attached report will be taken as
Individual Portfolio Member Decision on:

Friday 31 July 2026

Ref:	Title	Portfolio Member	Page No.
ID4821	Thatcham 20mph Speed Limit	Councillor Stuart Gourley	3 - 40



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Thatcham 20mph Speed Limit

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	31 July 2026
Portfolio Member:	Councillor Stuart Gourley
Report Author:	Andy Alty
Forward Plan Ref:	ID4821

1 Purpose of the Report

- 1.1 The purpose of the report is to inform the Portfolio Holder for Environment and Highways of the responses received during the statutory consultation on the introduction of 20mph speed limits in Thatcham and to seek approval of officer recommendations.

2 Recommendations

- 2.1 It is recommended that the Portfolio Holder for Environment and Highways approves the following actions:
- (a) The 20mph proposal for Thatcham is not progressed.
 - (b) Requests for individual speed limit changes to roads within Thatcham are encouraged and supported through the Local Ward members/Town Council.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	None resulting from the recommendations of this report. Should further 20mph requests be received this will be costed and included in future year's Network Management capital programme.
Human Resource:	None.
Legal:	None resulting from the recommendations of this report.
Risk Management:	None.

Property:	None.			
Policy:	None.			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		x		
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		x		
Environmental Impact:		x		
Health Impact:		x		
ICT Impact:		x		None.
Digital Services Impact:		x		None.
Council Strategy Priorities:		x		
Core Business:		x		

Data Impact:		x		None.
Consultation and Engagement:	Local stakeholders and road users were consulted on the proposed speed limit by way of the statutory advertisement of a Traffic Order, including newspaper and publication on the Council's online Consultation and Engagement Hub, in October and November 2025. This report has been circulated to all affected ward members, the shadow portfolio holder and minority group leader.			

4 Executive Summary

- 4.1 The purpose of this report is to inform the Portfolio Holder for Environment and Highways of the outcome of the statutory consultation on the proposed introduction of 20mph speed limits on the majority of residential roads in Thatcham, and to seek approval of the recommended way forward.
- (a) The proposed 20mph scheme for Thatcham is not progressed.
 - (b) A mechanism is developed through which Ward Members and Thatcham Town Council can support future requests for individual speed limit reductions on roads where there is clear local support and the relevant criteria are met.
- 4.2 The consultation related to a proposal to reduce the speed limit from 30mph to 20mph on the majority of residential roads within Thatcham. Roads were selected using agreed criteria, excluding main distributor roads, strategic diversion routes, and roads that were not considered self-compliant for a 20mph limit.
- 4.3 A total of 1,124 responses were received during the statutory consultation, comprising 301 expressions of support, 772 objections, 49 neutral responses and 2 responses with no stated position. The objections have been analysed and the principal themes included concerns about cost, congestion, pollution, enforcement, the absence of supporting measures, and the view that a wider 20mph approach was not justified. Although the roads included in the proposal were assessed as suitable against the agreed criteria, the weight of public objection means it is recommended that the current proposal is not taken forward and that future road-specific requests are instead supported where there is clear local backing.

5 Supporting Information

Introduction

- 5.1 One of the five priorities in the Council Strategy 2023-2027 is to 'build thriving communities with a strong local voice'. This priority commits to actions such as to work with local communities and partners to enhance our main towns and large villages. Part of this is to enable 20mph limits for residential streets where residents want them.

- 5.2 Speed limit changes are subject to a statutory consultation process. Where no objections are received, the speed limits are implemented and new signs are erected on-street, but where proposals attract statutory objections, these must be referred to the Executive Member for a decision as to how to proceed.
- 5.3 A statutory consultation on a proposal to introduce lower speed limits on the majority of residential roads in Thatcham was held during October and November 2025. Plans of the proposed speed limit reduction are included in Appendix C.
- 5.4 All existing roads in Thatcham were assessed for inclusion in this proposal using the following criteria as a way to select them.
- (a) If they were a main or local distributor road or part of a strategic network diversion route the road was not included.
 - (b) Roads that were not self-compliant in terms of supporting a 20mph speed limit were not included.
 - (c) Existing 20mph zones and traffic calmed roads were included along with all estate roads especially as a large majority of them had been designed and constructed over the last 20 years to be 20mph compliant.
- 5.5 The Council, as the Local Highway Authority, has powers under the Road Traffic Regulation Act 1984 to set the speed limits on the roads for which it is responsible. In order to be legally enforceable, speed limits require a legal Order to be made under Section 84 of the Act. The process of consulting on and making speed limit orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The signing of speed limits is governed by the Traffic Signs Regulations and General Directions 2016, and a Local Highway Authority is not permitted to erect speed limit signs unless a legal Order is in force
- 5.6 1,124 responses were received to the consultation, receiving 772 objections and this report summarises those objections and makes a recommendation to the Executive Member. These objections have been analysed, and common themes have been drawn from them with summary responses provided in the sections below. All individual consultation responses can be found in the excel sheet in Appendix B.

Background and responses to common themes raised in the statutory consultation

- 5.7 The 772 objections to this consultation have been analysed and eight common themes have been drawn out of the responses and comments have been made in response to each theme below.
- a) 209 objections mentioned concerns around the cost of the implementation. Within this theme some mentioned that the money should be spent on road repairs, increased waste collection and other service improvements.

Officer comment: Implementing the 20mph would have been funded through the Community Infrastructure Levy contributed from developments which cannot be used for maintenance activities.

- b) 137 objections raised concerns that lowering the speed to 20mph will lead to an increase in congestion across the network and lead to delays in journey times.

Officer comment: Research indicates that slower speeds encourage a smoother driving style with less stopping and starting which helps traffic to flow. Evidence from other 20mph areas shows that, over the longer term, slower speeds encourage more people to walk and cycle, easing congestion on the road.

- c) 115 objections raised concerns that lowering the speed limit to 20mph will lead to an increase in pollution.

Officer comment: Studies have not proven either a positive or negative effect on the environment: driving at 20mph causes some emissions to rise slightly and some to fall. Reduced acceleration and braking may help to reduce fuel consumption and associated emissions. Some environmental benefit from the change in speed limit is expected from helping to unlock the potential for walking or cycling short distances instead of driving.

- d) 92 objections mentioned that a blanket 20mph is not required and that part time limits outside schools and 20mph speed limits around parks, hospitals, shops and residential streets would be sufficient.

Officer comment: This is not a "blanket" restriction in the same way as was done in Wales, for example. All roads have been considered on their merits in line with an agreed criteria before being included in the proposal, with many of these streets being residential or including the trip generators mentioned in the objections.

- e) 64 objections highlighted that no collision analysis or speed survey data has been provided to support the need for implementation to improve road safety.

Officer comment: It is accepted that the proposed 20mph limits would not lead to a demonstrable reduction in collisions. The reduction in limits is based on policy supported by the administration's wishes to see more 20mph limits, rather than an objective need to improve safety based on historic collision figures.

- f) 62 objections mentioned that the current 30mph limits are not enforced and the police have stated they will not carry out any additional enforcement of 20mph limits.

Officer comment: The Police are supportive of improved road safety across West Berkshire and will continue to work with the Council to achieve this. It is recognised that speed management is an important element of this and the police will continue to enforce speed limits across the road network as appropriate. The new 20mph limit will rely on a shift in driver behaviour which will take time to embed. The Council is working with the Police to raise awareness of the new speed limits through road safety education and prevention activities.

- g) 27 objections raised that no additional measures such as vehicle activated signs, speed cameras or speed humps are being implemented to support the proposed speed reductions.

Officer comment: Large 20mph signs mark the entrance and exit of a 20mph area where the speed limit changes. These signs are supplemented by smaller repeater signs or road markings with speed limit roundels. The signage requirements for enforceable 20mph speed limits are set out in the Traffic Signs Regulations and General Directions 2016. Monitoring will be undertaken and where regular non-compliance with the speed limits is recorded, additional measures may be implemented where appropriate. It should also be noted that many of the roads proposed for a reduction to 20mph already have significant traffic calming in place.

- h) 26 objections mentioned that the council are implementing reduced speed limits so they can fine motorists to raise money.

Officer comment: The Council will not profit financially from the introduction of 20mph speed limits. Speeding fines are submitted to the UK Treasury and any 20mph fines issued by the Police will be treated in exactly the same way.

5.8 The following comments were also made, but these were all mentioned less than 25 times in the objection responses.

- (a) Inconsistencies in speed limits make it difficult for drivers to know what the speeds are, especially as no neighbouring towns and villages are 20mph.

Officer comment: 20mph limits are being considered across West Berkshire as part of a programme of work, there will be consistency when all areas within the council boundary have been looked at. This project aims to promote consistency, for example by reducing traffic calmed roads to 20mph. Most traffic calmed roads in Newbury are already 20mph (e.g. Eastfields, Westfields) but not in Thatcham (e.g. Henwick Lane, Northfield Road).

- (b) That the public do not want or support this and it is not part of any mandate.

Officer comment: The proposal is in line with the adopted Council Strategy.

- (c) More effort should be made on improving pedestrian crossings and stopping people parking on the pavements.

Officer comment: This is not within the scope of this project or consultation but has been noted by officers.

- (d) Would like Tull Way and Floral Way to also be included and reduced to 30mph.

Officer comment: This would have to be dealt with as a separate request.

5.9 The 301 responses supporting this consultation have been analysed and they have been summarised in Appendix D.

Proposals

5.10 In view of the above, and giving consideration to all responses, it is proposed that:

- (a) Although the roads selected for the proposed speed limit change are suitable, appropriate and meet the assessment criteria, the weight of public feeling means that it is recommended this proposal is not taken forward

6 Supporting Information

- 6.1 All consultation responses for all objections, notes of support, neutral positions and blank records can be found in the excel spreadsheet in Appendix D.
- 6.2 All personal information collected through the consultation has been removed from this document in compliance with GDPR.

7 Options for consideration

- 7.1 To proceed as advertised and go against the result of the consultation where overwhelming objection for this proposal was recorded.
- 7.2 To modify the proposal and select individual roads within this proposal that gained support and take them forward. As these roads already had support they wouldn't technically need to reconsult on them. However, due to the number of objections received overall during this consultation it would be advisable to reconsult.
- 7.3 To withdraw the proposal and take no further action on this proposal but develop a mechanism that allows Ward Members and Town Councils to support residents in their request for speed limit reductions on roads where there is a majority support for such a proposal and the road meets the required criteria.

8 Conclusion

- 8.1 Having considered the outcome of the statutory consultation, including the significant level of objection to the proposal, it is concluded that the Thatcham 20mph scheme should not be progressed. While the roads identified were considered suitable against the assessment criteria, the weight of public feedback does not support implementation at this time. The recommended approach is therefore to withdraw the current proposal and instead develop a mechanism through which Ward Members and Thatcham Town Council can support future requests for individual speed limit reductions on roads where there is clear local support and the relevant criteria are met.

9 Appendices

Appendix A – Equality Impact Assessment

Appendix B – Data Protection Impact Assessment – Stage One

Appendix C – Proposed Speed Limit Plans

Appendix D – Consultation Responses

Background Papers:

N/A

Subject to Call-In:

Yes: ☒ No: ☐

The item is due to be referred to Council for final approval ☐

Delays in implementation could have serious financial implications for the Council ☐

Delays in implementation could compromise the Council's position ☐

Considered or reviewed by Scrutiny Commission or associated Committees or Task Groups within preceding six months ☐

Item is Urgent Key Decision ☐

Report is to note only ☐

Wards affected: Thatcham West, Thatcham North East, Thatcham Central and Thatcham Colthrop & Crookham.

Officer details:

Name: Gareth Dowding
Job Title: Principal Engineer (Traffic & Road Safety)
Tel No: 01635 519226
E-mail: Gareth.dowding@westberks.gov.uk

West Berkshire Council Equity Impact Assessment

TEMPLATE

March 2023

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Section 1: Summary details

Directorate and Service Area	Environment, Highways
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Reduction in speed limit on the Public Highway to 20mph for those roads shown in the plans in Appendix C.
Is this a new or existing function or policy?	N/A
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	N/A as the proposal does not bias, discriminate or unfairly disadvantage individuals or groups within the community.
Completed By	Gareth Dowding
Authorised By	
Date of Assessment	1 st May 2026

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	One of the five priorities in the Council Strategy 2023-2027 is to 'build thriving communities with a strong local voice'. This priority commits to actions such as to work with local communities and partners to enhance our main towns and large villages. Part of this is to enable 20mph limits for residential streets where residents want them.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	Reduction in speed limit on the Public Highway to 20mph for those roads shown in the plans in Appendix C. Although the roads selected for the proposed speed limit change are suitable, appropriate and meet the assessment criteria, it is recommended that this proposal is not taken forward and the proposal is abandoned and no further work on this is undertaken.
Evidence / Intelligence	Consultation feedback from October and November 2025.

List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	In total, 1,124 responses were received to the consultation. There were 301 expressions of support for the proposals and 772 objections to the proposals. 49 respondents recorded a neutral position and 2 did not select a position.
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	To proceed as advertised and go against the result of the consultation where overwhelming objection for this proposal was recorded. To modify the proposal and select individual roads within this proposal that gained support and take them forward.

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	☒	☐	☐				
Disability	☒	☐	☐				
Gender Reassignment	☒	☐	☐				
Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☒	☐	☐				
Race	☒	☐	☐				
Sex	☒	☐	☐				
Sexual Orientation	☒	☐	☐				
Religion or Belief	☒	☐	☐				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☒	☐	☐				
Areas of deprivation	☒	☐	☐				
Displaced communities	☒	☐	☐				
Care experienced people	☒	☐	☐				
The Armed Forces Community	☒	☐	☐				

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	1 st May 2026
Person Responsible for Review	Gareth Dowding
Authorised By	

Please now forward this completed form to Pamela Voss, Equality and Diversity Officer (pamela.voss@westberks.gov.uk), for publication on the WBC website.

Appendix B

Data Protection Impact Assessment – Stage One

The General Data Protection Regulations require a Data Protection Impact Assessment (DPIA) for certain projects that have a significant impact on the rights of data subjects.

Should you require additional guidance in completing this assessment, please refer to the Information Management Officer via dp@westberks.gov.uk

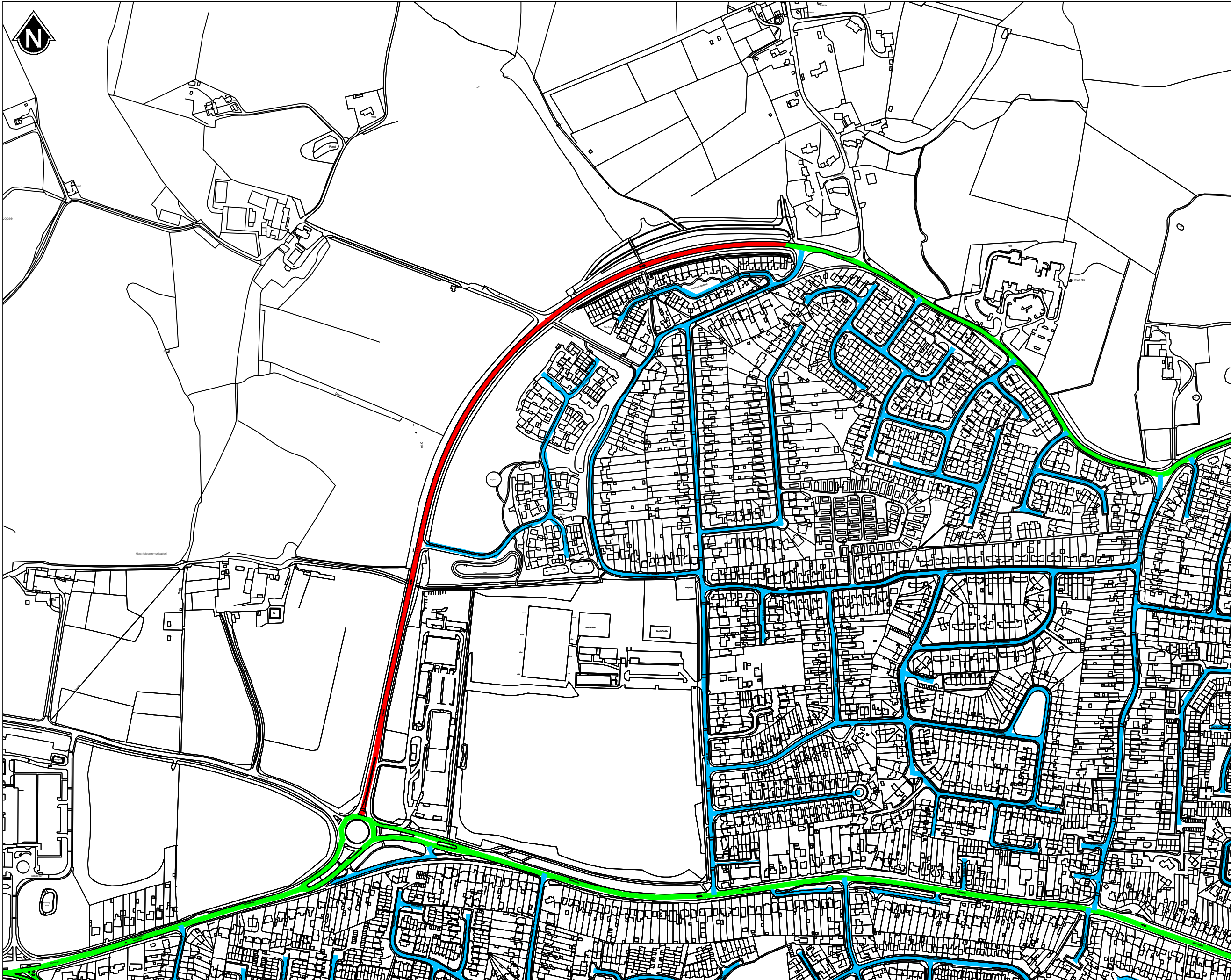
Directorate:	Environment
Service:	Highways
Team:	Traffic & Road Safety
Lead Officer:	Gareth Dowding
Title of Project/System:	Thatcham 20mph speed limit proposal
Date of Assessment:	1 st May 2026

Do you need to do a Data Protection Impact Assessment (DPIA)?

	Yes	No
Will you be processing SENSITIVE or “special category” personal data? <i>Note – sensitive personal data is described as “data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, or trade union membership, and the processing of genetic data, biometric data for the purpose of uniquely identifying a natural person, data concerning health or data concerning a natural person’s sex life or sexual orientation”</i>	☐	☒
Will you be processing data on a large scale? <i>Note – Large scale might apply to the number of individuals affected OR the volume of data you are processing OR both</i>	☐	☒
Will your project or system have a “social media” dimension? <i>Note – will it have an interactive element which allows users to communicate directly with one another?</i>	☐	☒
Will any decisions be automated? <i>Note – does your system or process involve circumstances where an individual’s input is “scored” or assessed without intervention/review/checking by a human being? Will there be any “profiling” of data subjects?</i>	☐	☒

	Yes	No
Will your project/system involve CCTV or monitoring of an area accessible to the public?	☐	☒
Will you be using the data you collect to match or cross-reference against another existing set of data?	☐	☒
Will you be using any novel, or technologically advanced systems or processes?	☐	☒
Note – this could include biometrics, “internet of things” connectivity or anything that is currently not widely utilised		

If you answer “Yes” to any of the above, you will probably need to complete [Data Protection Impact Assessment - Stage Two](#). If you are unsure, please consult with the Information Management Officer before proceeding.



KEY

- PROPOSED 20 mph
- EXISTING 30 mph
- EXISTING 40 mph

NOTES

- DO NOT SCALE FROM THIS DRAWING.
- THIS DRAWING SHOWS PROPOSED 20MPH SPEED LIMITS THAT SHOULD BE VIEWED ALONGSIDE THE LEGISLATIVE DOCUMENTATION.

ISSUED FOR CONSULTATION

REV	REV DATE	DESCRIPTION	DR	AU
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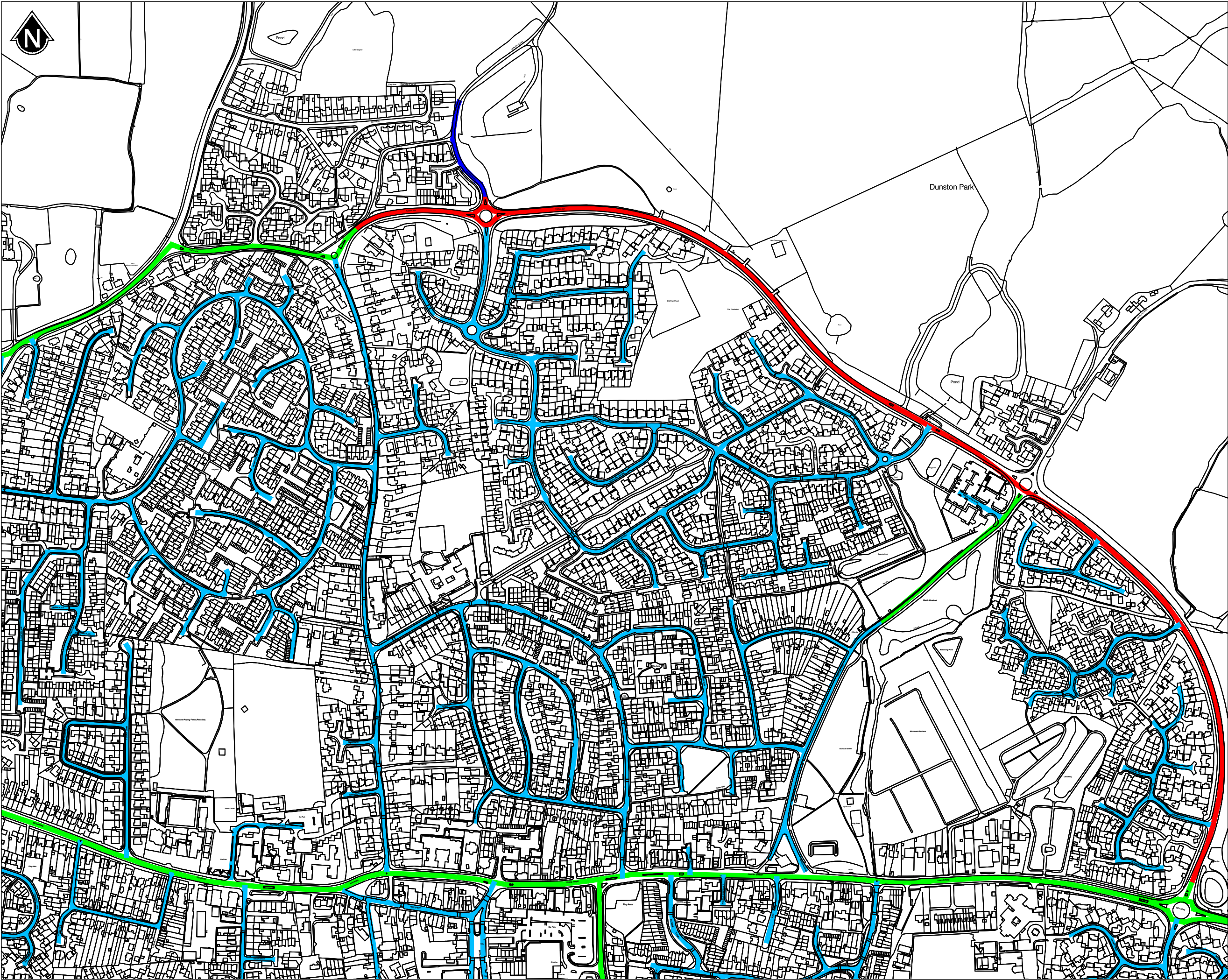
TRANSPORT AND COUNTRYSIDE
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

PROJECT TITLE
THATCHAM 20MPH SPEED LIMIT

DRAWING TITLE
NORTH EAST

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
OCTOBER	EN	SMS	A3	NTS

DRAWING NUMBER	REVISION
TM442004	0



KEY

- PROPOSED 20 mph
- EXISTING 30 mph
- EXISTING 40 mph
- EXISTING NATIONAL SPEED LIMIT

NOTES

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TRANSPORT AND COUNTRYSIDE
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

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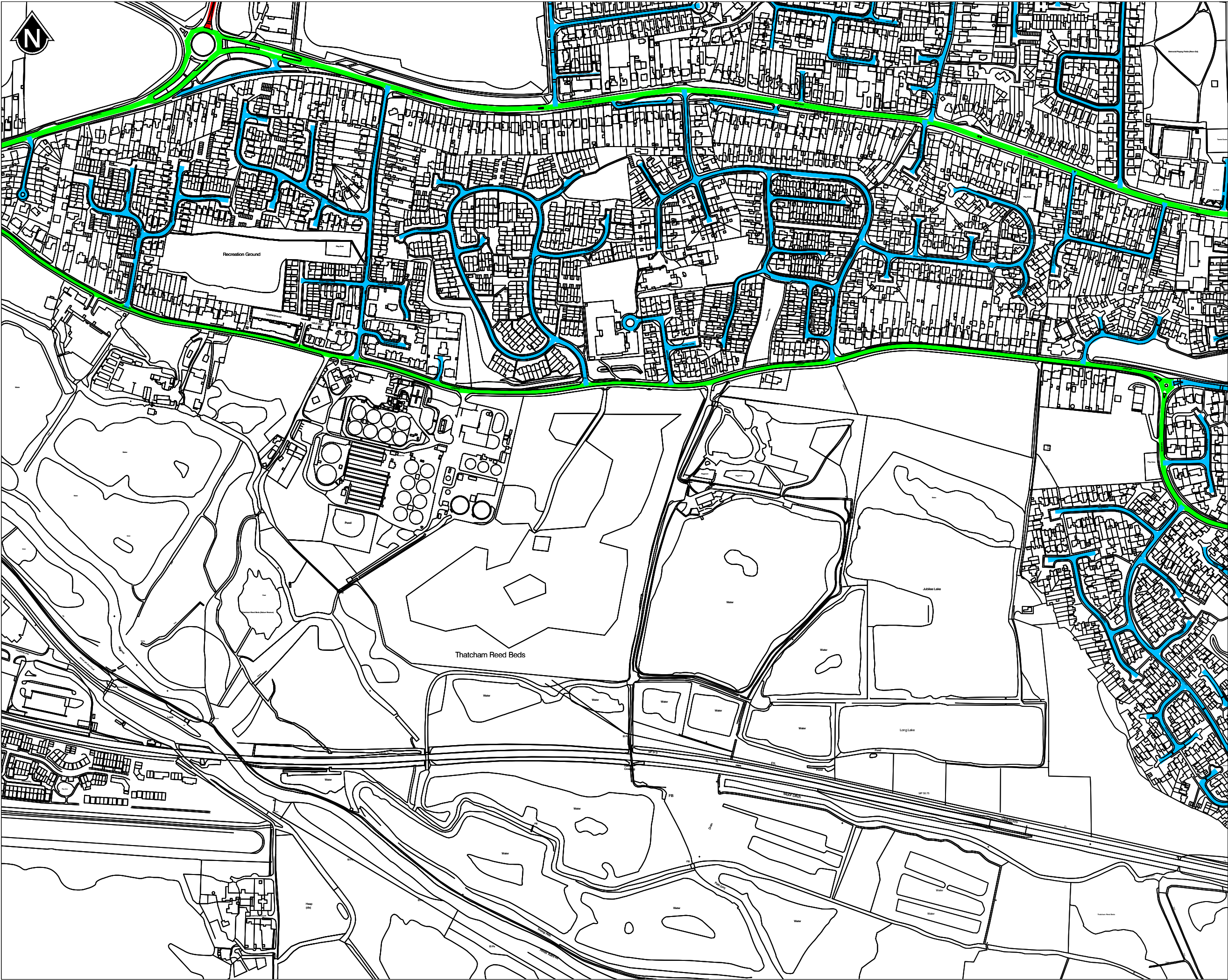
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NORTH EAST

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- EXISTING 30 mph
- EXISTING 40 mph

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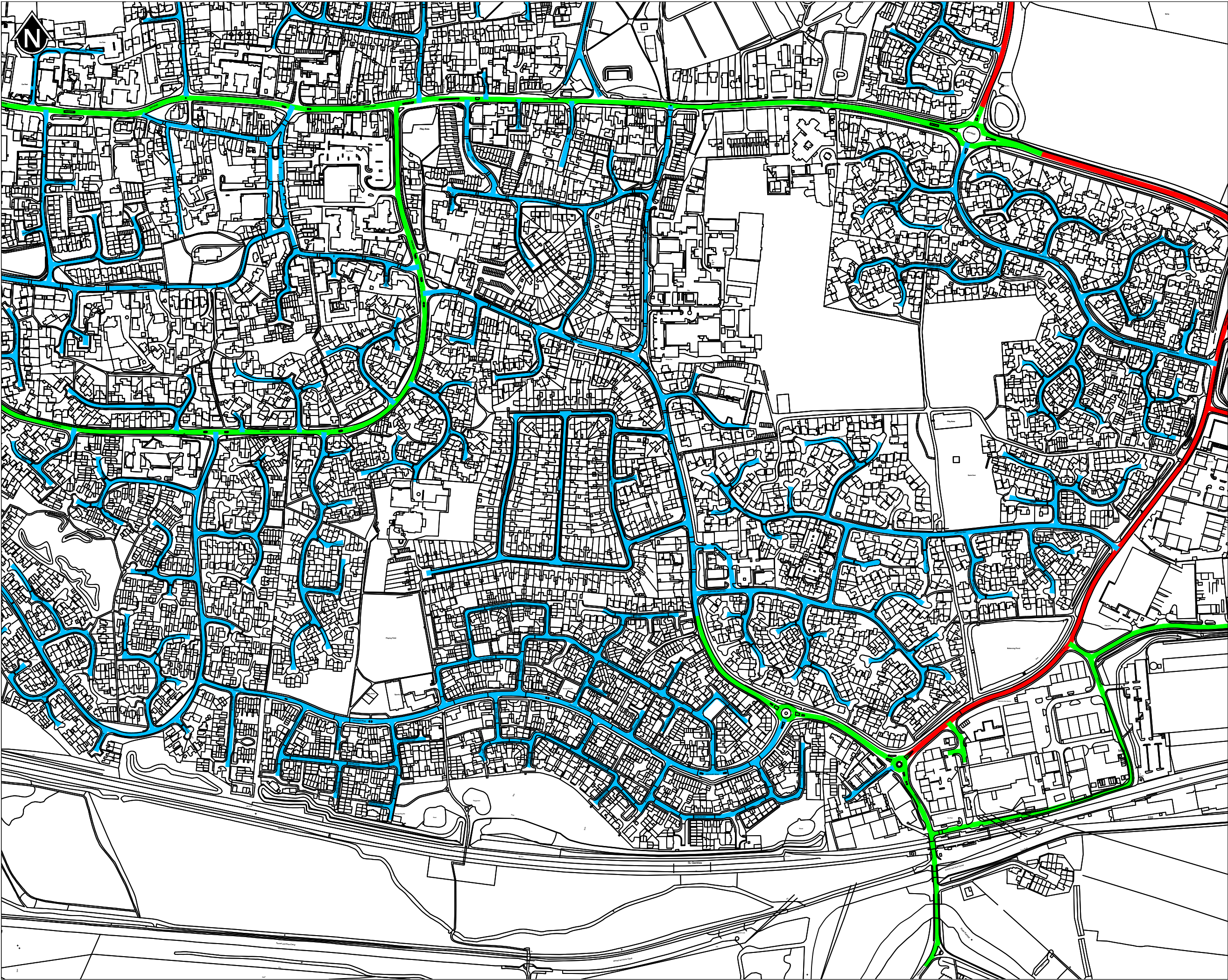
TRANSPORT AND COUNTRYSIDE
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

PROJECT TITLE
THATCHAM 20MPH SPEED LIMIT

DRAWING TITLE
SOUTH WEST

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
OCTOBER	EN	SMS	A3	NTS

DRAWING NUMBER	REVISION
TM442004	0



KEY

- PROPOSED 20 mph
- EXISTING 30 mph
- EXISTING 40 mph

NOTES

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ISSUED FOR CONSULTATION

REV	REV DATE	DESCRIPTION	DR	AU
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TRANSPORT AND COUNTRYSIDE
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

PROJECT TITLE

THATCHAM 20MPH SPEED LIMIT

DRAWING TITLE

SOUTH EAST

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
OCTOBER	EN	SMS	A3	NTS

DRAWING NUMBER	REVISION
TM442004	0

Respondent ID	Which of the following options best reflects your position on the proposed order?	Which of the following best describes you? Please select all that apply.	Additional information (e.g. group/organisation name if applicable)	Please state your postcode, excluding the last two letters, e.g. RG18 4
14038384950	I object to the proposal	A local business owner or employee		RG18 4
14038384778	I object to the proposal	A visitor to West Berkshire		RG18 3
14038384226	I object to the proposal			RG18 3
14038383746	I object to the proposal			RG18 3
14038383818	I object to the proposal			RG19 4
14038383465	I support the proposal			RG19 4
14038816175	I wish to record a neutral position		Other - please specify below Senior Transport Officer @ WBC	RG14 5
14038379602	I support the proposal	A local resident		RG18 3
14038377283	I object to the proposal	A local resident		RG18 4
14038374870	I object to the proposal	A local resident		RG18 3
14038370672	I object to the proposal	A local resident		RG18 3
14038368039	I object to the proposal	A local resident		RG18 3
14038365209	I object to the proposal	A local resident		RG18 3E2
140397736125	I support the proposal	A local resident		RG19 4BN
14038356310	I object to the proposal	A local resident		RG18 3
14038355677	I object to the proposal	A local resident		RG194gn
14038344727	I object to the proposal	A local resident		RG14 1
14038344037	I object to the proposal	A local resident		RG19 3
14038343547	I object to the proposal	A local resident		RG17 6
14038335843	I object to the proposal	A local resident		RG18 4
14038338526	I object to the proposal	A local resident		RG18 3
14038338043	I object to the proposal	A local resident		RG18 4
14038336114	I support the proposal	A local resident		RG193
14038336454	I support the proposal	A local resident		RG193
14038334061	I object to the proposal	A local resident		RG18 3
14038333458	I object to the proposal			RG183DU
14038329096	I object to the proposal	A local resident		RG19 4
14038327803	I wish to record a neutral position	A local resident		RG18 3
14038325157	I support the proposal	A local resident		RG18 3
14038324373	I support the proposal	A local resident	A resident in Great Barn Court, Thatcham	RG19 3RW
14038322577	I object to the proposal	A local resident		RG183
14038322249	I object to the proposal	A local resident		RG18 3
14038320681	I object to the proposal	A local resident		RG18 3
14038319171	I object to the proposal	A local resident		RG18 3
14038317983	I object to the proposal	A local resident		RG19 3
14038316064	I object to the proposal	A local resident		RG19 3XU
14038316070	I object to the proposal	A local resident		RG18 3
14038314271	I object to the proposal	A local resident		RG14 7
14038314754	I support the proposal	A local resident		RG18 3
14038313593	I object to the proposal	A local resident		RG18 4DQ
14038313645	I object to the proposal	A local resident		RG18 3gd
14038312206	I object to the proposal	A local resident		RG7 5BF
14038311792	I object to the proposal	A local resident		RG19 3vr
14038309589	I support the proposal	A local resident		RG18 3
14038300748	I object to the proposal	A local resident		RG194
14038300172	I object to the proposal	A local business owner or employee		RG200
14038299603	I object to the proposal	A local resident		RG200 0L

14038142112	I object to the proposal	20 mph speed limits are a money making tax on already over taxed car users. They do not help with safety, modern cars are just as safe at 30 mph. If you ask a person living in the road they will all ways say bring the speed down, just like the people in London who voted for the congestion charge, how did that go? With out thinking of when they have to navigate 20 mph streets. I suggest you put a person in front of all cars with a red flag, just like when cars were started. If you want to raise more money why don't you tax bicycles. To sum up it is very difficult to keep a car at 20 mph, so the council get more money in fines, people are not thinking, and I know this email will go straight to the trash, but I know what you are doing. Stan Road 02754833661.				Other - please specify below	A regular traveler thought Thatcham.	Rg314el
14038142629	I object to the proposal	This was never in the manifesto. There is not a need to reduce to 20 mph other than near schools, etc. There needs to be a balance between speed and loss of productivity that a reduced speed limit would over the years cause.	A local resident					RG7 6GX
14038142523	I support the proposal	Safer for pedestrians, the elderly, children, cyclists and animals. Owning a £5000+ metal box has had its day				Other - please specify below	Regular cyclist on these roads.	RG14 7GA
14038142489	I object to the proposal	I don't believe that an increased use of 20mph will assist the local economy. It will lead to increased traffic issues as people will use the main roads which will clog them up. I doubt that the council will care of the people who object as it will do what it wants. I would guess that once this is implemented they will do speed enforcement and make a lot of money.	A local resident					Rg142
14038142459	I object to the proposal	Will increase traffic levels especially at school/ rush hours. Currently enough traffic lights in Thatcham to slow traffic to a suitable level	A local resident					RG14 1
14038142294	I object to the proposal	Slow speeds ad pollution	A local resident					Rg18 3
14038142444	I object to the proposal	Not necessary and the money needed could be put to better use elsewhere. Lots of services are being reduced and this is an expense that is not needed	A local resident					Rg19 4
14038142246	I support the proposal	Living off lower way I find it very frustrating seeing the speed some drivers go at along lower way.	A local resident					RG19 3
14038142132	I object to the proposal	You are unable to enforce existing speed limits, so what makes this any different? If large numbers of speed cameras are installed, any revenues generated would not go towards better infrastructure, they would be squandered on other projects unrelated to the area.	A local resident					rg18 4
14038140336	I object to the proposal	Overall I don't think this proposal will amount to a change from the status quo as many of the roads shown are either already 20MPH limits, or would be unsuitable for travelling in excess of that speed. However this is to some degree expected as this proposal is in part a consolidation of existing orders. None of the documentation alongside the proposal is clear on which areas where the speed limit would actually change. What additional signage will be required to ensure this change is communicated to road users. Has a study been done on the current speeds in the proposed areas, if so, what were the results, and if not how can we be sure this will be effective? If like the case against the proposed speed limit, evidence based evidence.	A local resident					RG19 4
14038137140	I object to the proposal	I feel the restrictions will cause a lot of aggravation, especially to the many delivery people. I wonder how it will be monitored for those exceeding the limit by more than 3 miles per hour. Will it result in a lot more fines? Many roads, like ours, are too short to get up to 20. I can appreciate that roads near schools, need restricting, but not the majority of Thatcham.	A local resident					RG18
14038134382	I wish to record a neutral position	I don't have a problem with the speed limits being adjusted, but I question why it's necessary? I don't think it makes the areas more attractive. 20mph is common in most residential areas. If residential areas need to be better accessible for non-road users, this should be achieved through other means - proper crossings in appropriate places, pathways being cleared of debris/mud/overhanging trees etc. I would understand the need if there had been an increase in RTCs in residential areas, but this doesn't seem to be the case according to the reasons put forward in your consultation. What will happen if the overwhelming response from residents is 'neutral position'? Will the council continue with the changes?	A local resident					RG19 4
14038133537	I object to the proposal	the 30mph speed limit is sufficient for safety, and aided by a majority of drivers, and the remaining few that speed will continue to do so regardless of a lower 20 mph limit.	A local resident				A local business owner or employee	rg142ld
14038120122	I support the proposal	20mph zones are safer, as they significantly reduce the likelihood and severity of collisions, injuries, and fatalities. Research indicates that lower speeds increase the survival rate of pedestrians hit by a car and lead to fewer overall casualties. Introducing 20 mph limits and zones may have wider benefits to physical and mental health, including encouraging active travel (such as walking and cycling), improving air quality and reducing noise pollution. Such measures are not anti-car, they are pro-safety. To me, this is about making the road network safer for all users. Cars will still get to where they need to go, with no substantive effect on time taken to complete individual journeys. I strongly object to this going forward. This has not worked effectively in other parts of the UK, and it creates more pollution as vehicle internal combustion engines can't regulate a high enough internal catalyst (petrol) and diesel particulate filters do not function just off idle speeds at these proposed 20mph limits this will also cause more congestion with our already stretched infrastructure. This is clearly not about safety. A modern vehicle can stop efficiently in an emergency below 40mph with all the technology and tyres these days. This would also cause the average driver to make up time when out of the imposed 20mph zone to drive faster just moving the problem to other road networks.	A local resident					RG18 9
14038119734	I object to the proposal						A local business owner or employee	Rg183hw
14038115193	I object to the proposal	As someone who abides by the 30 mph speed limit, I find 20mph very hard to maintain. It is so boring I suspect drivers probably pay less attention to the road. I don't feel it is necessary. From my experience very few drivers adhere to the 20 mph. Some drivers will just ignore it. I could break the speed limit on my bicycle for goodness sake. I believe some areas in the country regret the change to 20 mph but it is too expensive to reverse the decision. Surely money could be better spent.	A local resident				Horticulture	RG31 5NG
14038110945	I support the proposal	I'm in support of the 20mph speed limit within the housing estates of Thatcham. A speed limit with significantly reduce the risk of serious injury to pedestrians - children and elderly, the use of e-scooters. The uptake of EVs which are quieter and heavier increases the risk of road traffic collision.	A local resident				NA	RG18 4
14038108455	I wish to record a neutral position	Thatcham Town Council welcomes and supports this consultation as West Berkshire Council on a proposal for 20mph Speed Limit for residential streets across Thatcham. It agrees that it would make the local area more attractive and accessible by non-motorised highway users. The Town Council notes the objective in the West Berkshire Council Strategy 2023-2027 to "enable 20 mph limits for residential streets where residents want it." We agree on the importance of the views of residents. As West Berkshire Council is currently undertaking a public consultation on this proposal, we believe that it is premature for the Town Council to take a position on the proposed 20mph speed limit, and we therefore take a neutral stance for this consultation. In assessing the responses to the consultation, it will be important to give full weight to the reasons given as well as the proportion in each response category. Particular regard should be given to the interests of people with protected characteristics and children, as they may take longer to cross a street, be less aware of approaching scooters and buggies may need to use the carriageway if the footway is too narrow. The council will also consider the impact of parked cars. We also observe that people have a greater propensity to respond to a survey if they disagree with a proposal than if they support it.				A statutory consultee - please specify below	Thatcham Town Council (Key Stakeholder)	RG18 3
14038107608	I object to the proposal		A local resident					RG19 4
14038105446	I object to the proposal	While the intention behind introducing 20 mph speed limits in residential areas is understandable, there are several reasons to question their effectiveness and proportionality. Evidence from national trials suggests that simply changing signs without physical traffic-calming measures produces only minimal reductions in average speeds, often by just one or two miles per hour. Implementing a blanket 20 mph limit would therefore impose significant costs for signage, enforcement, and administration, with limited proven safety benefits. Police resources are already stretched, and enforcing these limits consistently would be difficult, risking poor compliance and public frustration. In addition, slower driving can increase emissions in some vehicles, divert traffic onto busier roads i.e. this would make the A4 busier, and therefore congested. I would also reduce attention as drivers focus on their speedometers rather than the road, particularly dangerous on the residential roads where children would be more likely to be crossing the roads. For these reasons, I believe targeted measures—such as improved crossings, lighting, and enforcement—high risk areas—would achieve better safety outcomes than a blanket 20 mph policy. Many of the residential roads in Thatcham already have speed bumps which limit the speed that can be reached. The overwhelming concern that I have is the cost that would be involved in putting 20mph signs on the town. Surely when everyone is dealing with the cost of living crisis, the money could be better spent on our town, or going to repair some of the roads themselves. Longer journey times for motorists, especially those using roads for through traffic. 20 mph limit can noticeably extend travel times, leading to frustration and annoyance. Poor compliance: Many drivers ignore 20 mph limits, especially on straight roads without physical traffic-calming measures like speed bumps. This can lead to disrespect for traffic laws generally and creates a need for costly enforcement. Congestion and pollution: When drivers follow the new lower limit, some argue it can cause increased congestion on roads not designed for slower speeds. A "stop-start" driving pattern can also increase fuel consumption and exhaust emissions, including nitrogen oxides and carbon dioxide, particularly with older vehicle technologies. Economic impact: A Welsh government impact assessment, published in 2022, estimated a potential "negative £4.54 billion" impact on the economy over 30 years, largely due to increased journey times for businesses. Critics have seized on this figure, despite Welsh government officials and other organizations questioning the validity of this cost calculation. Alienating drivers: Some motorists feel that broad 20 mph zones are an "anti-car" measure that unfairly punishes responsible drivers. This can generate a negative public backlash, as seen with Wales's nationwide rollout. All the above are reasons against this proposal, which is widely available information on the web. In addition my own experiences of travelling through roads in Oxford, who also have the maximum speed at 20 m.p.h, at 04:00 am travelling to and from a hospital while having to drive at 20 m.p.h. Have you considered that travelling on EMPT roads at 20 m.p.h. is an excessive penalty for all safe drivers, against the few who exceed the speed limit? What is it in this country the few who drive carelessly and dangerously on our roads are targeted by implementing speed restrictions on everyone else? Houses and cars travel faster than 20 m.p.h. Businesses suffer as people will avoid travelling to these local businesses. My own conclusion of having the experience the travel through Oxford with these restrictions in force, is that I won't be visiting again anytime in the future. Every bit of joy and freedom is being taken out of our lives with evermore restrictions and control in our daily lives. I DO NOT WANT this 20 m.p.h. restriction in my home town and surrounding roads. This is a nonsensical restriction.	A local resident					RG19 4
14038100796	I object to the proposal		A local resident					Rg194ph
14038100758	I object to the proposal						A local business owner or employee	Rg20 6
14038100648	I object to the proposal	It would increase congestion and be entirely un-necessary throughout 95% of thatcham. School zones protect where they should and the rest is safe enough	A local resident				A local business owner or employee	Rg185
14038099916	I support the proposal	I support the proposals because a speed limit of 20mph would reduce the chances of serious or fatal car accidents. Pedestrians and other non-motorised vehicle drivers would feel safer on such roads. 20mph speed limits have also been shown to reduce costs for the NHS as they do not have to deal with the aftermaths of serious road traffic accidents. Finally, travelling more slowly is generally more fuel efficient, and therefore better for the environment.	A local resident					RG31 7
14038098394	I support the proposal	20mph speed limits in Residential Areas are a great improvement, I support the proposal assuming they are installed without speed humps or road narrowing measures. I only use Thatcham roads infrequently, but I support this as I hope for further 20mph zones across West Berkshire & other counties. 20mph limits improve road safety & lower car emissions. 20mph limits reduce traffic noise, acceleration & pollution. 20mph limits encourage cycling & make life more pleasant for everyone. 20mph uses less energy in ICE cars. Speed Humps I oppose. Speed Humps increase traffic noise for residents near the hump, increase acceleration & increase pollution & increase "close Pass" of cyclists (motorists weave in to straddle the hump). Speed humps wear out car suspension, cost motorists & the environment in repairs. Road Narrowing I oppose. Road Narrowing is increasing the risk. Also having paid for a whole road, it is wrong to not use a whole road.				Other - please specify below		Rg7 3
14038094355	I object to the proposal	On most of your roads you are proposing already have speed humps, slow chicanes already in these roads which which reduces your speed to 20 miles already. Surely to now put signs is a waste of council money when the council is already in debt and need to be spending money.	A local resident					RG19 4
14038091189	I object to the proposal	It is an entirely unnecessary and costly exercise to reduce the speed limit on roads that are already safe. The current speed limit of 30 mph is not excessive and is positively impacted by the speed of transport early horse and cart to the development of safe and efficient car transport. The most significant contribution that the council could make would be to stop huge buses travelling down narrow roads of Thatcham, constantly riding the pavement and blocking the roads. 20mph does not fix anything it is just a revenue raising ploy. We need cars that is not the central London which is the only place where public transport works. Please stop the anti car mentality that has plagued the council for the last 20 years with insane road works that have changed lanes restricted the width of the A4 when at the same time encouraging more huge lorries through planning permission alongside the railway. Try thinking holistically. This concept is a backward step to lower productivity and less efficiency. Just stop.	A local resident					RG18 3
14038091144	I object to the proposal	The current speed limit have worked perfectly forever. Just because people are lacking without road signs and believe they are invincible by walking out in front of cars. You're trying to push the safety and health side. By pushing people to walk ride or use public transportation. I believe this has nothing to do with health or what at all. It's all a big push to get you off the road. It's been prove that cars driving at 20mph are at a higher RPN than lower and at 30MPH 50 INCREASE POLLUTION. Not only are you then spending even more time on the road increasing journey times dramatically.					A visitor to West Berkshire	RG7
14038091130	I object to the proposal	Pointless waste of money	A local resident					Rg194
14038089899	I object to the proposal	Waste of money	A local resident					rg194
14038089809	I object to the proposal	Money could be better spent else ware	A local resident					rg194
14038089738	I object to the proposal	To many roads made into 20mph will degrade the impact of the limit on the roads where it is actually required	A local resident					rg193
14038089588	I object to the proposal	Money could be better spent on 2 weekly bin collections	A local resident					rg193
14038089469	I object to the proposal	I object as it is a pointless exercise and a waste of tax payers money	A local resident					rg193vt
14038083772	I object to the proposal		A local resident					
14038081501	I object to the proposal	Most of the roads proposed for a limit are already littered with speed humps, which already restrict speeds to below 20mph, since you cannot drive comfortably over them at speeds above 15mph. I know this because as a volunteer driver I regularly use the roads at issue. Therefore to introduce a 20mph limit with all the attendant costs for signs, signage etc is a waste of money which could be more usefully spent on the repair of roads and the repainting of road markings, both of which are a dire state. As the police have said that they will not be taking any extra enforcement measures the whole exercise seems to be entirely pointless. This is just another voter signalling scheme like the A4 cycle lanes, which are hardly ever used as cyclists prefer to use the footways as these are entirely free.	A local resident				Volunteer driver for Thatcham Volunteer Bureau	RG18 3
14038075748	I object to the proposal	Will cause more congestion and chaos. This will increase emissions so will not encourage to walk	A local resident					Rg18
14038074689	I wish to record a neutral position	- How will reducing the speed limits make the area more attractive according to the statement. Within the existing current speed limits how many accidents have there been resulting in loss of life or serious injuries. - Some roads seem perfectly safe at 30 MPH like Lilley Way. What is the difference between The Moors Road and Lilley Way. There is more traffic flow on the Moors Road than Lilley Way. - To travel at 20 MPH has the potential to introduce both frustrations, tailgating and possible road rage because there are motorists who are impatient and do not respect speed limits even now. - The other day I was in a 20 MPH zone and whilst going over a speed hump a car overtook me at speed and disappeared into the distance. So do you think a person like that is going to take any notice of what the legal limit would be, I bet not. - If there is a clear road ahead, do you really think people are going to plot along at 20 MPH. It cannot be policed. No patrol cars, no speed cameras, no radar traps, what is there to stop them going faster. - I have given thought regarding 20 MPH, I am sure there will be some who will think it is fun to overtake a car, therefore putting themselves at risk. - How will it make the roads safer and for who. In my opinion it can only have a negative impact. - There may be some vulnerable roads where the speed limit should be reduced, I am not against that for safety reasons but as mentioned how can it make any difference to Lilley Way as an instance. Will it make it any safer I think not. Will it make Thatcham more attractive to people? If the idea is to slow down traffic, then why not fit speed humps, speed indicators on all the roads through thoroughly. If it is naive to think that motorists will keep to a 20 MPH limit, especially if there is a clear road ahead of them. - I would urge the Council to re-think this idea as a cost effective, but delivering the desired effect time would still.	A local resident					RG19 3
14038072074	I object to the proposal	Ancrols way is definitely a 30mph. The 20mph ruling is too blanket and approach as shown by the implementation in Wales.	A local resident					RG19 4
14038071509	I wish to record a neutral position	To the best of my knowledge there is no scientific evidence published with your assertions and none included in the newsletter and links asking for feedback. For example you could model the effects of having the speed limit set at 30mph, 25mph and 20 mph. You could either run a trial on a few areas or use data from other authorities who have made a change to 20mph and can produce genuine before and after data. It would make sense to include data from different road types and conditions, e.g. with and without parked cars, roads with speed humps etc. Would a 20 mph zone slow the removal of speed humps? If you were to carry out an investigation and produce independently verified results you stand a fighting chance of getting buy in. I note that your proposal only mentioned motor vehicles. In my opinion this is wholly unsatisfactory as, from personal experience both as a motorist and a pedestrian I have experienced near misses with cycles and electric cycles exceeding both the speed limits and the rules of the road (or pavement). In my opinion all electric bikes, no matter what speed they are capable of should be licensed and subject to the same rules as mopeds - I realise that you have no control over this. This behaviour is worse for pedestrians as they cannot hear them approaching. As a driver I have been overtaken and undertaken by illegal electric bikes - therefore exceeding the 30mph limit. It is the motorists responsibility to drive as conditions allow. There are times when it is impossible to drive at even 20 mph in residential areas, due to parked cars, pedestrians, cyclists. It's not always possible to reach 20mph A4 in Thatcham due to traffic lights, volume of traffic, HGVs etc. What measures can you take to calm traffic, e.g. changing priority at junctions, have parking on alternate sides of the roads, chicanes etc and get back to drivers reading the conditions and taking responsibility. Are there particular hot spots. Is there a publicly available list of these and the statistics to back the change? There are no real issues about roads between Reading and Thatcham in the M4. What causes these accidents?				A visitor to West Berkshire		
14038069758	I object to the proposal	I think 20mph is far to slow in most circumstances and causes undue frustration and delays to journey times, as well as increased pollution and noise from vehicles operating in lower gears. It has been implemented and failed in Wales so learn from that please. I would however support variable 20s out side schools during school hours. The Litterbin controlled council again seems intent on wasting our money following on the back of the £1000s spend on litter bins to inform us that bin collections were changing from 2 weeks to 3 weeks. According to the RAC (who know a thing or two about road safety) research by Queens University Belfast, Edinburgh University and the University of Cambridge have all concluded that reducing speed limits from 30MPHs to 20 has had little impact on road safety. Full report is below. I have shared this information with WBC which I have been told will totally ignore because it doesn't conform with their woke agenda. I dread to think how much change the speed limits will cost. It seems they can find money for this but can't collect my bins every fortnight. We don't need lower speed limits but better enforce the existing ones. Speed limits are as the name suggests a limit and not a target. Many may disagree with my view which you are perfectly entitled to do so. But if you do agree please share amongst other local groups and hopefully we can bring the long wanted liberate to their senses. I am not hopeful.				Other - please specify below	not known (via email)	
14038067585	I object to the proposal	I believe that the 20mph restriction should not apply to the key green routes to and through the major estates. I can support the reduction for the cul-de-sac but challenge the imposition on so many of the important access roads. Egs any of Station Road south from the Moors Harts Hill Road Park Lane Northfield Road Henwick Lane Doved Lane.	A local resident					RG19 3
14038066028	I object to the proposal	I believe that the existing speed limits are fine. Near schools and children areas, reduced speed would and should in my opinion be acceptable. But elsewhere please stop reducing the speed limit. It impacts car drivers, with longer journey times and driving so slowly is not good for cars or drivers in general. The argument for reduced fatalities and injuries is flawed. If we had no cars then injuries would be reduced to zero, but this is a ridiculous argument. Cars are a tool for our benefit, what the council should be doing is using the "red green cross code" and if not in schools, make sure it is. Put the responsibility on pedestrians and cyclists, who should be able "open their eyes" and use common sense. Separately I would rather you use any funds that you have available for more important issues in the area, or reduce council tax if you have fixed everything. If you go ahead I can imagine that you as a council will be upsetting a lot of people.	A local resident					RG19 3
14038064271	I object to the proposal	The overall effect of speed reduction nationally shows no significant reduction in pollution. Stats that are available show a neutral or positive effect with the reduction in brake dust and tyre deposits. The cost of initiating the project has not been shared and has been seen in Wales, where £32m was spent changing the signs across Wales including signage and painting, the Policy is now being removed and reverting back to the 30 MPH zones. I agree with 20mph in school zone areas, however, reducing speed limits on the proposed roads is likely to not be necessary.	A local resident					RG18 9
14038064342	I object to the proposal	We already have too many different speed limits. 30 mph is perfectly acceptable as drivers will use their own discretion about whether they need to go slower. Those that do not are the very ones who will ignore 20mph limits anyway.	A local resident					RG14 6
14038060899	I object to the proposal	The lower speed limit will not be enforced by the police. The scheme will cost a lot (many tens of thousands of pounds) that could be spent on alternative highway schemes that will have a benefit and make peoples lives better. Additional street clutter with signs, roadmarkings, posts, etc, just seems unnecessary. Likely to cause more road rage related incidents as some motorists abide by the 20mph limit and others who don't agree with it drive aggressively behind them. A lower speed limit is unlikely to make people change how they make journeys - there are already dedicated cycle and pedestrian routes that are safe for MM's to use. There isn't the evidence to suggest that speed is a contributing factor to recorded personal injury collisions. This is purely something that the current Administration want to implement regardless of what the public opinion is. Follow the data/evidence/public & expert opinion and accept that this project shouldn't progress into a TfO. Consider alternative solutions.	A local business owner or employee					RG14 1
14038061008	I object to the proposal	This proposal will increase pollution, add unnecessary times to journeys and deliver less to business and make businesses within the area less efficient. I will also add another unnecessary cost onto our council tax bills. The economy is in a bad way due to poor productivity, these reduced speed zones further reduce productivity and are the last things we need.	A local resident				112716148	rg17 7
14038059570	I object to the proposal	Utterly ridiculous, increases pollution, unnecessary, stupid, uninformed rubbish	A local resident					RG170PR
14038057814	I object to the proposal	Unnecessary and will increase pollution	A local resident					RG17 7JN
14038056662	I object to the proposal	20mph limits are unnecessary for safety reasons. They increase dwell time - and pollution. No one voted for them or requested them. They increase congestion, delay and costs for everyone. They needlessly criminalise safe drivers because it's easy to exceed the limit and hard to stick to it when roads are safe and clear. Cars are safer than ever so speeds should increase not decrease. Stick to your jobs - like maintenance of existing infrastructure - and stop forcing arbitrary controls on people.	A local resident				A local business owner or employee	RG18 3
14038055196	I object to the proposal	20 miles per hour limits will increase pollution and congestion.	A local resident				A local business owner or employee	Rg20 0lg
14038054646	I object to the proposal	They increase pollution, add unnecessary times to journeys and act to make deliveries and trades less efficient, and is another pointless cost on our council tax bills	A local resident					RG19 BKU
14038054527	I object to the proposal	I don't want cars hanging around in long lines it's bad for the environment	A local resident					RG18 9
14038052527	I object to the proposal	20 limits should be limited to the immediate surroundings of schools. Blanket limits hamper journeys increase pollution and stifle business. Cost of signage with no benefit. Implementation in Wales has been a disaster.					A visitor to West Berkshire	Rg142
14038051722	I object to the proposal	There is no good reason for this move. Thatcham does not have a high rate of accidents. The additional signage blots the landscape. The council destroyed a safe haven crossing at surgery which was useful and opened the road to older less mobile people now have to run the gauntlet of trying to cross in an unsatisfactory amount of time yet claim to want to make roads safer by making unnecessary restrictions. The roads will be noisier and more polluted. The council pay for service to consultation, they have already decided.	A local resident					Rg193
14038051374	I object to the proposal	There is no need to change the speed limit. We have introduced numerous ways already to attract non motorised vehicles and the council have failed to maintain, enforce, encourage. The 20 mph zone adds no real value apart from slowing traffic an impacting drivers	A local resident				A local business owner or employee	RG19 3
14038050731	I support the proposal	makes streets safer.	A local resident				N/A	RG19 4
14038047968	I object to the proposal	It will be a nightmare it's already congested everywhere	A local resident					RG18 4
14038047347	I object to the proposal	I object because 20MPH is too slow. These roads are not heavily used by pedestrians, however they are enough to justify penalising all the drivers that use these roads. I use these roads regularly and rarely do I see drivers exceeding the current speed restrictions. This will just encourage more drivers to use the Bath Road and drive through Thatcham for example which is already congested at various times of the day. It will make a daily commute even longer than it does now which will cost drivers trying to get to work or about their business even more time and therefore money. The police don't have the resources to police this either. And instead of squandering council tax payers money on new 20 MPH signage (and no doubt speed bumps at some point), the Council should be keeping whatever limited funds they do have at their disposal to fund on more worthwhile activities.	A local resident					RG75
14038044165	I object to the proposal	The remaining 30 mph roads are not finished or safe. The cycle lane on the A4 is unfinished and a death trap, increasing traffic flow on the A4 will undoubtedly lead to accidents, injuries and even fatalities. Finish the A4 first and double yellow all 30mph roads, then it works.	A local resident					RG18 3
14038040850	I object to the proposal	20mph makes it very difficult to overtake bikes. A lot of bike users don't use cycle paths but use the road instead.	A local resident					rg18 3
14038040436	I object to the proposal	This will make getting to other areas such as cold ash, Hermitage, crookham take so much longer. This is not needed and is a waste of money that could be used in more important areas.	A local resident					Rg183

14037924516	I support the proposal	No price on saving lives.		A local business owner or employee				RG31
14037922241	I support the proposal	Most of the estate roads in Thatcham are narrow and crowded - the limit should reflect this reality.			A statutory consultant please specify below	Thatcham Central Council		RG18 3
14037920375	I object to the proposal	I have no problem with 20mph limits outside schools or hospitals but these blanket speed restrictions serve no purpose, if a road has had a pedestrian accident or fatality then fine but I can't remember any reports in the last few years so why waste public money on something you will never police.	A local resident					RG20
14037916405	I object to the proposal	20mph limits have their place outside schools during school opening hours, but not blanket across a whole area. This proposal seems to be jumping on the usual bandwagon of 'lets hit the motorist first'. The 20mph limit hasn't worked in Wales and I see no reason for it to work here. I have read that the police will not be investigating any increases in speed checks or even bobbies on the beat, so it won't be enforced. Those that don't drive at or under the speed limit now, certainly won't when it's 20. ICE cars will not be any more efficient and there will not be a decrease in tailpipe emissions as these vehicles will be driving along in a lower gear than they would at 30mph. At a time when you are cutting everyday services that we are paying for, this is a senseless and needless expense we are expected to pay for.	A local resident					RG19 4
14037915618	I object to the proposal	There will be no benefits of reducing Floral way to 20. To drive at 20 there will seriously raise exhaust emissions as most cars and lorries will need to drop at least a gear. This is not a high pedestrian area, it would make more sense reducing limit around schools and high pedestrian area like Westfield road. Also parking around schools needs to be addressed as this is really very dangerous at school out time. I can see absolutely no benefit in the proposal and think it has not been seriously thought out.	A local resident					Rg183
14037910704	I support the proposal	We have had 30mph for decades without many casualties. It's the police who have responsibility for controlling the idiot minority. Nit slows up delivery drivers meaning less deliveries and higher prices. Pollution could be higher depending on gearing. Wales has shown us what a farce it is and Oxford is a complete mess.	A local resident	A local business owner or employee				RG14 2
14037904414	I support the proposal	The changes must improve safety, reduce road noise and make for a more pleasant environment.	A local resident					RG18 9
14037904091	I object to the proposal	I don't see the need for it other than for outside schools at opening and closing time. How many accidents have there been on Thatcham's residential roads over the past few years on these roads because of cars driving at 30mph? I don't see how 20mph can be properly policed. Effort should instead be concentrated on areas where people speed dangerously at the moment - cars regularly exceed 40mph on Tul Way / Floral Way. Some do 50-60mph when it's quiet, but the money for this scheme into speed cameras instead. Current 30mph zones should be policed much better instead of introducing new 20mph zones. Especially on narrow roads without pavements in Ashmore Green and Cold Ash. At night cars speed through the villages and Thatcham's main roads (without speed cameras) at 50-60 mph and nothing is ever done about it. I would also like to see the removal of the 20mph limit on the roads selected for 20mph limits. Outside of rush hours, these roads are normally quiet and can be safely travelled up to 30mph. My new car has a mph & rev counter display with a warning buzzer if exceeded. However, the computer is not updated once set, first I am spending more time looking at the display for fear of exceeding the speed limit than I am looking at the road ahead with the potential of missing something in the road or the car in front suddenly stopping. If certain residents feel that their particular road needs a 20mph limit, then all the residents in that road should be canvassed by their local councillor and results passed to the council for action, although I suspect that cost of installing separate signage would limit this. Of course, it would be a short step to install more speed cameras (at residents expense) which would generate income for the council and end up with a lot of people losing their licence with multiple hits of exceeding the new limit by a couple of mph as they change gear. Due to the lack of suitable jobs in Thatcham, most people need their cars to get to work and for some, a clean driving licence for their job. Without sufficient historical data to show that the current 30mph is unsafe, I get the feeling that this is another case of nanny state telling us ratepayers what is good for us. If 20mph is necessary for Thatcham, why is it not also being applied to Newbury, particularly in the estates such as Stroud Green, the Nightingales and Pigeons Farm?	A local resident					RG18 9
14037901517	I object to the proposal	No data has been produced showing the number of incidents involving death or injury on the roads selected for 20mph limits. Outside of rush hours, these roads are normally quiet and can be safely travelled up to 30mph. My new car has a mph & rev counter display with a warning buzzer if exceeded. However, the computer is not updated once set, first I am spending more time looking at the display for fear of exceeding the speed limit than I am looking at the road ahead with the potential of missing something in the road or the car in front suddenly stopping. If certain residents feel that their particular road needs a 20mph limit, then all the residents in that road should be canvassed by their local councillor and results passed to the council for action, although I suspect that cost of installing separate signage would limit this. Of course, it would be a short step to install more speed cameras (at residents expense) which would generate income for the council and end up with a lot of people losing their licence with multiple hits of exceeding the new limit by a couple of mph as they change gear. Due to the lack of suitable jobs in Thatcham, most people need their cars to get to work and for some, a clean driving licence for their job. Without sufficient historical data to show that the current 30mph is unsafe, I get the feeling that this is another case of nanny state telling us ratepayers what is good for us. If 20mph is necessary for Thatcham, why is it not also being applied to Newbury, particularly in the estates such as Stroud Green, the Nightingales and Pigeons Farm?	A local resident					RG18 3
14037902675	I support the proposal	Increased emissions. Better ways to spend money than the cost to reduce the speed limit by 10mph in zones. Specific research from Belfast, Edinburgh and Cambridge universities found reductions from 30mph to 20mph made "very little impact" on road safety. Only aiding in congestion, to which we have little in these proposed zones anyway.	A local resident					RG19
14037901452	I object to the proposal	This is an excessive and expensive response to a minor problem. The small number of drivers who drive too fast won't be deterred by 20mph, while the great majority of us will be inconvenienced with longer journey times through the town. Given the financial pressures facing the council, and reduced services including 3 weekly black bin collections, who is this change thought to be worthwhile?	A local resident					Rg194pf
14037899604	I object to the proposal	As a driver and cyclist (and walker too) in the area, the 30mph limit is fine as it is. There are some roads that could be moved down to 30mph, such as Pipers Way where with the build-up of lorries entering Enterprise Way and other drivers driving too fast, this should be lower. There has also been at least 2 accidents in this junction in the last 2 or 3 years. A more focused action would be to reduce the speed around schools. Otherwise, particularly cycling through Thatcham, the speed is not a problem. Some people do drive too fast on residential roads around Thatcham and in this proposal means to reduce speed it must be a good thing. I want to see more measures to make it though. I would prefer station road to be fully 20mph. I don't like the proposal to increase the speed to 30mph at Wheelers Green Way - just before two roundabouts, where people should be slowing down not speeding up - and I believe Pipers Way up to A4 should be 30mph. Chopping and changing speed limits over a very short distance leads to confusion for drivers who may inadvertently then get the speed wrong, as well as causing frustration, which can in turn cause bad driving, and means more ugly road signs needed in a small area. Once the new speed limit is 'bedded-in' I would ask that you consider removing the squared off rubber road humps on Station Rd - these lead to acceleration and braking to avoid damage that can be caused to smaller cars (with larger wheel base cars just ignoring them and speeding over). This type of driving increases air pollution and however slowly you drive it rocks a small car, so even careful drivers risk damage to their car as well as uncomfortable driving, especially when transporting elderly (or injured/unwell) passengers. Enforcement is an issue. If there is no enforcement it is likely to be ineffective. At present many cars park on double yellow lines at the top of Coombe Court while they go to Sainsbury's, even when the car park is empty, which causes obstruction at that busy junction, especially when turning right off the A4 when you often can't see past parked cars there. I have never seen any enforcement, or if there has been, it is not effective as the illegal parking occurs daily. We also have people riding e-scooters at speed down the middle of residential roads like Hartmead Rd/top of Station Rd, and on pavements, with no apparent consequences. Mobile/raining camera might help if people are not available? I think this needs to be backed-up with a lot more education and some hard-hitting road safety publicity so that people understand that safety is at the heart of the proposal, it's not only about children, we also have a high number of elderly residents who should be able to move around without fear. I do think you should also look at the number of pedestrian crossings available on longer stretches of road - but that is perhaps going too far off topic. Has there ever been any consideration to adding a section of red tarmac on A4 as you enter Thatcham, as is present in some villages? I think this is a strong point in favour of the proposal. I believe that it's unnecessary, and that the proposal is only for unnecessary spending of funds for signage and other measures. As a resident, I do not observe cars travelling excessively fast on these roads. I do however observe motorbikes with modified exhaust systems creating a lot of noise pollution in Thatcham, and would support enforcement measures specifically targeted rather than blanket speed reductions.	A local resident					rg18 3
14037898003	I object to the proposal	Seems like an unnecessary expense on council budgets to make the changes. Also it will be pointless unless the speed restrictions are policed. It seems to me, where I live, people are ignoring the current speed limits. How many fines have there been for the current 30 mph speed limit?	A local resident					RG19 3
14037897578	I object to the proposal	The number of reported accidents in Thatcham does not support the conclusion that reducing speed to 20mph will reduce collisions. It also leads to increased frustration from other drivers in cars behind you that do not wish to adhere to the speed limit and so tailgating is a problem!! I do support 20mph limit or even 15mph around schools	A local resident					RG19 4UR
14037896305	I object to the proposal	The amount of pollution due to cars in lower gears will increase so bad for environment. Cars are not designed to constantly stay in 2nd gear. I already live in a 20mph road it's not policed and the cars don't do 20mph there are not enough police to enforce so a pointless waste of our tax payer money.	A local resident			Samantha Hopkins		Rg19 3up
14037895647	I object to the proposal	If the police won't enforce it there is no point in introducing it. Where are the funds coming from for new signs and road markings? Just seems a waste of money and funds could be used elsewhere.	A local resident					RG18 4
14037893254	I object to the proposal	We have a 30 mph limit on most roads these are also roads that have vicious speed bumps roads around schools should be 20 mph but nowhere else.	A local resident					RG18 9
14037891136	I object to the proposal	The existing speed restrictions should be policed within problem areas before setting a new limit - those currently speeding will still speed (to educate them). Introduction of 20mph will necessitate additional road signage - already a problem within many local areas. Introducing extra zones make managing frequent transitions difficult.	A local resident					RG18 4
14037890415	I object to the proposal	I believe that it's unnecessary, and that the proposal is only for unnecessary spending of funds for signage and other measures. As a resident, I do not observe cars travelling excessively fast on these roads. I do however observe motorbikes with modified exhaust systems creating a lot of noise pollution in Thatcham, and would support enforcement measures specifically targeted rather than blanket speed reductions.	A local resident					Rg18 4
14037890224	I object to the proposal	There is little to no evidence that lowering the speed limit in Thatcham will reduce emissions, most of the reduction comes from breaking emissions. The increasing use of hybrid and electric vehicles means this will continue to be reduced and therefore no accurate survey would give you an accurate picture. Although safety will improve, I cannot find any pedestrian deaths from cars in Thatcham since 2019, this hardly seems to be a priority. You cannot base any of the data on information gathered in London, the data in London relies on the fact that cost of living, increase on costs of driving in London, means their well established public transport system will be used more often. We do not have this in Thatcham. I find already please note the following document: The state of the evidence on 20mph speed limits with regards to road safety, active travel and air pollution impacts. A Literature Review of the Evidence by Adrian A Davis FFPH Adrian Davis Associates Consultant on Transport & Health Bristol, UK. All of this is a complete waste of money which should be a variety project in exercise of powers available to the council, rather than a necessary action which would improve lives. 20mph punish drivers and if there is not enforced then people just ignore them anyway and this will be a complete waste of tax payers money. I object to this proposal of a blanket 20mph please keep 30mph.	A local resident					Rg18
14037887277	I object to the proposal	It's not needed.	A local resident					RG19 4
14037887228	I object to the proposal	I do not support the blanket introduction of a 20mph speed limit within Thatcham. I think an evidenced based approach should be taken. Where there are roads that have reported 'near misses', accidents and/or deaths as a result of motorists driving at excess speed, that are by schools or have a high density of houses, these roads should be considered for a 20mph speed restriction. Other roads should remain as they currently are.	A local resident					RG19 4
14037877103	I object to the proposal	Wales are reverting there's back as 20 mph doesn't work and you will cause alot more pollution. 20 mph should only be out side of schools hospitals and parks. I wish to register my objection to this proposal.	A local resident					RG19 3
14037887092	I object to the proposal	I object, because this sort of blanket action takes away from the driver's ability to apply judgement to the situation of the road, while maintaining a good balance of efficiency of passage. It is inefficient and difficult to drive at 20mph in the majority of cars, which are geared for efficiency at other higher speeds. The 20mph limit will also impose the flow of traffic within Thatcham only exacerbating an already poor traffic situation. This is not progress.	A local resident					RG19
14037886918	I object to the proposal	It frustrates motorists.	A local resident					RG19 4
14037886906	I object to the proposal	A lot of people do not adhere to the current speed limits, so I do not think reducing the speed limit will make any difference whatsoever. I also think it will cause more people to speed over the 20mph as they will be tailgated by impatient drivers. I think it will cause a backup of traffic, especially in area where it's busy anyway and at peak times	A local resident					RG19 3
14037886773	I support the proposal	Agree with reduction to 20 mph on proposed roads - however I expect the removal of road humps to be part of the scheme as they will be unnecessary.	A local resident			Kevin Mellett		RG19 4FZ
14037886489	I support the proposal	I don't think this is the correct option for Thatcham they tried it in Wales and it did not work and have now cancelled their decision.	A local resident					RG19 4
14037886284	I object to the proposal	30 mph is slow enough	A local resident					RG19 3
14037886263	I object to the proposal	Reducing the limit does not solve the issue of speeding drivers, this is the biggest issue. Also remove the unnecessary speed bumps along station road, for most small cars 20mph is too fast for these hazards in the road. Deploy a better speed limit enforcement option, such as anr based average speed camera and the speeding issue will be gone.	A local resident					Rg194ve
14037886187	I object to the proposal	I don't believe that this is the right option for Thatcham. It's already being reversed in Wales due to it being a wrong decision.	A local resident					Rg19 4
14037886206	I object to the proposal	Driving a 20 mph means drivers have to spend much more time checking their speed rather than watching the road making it more dangerous. Speed bumps would be much more effective and safer.	A local resident					RG18 4
14037886107	I object to the proposal	There is no beneficial or financial reason to impose this speed reduction, this movement has been done in other areas (Wales as an example) and there have been no improvements in the area. The speeding offences of a motorist would be penalised by motorists trying to educate pedestrians on how to cross a road safely and for children to take their eyes off their mobile phones or better yet make them take responsibility for their actions.	A local resident					RG19 4
14037885921	I object to the proposal	There is no need for lowering the speed limit. Anyway how are you going to enforce this? I think it should be a Countywide initiative not just for our town.	A local resident					Rg18 3ou
14037880957	I object to the proposal	If 20mph is acceptable for all of Scotland's towns, I am sure a few Town like Thatcham can handle this proposal. I am surprised that all of West Berkshire is not included. I think it should be a Countywide initiative not just for our town.	A local resident					RG18 4LE
14037884923	I object to the proposal	Nanny state	A local resident					RG194
14037884055	I object to the proposal	Nanny state	A local resident	A local business owner or employee				RG18 9
14037883930	I object to the proposal	There is little evidence to support the idea that this will improve productivity and road safety. Just enforce the adequate existing road speeds	A local resident					RG19 4
14037883523	I support the proposal	From my understanding of the roads nearly all are roads where 20MPH is an appropriate speed while leaving the main transit roads outside the scheme.	A local resident					RG19 4
14037882920	I object to the proposal	As a local resident, I'm failing to identify the objective sought to be achieved. There has been minimal reports of RTA on the roads proposed. Whilst there is evidence that reducing the majority of roads to this slow speed result in detrimental outcomes. Evidence regarding the impact of reducing speed limits, such as lowering speeds to 20 mph, often comes from various studies and reports. Here are some points that have been raised in discussions about the potential negative consequences of such measures: There is no quality concerns in the local area. And a potential of 18% reduction in pollution as published by the government are unlikely to be palliated as the evidence shows that actual speed reduction in 20 mph zones is only 0.2 mph after first year of implementation. https://www.dc.co.uk/drive/motoring-news/60-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties? I hope the decision you make aren't based on reality and not some theoretical statistics. 1. **Increased Congestion**:" Some studies suggest that lower speed limits can lead to increased congestion, as vehicles may take longer to travel through areas with reduced speeds. This can result in frustration for drivers and potentially lead to risky driving behaviors that can cause increase in RTA. 2. **"Driver Behavior**:" Lower speed limits can sometimes lead to a lack of compliance, where drivers may ignore the limit, leading to inconsistent speeds on the road. This can create danger, especially if some drivers are traveling significantly faster than others. This can cause increase in RTA. 3. **Emergency Response Times**:" There are concerns that lower speed limits could delay emergency vehicles responding to incidents, impacting public safety. 4. **Economic Impact**:" In some regions, lower speed limits may negatively affect local businesses that rely on through traffic. Reduced traffic flow can lead to decreased customer visits. 5. **Limited Evidence of Safety Improvements**:" While some studies show that reducing speed limits can lower accident rates that I am not aware is a problem with thatcham, others indicate that the effects may be minimal, particularly in urban areas where other factors also play a significant role in road safety. https://www.rac.co.uk/news/20mph-speed-limit-reduces-the-number-of-car-crashes-and-casualties/ https://jch.bmj.com/content/77/1/17 Conclusion A 20 mph speed limit intervention implemented at city centre scale had little impact on long-term outcomes including road traffic collisions, casualties and speed, except for a reduction in traffic volume. Policymakers considering implementing 20 mph speed limit interventions should consider the fidelity, context and scale of implementation. 6. **Behavioral Adaptation**:" Some drivers may adapt to lower speed limits by engaging in less attentive driving, thinking they are safer at lower speeds, which could potentially lead to a false sense of security. That can cause increase in RTAs. I fear this will cost money. Cause upheaval on the roads as they are closed to prepare and not provide the benefits. There are plenty of more pressing needs to be resolved. If you are doing this to There is no reason. For anyone to drive over 20 on residential roads, Having a 20 speed limit will make it safer for people cats and wildlife.	A local resident					RG146
14037883134	I support the proposal	20mph is not suitable for floral way health lane or pipers way. This will lead to congestion and increased carbon	A local resident					Rg183
14037879832	I object to the proposal	20 is plenty, and for the short lengths of most of the roads involved will add very little to journey times. Just need the police to enforce it, and the judge's to back them.	A local resident					RG183BN
14037879458	I support the proposal	I feel is safer for pedestrians and cyclists	A local resident					rg146
14037879491	I support the proposal	3) your statement of reasons is inaccurate and states that the A4 would NOT be included. However the TRO appears to include the A4 in Thatcham. 2) The A4 and Thatcham as a whole is a conduit for commuters and the drastic reduction in speed would unnecessarily slow traffic down causing delay, congestion, driver frustration, and inconsistent compliance, reducing respect for more critical speed limits elsewhere. 3) the reason for this according to your statement of reasons is to "make the area attractive and accessible by non motorised vehicles", where is the evidence to substantiate that a 20mph limit would achieve this? There are cycle paths and lanes, pedestrian crossings and pathways. I see no reason why a 20mph limit would suddenly make it a desirable route. There is no clear data showing that these roads have a significant accident or injury record justifying such a reduction. 4) this is not proportional or necessary and the objectives set out in your statement of reasons could be achieved through alternative measures. Targeted enforcement, improved pedestrian crossings, or better signage could achieve the same safety outcomes without imposing a blanket reduction. 5) I perceive this as an attempt to mask the creation of a new income revenue for enforcement. 6) Lower limits may increase journey times, potentially leading to higher emissions and fuel consumption, especially for public transport and delivery vehicles. Urban roads and residential streets impose their own speed restrictions owing to parked cars, narrow gaps, poor field of visibility, existing traffic calming measures etc. They are already 20mph which, for drivers there are no slow down to less than 30mph through necessity not restriction. 7) I see no reason why a 20mph limit would suddenly make it a desirable route. There is no clear data showing that these roads have a significant accident or injury record justifying such a reduction. 4) this is not proportional or necessary and the objectives set out in your statement of reasons could be achieved through alternative measures. Targeted enforcement, improved pedestrian crossings, or better signage could achieve the same safety outcomes without imposing a blanket reduction. 5) I perceive this as an attempt to mask the creation of a new income revenue for enforcement. 6) Lower limits may increase journey times, potentially leading to higher emissions and fuel consumption, especially for public transport and delivery vehicles.	A local resident					RG1384
14037878688	I object to the proposal	Urban roads and residential streets impose their own speed restrictions owing to parked cars, narrow gaps, poor field of visibility, existing traffic calming measures etc. They are already 20mph which, for drivers there are no slow down to less than 30mph through necessity not restriction. 7) I see no reason why a 20mph limit would suddenly make it a desirable route. There is no clear data showing that these roads have a significant accident or injury record justifying such a reduction. 4) this is not proportional or necessary and the objectives set out in your statement of reasons could be achieved through alternative measures. Targeted enforcement, improved pedestrian crossings, or better signage could achieve the same safety outcomes without imposing a blanket reduction. 5) I perceive this as an attempt to mask the creation of a new income revenue for enforcement. 6) Lower limits may increase journey times, potentially leading to higher emissions and fuel consumption, especially for public transport and delivery vehicles.	A local resident					RG17 0
14037878150	I object to the proposal	Urban roads and residential streets impose their own speed restrictions owing to parked cars, narrow gaps, poor field of visibility, existing traffic calming measures etc. They are already 20mph which, for drivers there are no slow down to less than 30mph through necessity not restriction. 7) I see no reason why a 20mph limit would suddenly make it a desirable route. There is no clear data showing that these roads have a significant accident or injury record justifying such a reduction. 4) this is not proportional or necessary and the objectives set out in your statement of reasons could be achieved through alternative measures. Targeted enforcement, improved pedestrian crossings, or better signage could achieve the same safety outcomes without imposing a blanket reduction. 5) I perceive this as an attempt to mask the creation of a new income revenue for enforcement. 6) Lower limits may increase journey times, potentially leading to higher emissions and fuel consumption, especially for public transport and delivery vehicles.	A local resident			Professional driver, regularly and frequently delivering around Thatcham.		RG17 0
14037878025	I wish to record a neutral position	I believe the A4 should remain at 30 mph, but the "local" roads should be 20mph	A local resident			Bradfield Village Stores		RG7 6
14037876064	I object to the proposal	I think this is absolutely ridiculous the idea of dropping down to 20mph, have you ever driven in London and tell me how that's going takes you an hour to drive a mile I think all this will do is increase the time cars are on the road for and will end up being more populated as no one will be able to move anywhere I think this is beyond stupid	A local resident					RG14 2
14037875887	I object to the proposal	I understand in estates, but main roads I really don't think it's necessary. People rarely slow down to 20 where there are already restrictions in place, eg Station Road. This is going to cause people not willing to stick to drive and almost pushing them along, not all necessary.	A local resident					Rg193
14037875764	I object to the proposal	I feel that with the amounts of speed bumps and roundabouts lowering the speed will not achieve anything other than a cost implication. If you were to put a 20mph in place then it would mean that if someone was exceeding 20mph then that would be their decision, it's no different than it is now at 30mph.	A local resident					Rg148
14037874316	I support the proposal	Several studies show that reduced speed limits in urban areas can reduce the number of vehicle collisions as well as the number of injuries and casualties. A recent 2025 review by Quidus et al. had some very good data to support this.	A local resident					RG18 3
14037873546	I support the proposal	Traffic often goes too fast down my road, which is on route to a primary school and children are walking to school with parents	A local resident					RG18 3
14037871633	I support the proposal	The speed limit on roads that are residential, frequently used by children walking and cycling to and from school and everyone for access to leisure facilities and Thatcham town centre. Reducing the speed limit will reduce the number of incidents between motorised vehicles and the most vulnerable highway users. It will also cause reduction in the severity of accidents and level of pollution, both air and noise. It will make the streets more pleasant to walk and cycle. Safer and this is proven to lead to an increase in active travel. Increasing active travel will have the knock on benefits to the environment and economy. Thatcham will see an increase of the health and well being of its residents.	A local resident					RG14 6GN
14037871127	I object to the proposal	My experience with previous 20mph limits is that they are interminably slow for law abiding citizens, and ignored by those who are not law abiding. People who don't abide by 30 mph limits will certainly ignore 20mph limits and will tailgate and harass those who do abide by them. I would rather see greater enforcement of the existing limits rather than a reduction in limits.	A local resident					RG19 3
14037869983	I object to the proposal	This seems like a waste of time and resources, slowing traffic that is already broadly limited to 30mph on these roads. 20mph on busy main roads, such as the A4, seems odd.	A local resident					Rg183
14037869696	I wish to record a neutral position	Good idea for many roads, but may cause undue congestion in some areas	A local resident					RG19 3
14037868877	I object to the proposal	Most of the residential roads around Thatcham are too windy or have speed bumps or parked vehicles on them to drive at 30mph, making this a waste of money. Those that intend to speed will probably do so no matter what the speed limit, and if you do intend to change the limit, how do you intend to enforce it? Speed cameras are expensive, and I doubt the police speed cameras will get much trade because just parking in a small road will cause an obstruction, slowing any traffic. In my view this is a waste of money that could be better spent on other things, such as regulating electric scooters, which seem to be all over the place and with no lights. Not as simple as reducing speed limits has all it takes to improve safety.	A local resident					RG18 3
14037868925	I support the proposal	There is increased traffic around the town and on the estate where I live there are lots of people crossing over Agricola Way to the schools and park. It would be much safer and less noisy to have a lower speed limit.	A local resident					RG19 4
14037868379	I support the proposal	On the whole I am in agreement with this proposal of the reduction of speed limits, reduction of speed can substantially reduce the risk of death or injury from a traffic collision. I also have a few of my aged friends who say they struggle to get across the road in time as they are physically not as quick as they used to be. I travel for work in Oxfordshire and they have 20mph limits all the time and it seems ridiculously slow! I support 20mph in school zones between 8am and 5pm and 3pm-4pm as children can be unpredictable. I would prefer you reduced cyclists on pedestrian pavements especially e-bike and e-scooters in my opinion they are a bigger danger to pedestrians than cars and they are in pedestrian zones.	A local resident					RG18
14037867906	I object to the proposal	Not necessary, we already have speed bumps	A local resident	A local business owner or employee				RG19 3
14037867982	I object to the proposal	Not necessary, we already have speed bumps	A local resident	A local business owner or employee				RG19 4RE
14037867073	I support the proposal	It is important to make sure that all vehicles in the proposed 20 mph zones are reducing their speed to under keeping below 20. Specially estate roads that have many pedestrians moving around. At that speed any accident where pedestrians are hit will reduce the chance of severe accidents	A local resident					RG14
14037866795	I support the proposal	To increase safety in all areas the new speed limit is implemented.	A local resident					RG18 3
14037866759	I support the proposal	As a cyclist this can only improve means of safe travel. I would recommend extension of the proposal to the A4.	A local resident					RG14 2
14037866296	I support the proposal	I regularly visit Wales. The Welsh government imposed a 20mph speed limit in all built up areas, with some exceptions. There were initially a lot of objections, but the lived experience proves that the reduced speed limits are able to reduce accidents and the subjective experience of people living in the towns and villages is that life is better. It's better for the elderly, for vulnerable road users such as cyclists and horse riders. Furthermore, the impact on journey times has been negligible. I would therefore like to see the introduction of 20mph speed limits in all residential areas across West Berkshire.	A local resident					RG14 7
14037864765	I object to the proposal	20mph is just too slow. I never seen anyone going dangerous fast in residential areas of Thatcham as there already are, we have all sort of speed bumps and other traffic calming measures, simply no point in reducing speed limit.	A local resident					Rg194
14037864010	I object to the proposal	1. It's almost impossible to drive at more than 20mph on these roads as things stand. 2. The only people who drive at more than 20mph are the brain-dead teenagers in their tepid hatchbacks showing off to their mates, and they are the least likely to adhere to speed limits anyway. 3. The cost to the taxpayers of Thatcham of installing all the speed bumps. 4. The cost to the taxpayers of Thatcham of installing all the speed bumps. 5. The cost to the taxpayers of Thatcham of installing all the speed bumps. 6. The cost to the taxpayers of Thatcham of installing all the speed bumps. 7. The cost to the taxpayers of Thatcham of installing all the speed bumps. 8. The cost to the taxpayers of Thatcham of installing all the speed bumps. 9. The cost to the taxpayers of Thatcham of installing all the speed bumps. 10. The cost to the taxpayers of Thatcham of installing all the speed bumps. 11. 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14037861672	I object to the proposal	How much has been budgeted for signage, road painting and any physical works to introduce this? In a time when we are losing vital services, wasting valuable funds on a speed limit change which the police don't have the resources to enforce on every road seems void of any social or fiscal responsibility.	A local resident						RG18 9
14037861627	I object to the proposal	Reducing the speed will add to the air pollution from vehicles.			A visitor to West Berkshire				RG7 4
14037857882	I support the proposal	It would make the roads safer, especially in the areas around the schools, parks and cycle routes.	A local resident						RG19 4
14037860537	I wish to record a neutral position	I'm neutral - I want to see more evidence of the police benefit in Thatcham (not just roads, what current speeds, what accident history) before deciding. I also feel that the use of HGV's from Newbury to Theale isn't being directed enough and HGV companies like G5T and Shoreline should have to go to Jct 11 to come back to Thatcham not use the roundabout, this I believe was part of the Newbury by pass being built to stop such congestion. Newbury should be held for local traffic not a cut through use the M4 and A34 as appropriate.	A local resident			A statutory consultee - please specify below		Spenn parish council	RG14 10U
14037860531	I wish to record a neutral position	I do not live in Thatcham and I therefore do not know if the current speed limits are causing increased accidents/injuries.	A local resident						RG14 6
14037858861	I support the proposal	Reduces accidents. Reduces noise. Makes walking easier. Makes cycling easier. Reduces pollution.	A local resident						RG7
14037858668	I object to the proposal	I am a retired safety professional of almost 30 years and I am convinced that those of you looking after road safety haven't got a clue about road safety planning. It's not the speed of vehicles in Thatcham, it's the amount of vehicles travelling through it. Some people do speed but they are in the minority. The plethora of speed humps prevent speeding already. You would be better advised doing something about the tanker drivers on Lower Way taking up more than half of the road and dealing with the current	A local resident						
14037855946	I wish to record a neutral position	I think more information about the cost of this proposal would be helpful. What are the new road signs or road markings to highlight these changes and how much will this cost? How will these new limits be policed? Most of these roads are too short or too busy to drive at 30mph down anyway, what difference will a reduced 20mph limit make? Are there any hard facts about how this change has reduced accident and injury in other areas where this has already been implemented? The main problem we have where live is the cars and bikes driving well in excess of the 30mph speed limit, in which case I don't see a 20mph will change anything. Is there any way we can speed the	A local resident		A local business owner or employee			River Sand and Gravel Ltd	RG19 3RX
14037856536	I support the proposal	In addition to the proposed 20mph limits, could consideration be given to a speed camera on Floral Way, Thatcham please. I live adjacent to it and speeding with excessive noise especially from motorcycles is somewhat deafening.	A local resident						RG18 4
14037855261	I support the proposal	I support the proposal, as I live on Westfield Road, I would also like to suggest implementing speed reduction measures, such as speed bumps, to help lower car speeds on this road. We frequently observe cars driving at high speeds, which makes it unsafe for pedestrians.	A local resident						RG18 3
14037855114	I support the proposal	I am a registered blind and crossing roads is a massive hazard. Air too often a car appears too quickly and I've nearly been hit. Electric cars (which I also support) are even more lethal as you can't hear them either. As a tandem cyclist, I am supportive of any proposal to reduce traffic danger - and hopefully encourage more people to use active transport (see walking kids to school).	A local resident						RG14 2
14037854782	I object to the proposal	I drive an electric car so pollution not an issue. Absolutely ridiculous idea will cause more speeding erratic driving and congestion	A local resident						RG18
14037854654	I support the proposal	I wish to support the 20mph speed limits in more roads in Thatcham, I know from 40 years in the Ambulance Service the difference 10mph less does have in most RVC. The outcome makes a significant difference for the patient and also family. I live near an infant school and often watch with dismay as cars pass my house at speed. I do appreciate your effort and wish you every success.	A local resident						RG19 3
14037854313	I object to the proposal	Blanket 20 mph limits were introduced in Wales in 2023, to much fan-fare, and complaint. In places, the 20 mph limit has been rescinded, because of public backlash. The proposed by limits won't be enforced by police, so can only be enforced by automated means, like camera, which makes it feel like a money-raising exercise.	A local resident						RG14
14037854040	I object to the proposal	It is almost impossible to even reach the current speed limit of 30mph as there are so many parked cars as well as all the speed humps. Reducing the limit to 20mph is therefore pointless and an unnecessary expense. I have heard some people complain about 'boy racers' but these would continue to race regardless of the speed limit! In nearly 50 years of living and driving in Thatcham, I've never had any problems with the current 30mph speed limit, when I can actually drive that fast because of the obstacles, and none at all with pedestrians being in danger. I do not have time to research this but have certainly heard that after introducing this in Wales, for example, it was later revoked.	A local resident						RG18 3
14037853869	I object to the proposal	20 mph limits in residential areas have a negative effect on public health. Cars restricted to 20 mph will have to drive in lower gears than at 30 mph, will use more fuel, emit more exhaust fumes and make more noise. In any event, the mean speed of vehicles in such areas is often less than 30 mph because of the nature of the roads, thus a 20 mph limit makes little difference to the mean speed on those roads. If the concern is of vehicles exceeding the 30 mph limit, what evidence is there that the same drivers will obey a lower limit? If high speed is an issue, then better speed enforcement is a much better way of dealing with the issue.	A local resident						RG31 7
14037853532	I object to the proposal	From experience of living and working in a tandem or 20 MPH zone it has little or no benefit, and possibly detrimental impact. Those dangerous drivers who exceed the current 30 MPH limit pay no attention whatsoever to the 20 MPH limit. In fact, drivers at 20 MPH become another obstacle of frustration to them that simply increases the incidence of inappropriate driving, including overtaking in dangerous spots and higher speeds at other times to compensate for being held up - even in the 20 MPH zones. It's not just young or aggressive drivers, it's almost the mothers on the school run who are equally or more frequently to blame. While the average speed monitored may go down, in my opinion the incidences of bad driving increase.	A local resident						RG20 9
14037851888	I object to the proposal	I object as travel time around the Thatcham and Newbury area is long enough already and does nothing to reduce the volume of traffic which is the key issue. A electric scooter, science or second road crossing over the canal would be a better use of time to reduce traffic volumes.	A local resident						RG19
14037853225	I support the proposal	20 mph seems appropriate in residential areas	A local resident						RG20 8ts
14037853293	I support the proposal	I live down this road and the speed needs to be addressed	A local resident						RG18 4
14037851691	I object to the proposal	The whole town will be at 20mph as most of thatcham are estates. This means that traffic will be bad and a pain to get to school on time	A local resident						RG7 6MX
14037851006	I support the proposal	The proposal focuses around residential roads where 20 mph is already a sensible speed and has taken consideration of the need for through traffic with 30mph retained on the A4, Tilt Way and Lower Way. I feel that this is sensible. I would like to see greater encouragement of policing of motorbikes in the area, in terms of speed, dangerous driving (wheelies in particular along the A4 at Northfield Road traffic lights), racing, over-revving and engine noise. These are big problems with antisocial behaviour in the area, and I would welcome the Council engaging with the police on these matters.	A local resident		A local business owner or employee				RG18
14037850363	I support the proposal	For the safety and wellbeing of pedestrians and cyclists							RG18 9PR
14037850466	I support the proposal	Safety, noise, fumes should all be improved.	A local resident						RG14 7
14037850055	I support the proposal	Much of the area is residential. Studies of 20mph limits from other areas has shown a clear reduction in road deaths and serious injury. It also helps reduce noise and pollution.	A local resident						RG7 6NP
14037849492	I object to the proposal		A local resident						RG18 3
14037849425	I object to the proposal	I support 20mph round schools and narrow high streets like Theale. But to introduce a blanket 20mph is frankly ridiculous. Cars don't easily go at 20mph. One has to be in 3rd gear, thereby using more fuel and constant looking at your speedometer - hardly a safe action, rather than eyes on the road. The 20mph in Theale is absurd. All the way through where it used to be 30mph. Fine in the high street and a good idea, but everywhere. But then I expect you've already made up your minds and this consultation is just for show. If you do concern about excessive then speed cameras in 20mph areas.	A local resident						RG7 5
14037849424	I object to the proposal	Higher pollution Will create more accidents No evidence that 20 mph limit is safer Higher mpg in cars Distracting for drivers Expensive to change everything over Not supported by the Police			A visitor to West Berkshire				SL985A
14037849235	I object to the proposal	The current speed limits are ignored by many motorists, unless both the new and existing limits are enforced there is little point in reducing them further.	A local resident						rg19
14037848971	I object to the proposal	I'd sooner see more work around improving road user standards (all users including pedestrians) Outside of this, 20mph is perceived very negatively by a significant number of people and the credibility of this blanket approach will be rightly questioned by the people leading to non compliance.	A local resident						RG194
14037849131	I support the proposal	To make encourage and make active travel safer	A local resident						RG14 1
14037848784	I object to the proposal	I do not believe this will make a significant difference to the safety of these roads or that there are enough incidents to justify the cost and time of implementing this change.	A local resident						RG141
14037848729	I object to the proposal	Current speed limits are fine don't see many accidents so stop wasting money on stuff that doesn't need doing	A local resident						RG18 4DS
14037848454	I object to the proposal	1. Blanket restrictions without proper enforcement will not achieve your goals. Example I regularly use Green Lane and the 20mph limit is ignored by the majority that drive on it. 2. I live on Rowley Gardens, the issue is not speed but illegal parking. Parking within the confines of an intersection, blocking pavements, so that I am forced to walk on the road where visibility is limited. 3. Inconsistent application. Example the A4 will not be limited to 20mph, yet there is a junior school that needs a 20 during peak school times. 4. Annulled ludicrously 20mph makes sense. blanket 20mph is a foe to the anti car brigade.	A local resident						RG19 3
14037848536	I object to the proposal	Roads by schools or in housing estates is a good idea. All of A4, lower way and full road will just add time, frustration and be totally ignored by majority of drivers.	A local resident						RG19 3
14037848483	I object to the proposal	Those who currently speed will continue to do so unless cameras are in place. The costs of cameras and signage I imagine is very expensive. Tackle the real road issues like ebikes and drug/drink drivers.	A local resident						RG19 3
14037848240	I object to the proposal	The roads are already safe as they are. We need to the roads to allow cars to get us around in a timely manner especially during rush hours. Reducing the speed limit will increase congestion.			A local business owner or employee			emotion Systems Ltd.	RG14
14037848214	I object to the proposal	It's just not needed, nobody will stick to 20 so what is the point, all driver attention will be on their dashboard rather than the road ahead, this is honestly a complete waste of time and money.	A local resident						RG20 8
14037848046	I support the proposal	It is safer for residential streets, and more comfortable for cycling with traffic	A local resident						RG14 2DV
14037846859	I object to the proposal	30mph on residential roads is enough. 20mph is not needed. However, continue to reduce to 20mph, on short streets, around schools where necessary.	A local resident						RG183jr
14037846125	I wish to record a neutral position	No one enforces the 300PH limit. So no one will enforce it being 20MPH. People won't obey the new limit any more than they do the old limit. The same as no one enforces the Law about parking on the double yellow lines or on the local junction at the Sainsbury's local junction. The amount of road misuses I have seen as people turn off the A4 to find a car park in the road on double yellows. Either that or the main A4 gets blocked because there is a vehicle waiting to join the A4 and a vehicle wanting to turn in. But can't because the road is blocked by an illegally parked vehicle.	A local resident					Neil Bunting	RG194
14037845795	I object to the proposal	While I have seen people speeding I haven't once witnessed or been told about an accident.	A local resident						RG18 4BX
14037845742	I object to the proposal	I think the council should think more about how many houses are being built that means more vehicles are now using the same roads. The reduction in speed you propose is due to the councils failure to control this.	A local resident			A statutory consultee - please specify below			rg14
14037845205	I object to the proposal		A local resident						RG19
14037844996	I object to the proposal	I work in the community with adult social care, and reducing the speed limits will significantly impact on the number of clients I can see a day due to travelling time between clients. People who speed now, will still speed whatever the limit, so don't waste your money!	A local resident		A local business owner or employee				RG146
14037844590	I support the proposal	Road safety positive. What is the cost to the residents? New signage etc	A local resident						RG18 3DL
14037843613	I object to the proposal	At 20mph, people's attention aren't on driving, they will be focusing on other things. If Thatcham is being proposed to be 20mph, why can't Newbury be made the same at the same time for continuity. Lastly, if you are going to enforce this on people, please either make Tilt Way a 30mph zone (to join up between the garden centre roundabout and Rowley gardens) or people are using it as a race track, or put a speed camera on it.	A local resident						RG18 3
14037843332	I object to the proposal	An unnecessary change. There are already plenty of speed calming measures on many roads; those that currently drive carelessly will continue to do so; frustration of journey times (no longer will be more likely to cause accidents and more pollution; the cost of putting up signage will be a waste as when the decision gets changed (just like when you installed and then removed the cycle lane bumpers) especially at a time when the council is apparently short of funding. It hasn't worked in Wales and is being changed back to 30mph; how will it be enforced and policed and what are the cost implications of that?	A local resident						RG19 4
14037842940	I object to the proposal	A 20mph speed limit in Thatcham is cross virtue signalling. Driving along at 20mph on a completely empty road with no one else around is ridiculous. An unenforced 20mph speed limit will be largely ignored and could make things worse. The 20mph speed limit in Station Road is ignored. I drive that way at 20 mph every day I have someone driving inches behind me, it is dangerous. A far better plan would be to fully enforce the 30mph speed limit in Thatcham. Install average speed cameras to do this.	A local resident						RG19 3
14037843052	I object to the proposal	Rather than reducing the speed, a pilot should be introduced to remove the traffic lights along stretches of road like the A4 as traffic lights aren't set to enable smooth flow of traffic. Being sat at lights combined with roadworks is a source of frustration for many drivers. Instead proper planning of roadworks at night or during less busy periods would be helpful. Also signs with lights flashing drive safely would be good reminders rather than implementing a rule that some people will ignore.	A local resident						RG183
14037843058	I support the proposal	residential streets should be shared spaces - safe for all users.	A local resident						RG18 4
14037842747	I object to the proposal	I believe all the 30 mph zones should remain 30mph the main issues isn't the current speed limit it's the fact it isn't enforced changing the limit to 20 mph will only harm law abiding citizens and won't change how speeders act they will still speed. We already have traffic problems in Newbury and Thatcham it is gridlock at almost all hours in the day changing this to a 20 zone will make rush hour worse for everyone evolved more engines idling away going nowhere damaging the environment. I wouldn't mind seeing more camera vans around Newbury and Thatcham as it would stop the people that are "driving far to fast" in your own words.	A local resident						rg146
14037842741	I object to the proposal	I have experienced the 20 mph limits in Oxfordshire and it comes with more difficulty to the driver if it was introduced. Some drivers have more difficulty maintaining a lower speed of 20 without rding the clutch or using higher revs in 2nd, which would cause more damage to the environment if all the cars on the road are doing this.	A local resident						RG7 5
14037842763	I object to the proposal	I object to the proposed 20 mph speed limit across Thatcham as outlined in TfO TMA42. While I support efforts to improve road safety, I believe the proposed blanket reduction to 20 mph is excessive and disproportionate for many of the affected roads.	A local resident						RG19 3
14037842754	I object to the proposal		A local resident						RG18 4
14037842698	I object to the proposal	Absolutely ridiculous to reduce the speed to 20. It will cause more traffic during rush hour & school times & cause more erratic driving with people trying to overtake. More speed humps & camera on these roads would slow people down	A local resident						RG18 3
14037842513	I object to the proposal	I find that I lose concentration at 20mph my mind wanders and have had to stop myself from having red lights and extra crossings as I wasn't concentrating. I also find it the opposite of the news article I've just read. I can't judge in 20mph how long cars take. I've seen so many near misses in theale since they changed. I would love to see the reports in 5 years. I think you will find there are probably more accidents at 20mph than 30. I believe 20mph is dangerous.	A local resident						RG75a
14037842443	I object to the proposal	Limiting the speed to 20mph will increase congestion and needlessly waste money on changing road signs	A local resident						RG194
14037841919	I object to the proposal	In my experience driving in 20 mph for prolonged distances can distract for the driver, the focus is on the speed rather than awareness of hazards around. Currently the nature of the roads identified for the 20 mph scheme are built up residential neighborhoods and responsible drivers normally traverse at a low speeds. Applying for and enacting a TfO will not have the desired effect on antisocial / irresponsible drivers especially as it is confirmed there are no additional enforcement by the Police. I believe this blanket approach would also dilute the current effectiveness of the Broadway 20 mph which is effective in partnership with traffic calming measures. I would, as a resident, prefer funding be spent on hot spots where risk is highest such as the Broadway, Schools and other areas based on data with traffic calming measures to enforce the 20mph.	A local resident						RG19 3
14037842161	I object to the proposal	All this will do is either create massive amounts of congestion in town or create lots of speeding fines. It smacks of a revenue trap, not safety.	A local resident						rg19 3
14037841991	I object to the proposal	We have not provided and data why 20mph speed limit in this areas are beneficial or how they will affect the residents of Thatcham.	A local resident						RG19 4
14037842027	I object to the proposal	Because it's bloody stupid	A local resident						RG142
14037842004	I support the proposal	Safety of cyclists and pedestrians.	A local resident						RG14 5
14037841899	I object to the proposal	20 mph is a ridiculous speed	A local resident						RG193
14037841876	I object to the proposal	To make the A4 etc 20 mph would be unfeasible and extremely slow to travel which outweighs the benefits.	A local resident						RG18 3
14037841765	I object to the proposal	This will cause more pollution and make life harder for people. There is zero evidence to support lowering to 20mph apart from revenue generation.	A local resident						RG194Y
14037841628	I wish to record a neutral position	The majority of residential areas are virtually impossible to do 30mph at current due to the amount of parked cars. Just this week I have had someone step out into the road from between cars. I believe a campaign on pedestrians crossing the road would be more beneficial.	A local resident						RG19
14037841635	I object to the proposal	Increased congestion, noise, traffic, pollution. General inconvenience. Police won't enforce the limit so no one will follow it.	A local resident						RG19
14037841638	I object to the proposal		A local resident						RG19 8
14037841368	I object to the proposal	I object only in part. I believe the entire length of station Road should remain at its current speed limits, the speed humps that are already in place prohibit excessive speeding which added to the volume of traffic taken together provides a perfectly safe environment.	A local resident						RG19 4
14037841402	I object to the proposal	I feel it is unnecessary to change the speed limits on these roads as they are the worst roads for traffic and it means even more traffic built up for the residents who live off of these roads making it even more difficult to get out of your road. Also who will enforce these limits extra police? No No No No No can't afford them	A local resident						RG19 3
14037841195	I object to the proposal	I understand the need to reduce speed limits with estates however this proposal covers the artery roads which feed into estates around Thatcham. Maintaining the "main" roads through Thatcham is relevant however some of the roads running north & south of the A4 could also be maintained at 30mph. A reduction to 20mph across all roads is too extreme and will not have the desired affect amongst all motorists. How is the policy to be policed, an increase in traffic cameras across the town? This will solely infuriate the motorbike community.	A local resident						RG18 4
14037840897	I object to the proposal	I do not believe that there is evidence that there is a need for a blanket 20mph. What research has been carried out and have the current speeds been enforced effectively? I believe there is no evidence of the need supplied nor have the current limits been enforced effectively by traffic police.	A local resident						RG7 3
14037840528	I object to the proposal	I think 20mph too slow and most drivers exceed 20mph in the zones that are about so just leave it as is. The question is are there accidents that warrant the speed limit to be changed.	A local resident						RG147
14037840518	I support the proposal	Make roads safer for cyclists and pedestrians.	A local resident						RG147
14037840407	I support the proposal	Safer for walkers and cyclists. Less air pollution and noise	A local resident						RG17 9PT
14037840318	I support the proposal	Reducing the speed limit to 20mph on the majority of roads in Thatcham would make for a much safer and comfortable cycling experience, encouraging more people to cycle, particularly families with children (especially where there is no separate cycle lane / path available). This would support a virtuous circle, where more journeys would be therefore made by bike, reducing the volume of traffic on the road - beneficial of course for those cycling, and also for all residents of Thatcham with better air quality and reduced noise pollution.	A local resident		A local business owner or employee				RG14 6
14037840337	I object to the proposal	Libdems are anti-car and this has nothing to do with the stated aims and are likely to be used for revenue generation.	A local resident						RG18 3
14037840156	I support the proposal	It will make Thatcham safer for all road users including cyclists and pedestrians	A local resident						RG14 6
14037840065	I object to the proposal	This proposal will lead to driver distraction because they will need to be constantly monitoring their speeds. Car's cruise control don't work at a speed this low. Cars are less efficient at 20 mph leading to higher CO2 emissions. Limits people's ability to move around the area in good time. The council hasn't said why this reduction is necessary.	A local resident						RG14 2
14037839817	I support the proposal	While in general I support the proposal, I feel there are roads where the existing limit should be retained at largely 30mph. I propose WBC consider expanding the scheme to: Lower Way, the entire length. The Moors Road, the entire length. Both of these are busy roads with many residential roads and schools in close proximity either side of the road. A reduction here reduces the probability and severity of any future road related incidents. Further on The Moors Road there is little proper provision for cycling. If the decision is promote more sustainable travel we have to make this more desirable.	A local resident					C Abraham	rg19 4
14037839841	I support the proposal	It will make it safer for children, pedestrians and cyclists	A local resident						RG14 5
14037839535	I object to the proposal	30mph limit is perfectly safe and satisfactory. What isn't is that it is not adhered to. A way needs to be found how to limit vehicles speed to the limit for the road. Technology exists to achieve this requirement. It will take a change in personal transport systems with built in speed control. So that is decades away. In the meantime current speed limits should be policed more strictly.	A local resident						RG14
14037839687	I support the proposal	20mph is sufficient for all minor roads where cars tend to be parked and there are multiple driveways with emerging vehicles.	A local resident						RG145
14037839382	I object to the proposal	- I spend around 6h a week walking around Thatcham. Speeding is endemic on the roads, thus reducing the speed will have no effect on these individuals - speed limits should remain the same but be robustly enforced. - The roads not effects are some of the worst roads for traffic and speeding and I would suggest these roads should all be 30mph roads as opposed to the 20mph which most of them are. It is very inconsistent, but along the A4 is 30mph, but turn off into residential areas and the speed limit increases - it will slow down already slow bus journeys.	A local resident						rg19 4
14037838770	I object to the proposal	20mph is unnecessarily slow except very near to schools and in Thatcham town centre, where I would fully support a 20mph zone (although ideally during certain times of day near schools with flashing signs). Having driven several times in Wales after their introduction of 20mph I found that journey times were significantly increased and safety much worse as to achieve 20mph so unnaturally i.e. where road conditions or dangers in no way necessitated such a low speed) I would have to spend a huge amount of my attention looking at the speedometer that normally I would be spending looking all around me and ahead of me for potential hazards. At 20 or 30mph most of the braking time is in the reaction time, which is much higher so when I'm having to spend so much of the time checking my speedometer. I found it also leads to frustration that causes worse behaviour as soon as drivers are outside of the 20mph zone. I also object to the local residents of an area determining the application of 20mph. I find most residents would like 20mph right outside their house/school/walk to work/shops, but don't want to do 20mph anywhere else and indeed when driving in a 30mph themselves never choose to do 20. It leads to more NIMBYism which leads to terrible outcomes for the wider area and country as a whole. Finally if not strictly enforced, such unnecessary laws encourage a mentality that it is normal/OK to break to the law, which is a terrible thing for wider society.	A local resident		A local business owner or employee			Microsoft (alumni)	RG20 8
14037839036	I object to the proposal	It makes NO sense and will cause more traffic congestion. All the proposed roads carry high traffic. Put more speeding cameras up instead	A local resident						RG19 4WA
14037838777	I object to the proposal	There are better ways to manage speeding and control traffic than reducing the speed limit to 20mph. There are sufficient space for cyclists and pedestrians to not have 20mph limits. Especially not on critical roads such as the A4, Floral way, Pipes way, Station road and Lower way.	A local resident						RG19
14037838667	I object to the proposal	I just believe this is going to create more traffic within Thatcham, its bad enough as it is, but lowering to 20mph is abit extreme. The roads are safe as it at 30	A local resident						RG194
14037838752	I object to the proposal	20 is walking speed :))	A local resident						RG183UG
14037838608	I object to the proposal	Those roads have no pedestrians for most of the day. The road from Thatcham to Newbury already takes extremely long time, and with the speed limit of 20mph, the bikes will be quicker.	A local resident						RG183
14037838552	I object to the proposal	I object, this is going to cause huge delays, with little benefit as the people who do not obey the 30 limit will not obey the 20. The money spent changing all the signs better spent on enforcing the current limits and dealing with congestion.	A local resident						RG1895
14037838321	I object to the proposal	I have lived in thatcham my entire life (31 years) in various areas of the town. I do not see how this will make a positive impact at all. I commute through Thatcham up to the business park. The 20mph limit would make this journey so much slower.	A local resident						RG18 3
14037838011	I object to the proposal	It's excessive and unnecessary. You've clearly chosen roads where speeds are already low, which begs the question - couldn't this money be better spent elsewhere? Like maintaining the assets you already have which would return a much higher standard of road safety. Excessive low speed limits encourage road rage and dangerous manoeuvres. Blanket 20mph speed limits can give pedestrians a false sense of security. Excessive and unjustified speed limits reduce public respect and compliance of ALL speed limits.			A local business owner or employee				SL6 1

14037706462	I object to the proposal	I object to the proposal of a 20mph limit on Floral Way. This is currently a 40mph limit. If you are going to impose a 20mph limit in Floral Way then you need to do the same on Tull Way. Also, how will this new speed limit be imposed? I'm all in favour of permanent enforcement cameras.	A local resident						RG18 3
14037706417	I object to the proposal	more pollution at lower speeds. No increase in safety	A local resident						RG18 3
14037706348	I object to the proposal	Reduction to 25mph would be a reasonable compromise and more acceptable.	A local resident						RG19 4
14037706075	I wish to record a neutral position	Personally, whilst I agree to a 20mph limit, they should only be imposed from 8am until 9am and 3pm to 4pm during school days on roads. But specifically outside schools, Doctors, Care Homes, Hospitals all day. A blanket approach is only leading to more fumes from vehicles, as demonstrated by a vehicle doing 30mph at 1500 revs in 4th gear and at 20mph doing 2000 revs in 3rd gear.	A local resident						RG315
14037706139	I object to the proposal	I object because you havnt provided any data to support your objective. You state the proposal is to make local area more attractive and accessible by non-motorised highway users. Where is the data to show this has worked anywhere else across the county? Where is the data to show the amount of vehicles going 30mph on these roads has had a negative effect on non motorised highway users? If you are going to change the laws of the highway it needs to be justified, not just on an "idea".	A local resident						RG193UJ
14037706115	I object to the proposal	Currently the road restrictions in place is sufficient. There are speed humps, cameras across the town to support this. This will increase delays for cars and buses and ensure people will not want to visit a town you cannot move around. I would ask about potential emissions increase if cars are moving in lower gears at a slower speed.	A local resident						RG19 4
14037706030	I object to the proposal	This is a waste of money. We can already see this is not working in Wales. Please focus on real issues.	A local resident						Rg144
14037706004	I object to the proposal	20 MPH increases emissions. There are no figures to support a need for this. It is a complete waste of money that the council does not have to spend. Making the A4 TRUNK road 20 MPH throughout the town is, frankly, ridiculous.	A local resident						RG18 5
14037705974	I object to the proposal	More traffic congestion, worst air quality, louder noise as cars will siting longer on the roads, longer travel times, more expensive to fuel a car, roads won't be safe enough as some drivers will be fed up and will overtake the slower cars.	A local resident						RG18 3
14037705915	I object to the proposal	Unnecessary overreach, a complete waste of time in Wales. Not a cost effective use of money... maybe put the bins back to 2 weekly instead Stop wasting money on frivolous virtue signaling and do what you're actually paid to!	A local resident	A local business owner or employee					RG19 3
14037705898	I object to the proposal	The proposal didn't work in Wales and has cost millions to reverse. Where are you going to get the funds from to put this proposal in place. We already pay extortionate amount for council tax. What accident data have you got to suggest the current speed limits are a problem? Yet another Liberal Democrat way of wasting our money.	A local resident						Rg19 5
14037705897	I support the proposal	Local traffic moving dangerously quick on residential roads. Great to have 20mph speed limits!	A local resident						RG18 3
14037705975	I object to the proposal	It would cause a lot of disruption and no advantages.	A local resident						RG14
14037705937	I object to the proposal	Traffic build up is already terrible, this proposal will worsen this completely. It's unnecessary unless it's by a school.	A local resident						RG14 2
14037705405	I support the proposal	It is undeniable that 20mph speed limit reduces emissions and improves road safety. I fully support the proposal and I think the proposed area for 20mph is very logical. I would argue that Station Road could remain at 30mph as a main corridor from the business park and the railway station, as it leads to a main corridor of 30mph but I appreciate that this is a historic 20mph speed limit, there are local shops and it is on the approach to the leisure centre and the school. I suppose the council has undertaken speed surveys on all main roads (not the cul-de-sacs) to review existing speeds and I hope that additional traffic calming measures will be implemented to make the new speeds self enforced. For example on Agricola Way it is difficult to retain speed below 20mph as the road is wide, there is no parking, you are coming out of a 40mph road and it is in practice a straight line. I would recommend raised tables, especially at the crossings of the cycle tracks/ and raised junctions.	A local resident						RG194
14037705772	I support the proposal	Safety for all	A local resident						Rg193
14037705805	I support the proposal	Vehicles are already going far too fast around residential areas. I would say you also need to go further and ban all parking on pavements.	A local resident	A local business owner or employee					rg19 3
14037705762	I support the proposal	It will make the roads safer for all.	A local resident						RG14 70Y
14037705433	I object to the proposal	Currently the speed limit is only observed by a percentage of motorists - lowering it will only reduce the number of drivers who abide by the speed limit and increase road rage and dangerous driving. Targeted 20mph zones around schools and recreational grounds and an increased effort to clamp down on speeding and reckless driving would see much better compliance and reduce RTA much more significantly than a blanket 20mph rule. Until we can enforce the current speed limit well we should not be looking to change it.	A local resident						RG18 9
14037705624	I object to the proposal	This is of no value and is a complete waste of money when you are supposed to be saving money. You need to be more careful on what you are wasting our money on when you can't even empty the bins! No one wants this, it is just another stupid anti-car idiotic thing you have made up to justify your existence. Don't need. Don't want	A local resident						Rg14
14037705581	I object to the proposal	This will not solve any problems. It will frustrate drivers and will increase pollution. A better way to curb speeds is to introduce chicanes.	A local resident						RG19 3
14037705399	I object to the proposal	20mph limits have not worked in other places. Small things take 1/3rd longer. Buses messed up. Trades losing jobs. Police have said they won't enforce it actively, what's the point. No one ever drives a car that does 20 in a reasonable year, so it's a higher rpm, and then worse emissions.	A local resident						rg193
14037705246	I support the proposal	This is a perfectly sensible proposal. The A4 remains 30 mph through Thatcham, had bringing the speed limit down to 20 mph on the main road been proposed, I would have opposed it.	A local resident						RG14 2
14037704991	I object to the proposal	The reduction of speed limits should only be introduced for safety reasons. For example, if there have been a large number of accidents on a section of road or a fatal accident. The current speed limits have been set at 30mph for a reason, using the above data to determine a safe speed. In order for you to reduce the speed limits, you need to justify it. As a result you would need show statistics in Thatcham, showing that the roads you intend to reduce the speed limit on, would reduce accidents. You won't be able to do that, because those statistics don't exist. I have lived in Thatcham all of my life and there have been very few deaths or serious incidents on our roads in that time. Some of these roads do not need to be 20mph. You can't even drive down some of them at 20mph it has to be slower. It is a total waste of money to implement this when it could be better spent on something else. What a silly thing to focus on	A local resident						Rg194
14037705213	I object to the proposal	On a health and safety issue. Do you want people driving to watch where they are going or constantly looking after their speed monitor. Accident waiting to happen.	A local resident						Rg183
14037705030	I object to the proposal		A local resident						RG19 4GJ
14037705226	I support the proposal								
14037705148	I wish to record a neutral position	Whilst I think the principle of the change is to be commended, I don't see how it is enforceable over such a large area.	A local resident					Turley	RG18 3
14037705136	I object to the proposal	Ridiculous suggestion	A local resident						Rg18 3
14037705008	I object to the proposal	far too slow. will create more traffic. many residential roads are too windy to do 30 anyway. so it is a waste of money	A local resident						RG18 4
14037704676	I wish to record a neutral position	Derwent Road has had a 20mph speed limit on it for some years but do people observe it, of course not. Without some form of enforcement it is not working. It's the same as the yellow line restrictions near the school which are also ignored. The 20mph limit will be a waste of tax payers money for signs etc if it is not enforced.	A local resident						RG19 3
14037704461	I object to the proposal	I believe that the current speed limits on the roads in Thatcham are suitable to both the road conditions, networks and the residential occupation/promixities. There are already traffic calming measures in place on many of the roads to which the proposed limits apply, speed humps, chicanes etc. All of which already force road users to lower their speed in a physical way; putting in place a further speed limit drop without any way of enforcing it would not be effective. Studies on Welsh roads where limits were dropped to 20mph have proven that in many cases, this is not effective and as such, some of these changes are being reversed. It is a fact that we live in an area where (like much of the non-city locations), public transport for just not a viable option for day-to-day journey. Dropping the speed limits even further will not see less accidents. I will just cause more issues. In higher density residential areas such as estates and cul-de-sacs, these may currently have a 30mph limit, but it is almost impossible to reach that speed and so there is a natural lowering, without any need to impose something official, use up more money best spent on providing adequate waste collection (NOT EVERY THREE WEEKS), or ensuring what roads we are allowed to drive on, is a reasonable one. Once again, this is a scheme not based around safety studies, but designed to merely use up resources and further punish those who wish or need to use a vehicle.	A local resident						RG18 3
14037703495	I object to the proposal	Broadly speaking this isn't a bad idea. I feel that the vast majority of the roads being covered - the small residential ones - are already difficult or unwise to drive along at more than 20-25mph anyway, such as the network of parked vehicles, pedestrian crossings, and the general road design not lending itself to travelling more quickly than that. However, there are a small number of roads subject to this 20mph order that have a low no chance of being adhered to by the majority of motorists, in my opinion. Those being: * Harts Hill Road * Pound Lane * Ilkley Way * Urquhart Road * Falmouth Way. It's already well proven that road users drive at a speed they perceive as appropriate and comfortable based on the design of the road and the use of the road and the use of the road and the use of the road. The roads mentioned only Pound Lane and Ilkley Way feature no centre dividing line, but are generally still wide enough to drive along at a 'normal' speed. There are two other concerns in my mind. Firstly is environmental. Most combustion engine vehicles aren't designed to drive efficiently at 20mph, and will typically need to be in a lower gear and use a higher engine speed than they would do at 30mph. This is a backwards step for fuel consumption, emissions, and noise. Secondly, and probably the simplest in the room, is enforcement. We already know the Police are under-resourced and stretched thin, and are rarely seen enforcing existing speed limits, and when they do they're enforcing them on roads that aren't affected by this order. If new 20mph limits will similarly go unenforced, I have to wonder what the point is. Expecting the majority of road users to decide to drive slower off their own back is wishful thinking at best, in my opinion. For the cost that will undoubtedly be involved with new signage it's hard to imagine a genuine return on investment there, especially as the majority of these roads are already impractical to traverse at their existing limit. I object to the 20 limit, it doesn't work, its proven in Wales where they are stopping it. The money spent implementing it will be millions, how can that be warranted. To change a 40 to a 20 is ridiculous too.	A local resident						RG19 3
14037704575	I object to the proposal		A local resident						Rg18
14037704643	I support the proposal	I support 20 mph zones in residential areas, although some of the roads you're proposing aren't really residential - Tull Road and Floral Way being two.	A local resident						Rg18
14037704510	I object to the proposal	20 mph limits can in some instances reinforce the obvious need to slow down in busy areas where more time is needed to react to quickly changing dynamic situations on the road. However, to add them to A road through ways creates frustration and is a lay way to encourage safe driving. The Welsh Assembly has found this out recently - their blanket imposing of 20 limits resulted in angry and frustrated drivers passing slower drivers in dangerous ways. Compliance needs to be an obvious action, not enforced when the populace disagrees. I speak as IAM RoadSmart National Observer for the last 10 years (my views, not the organisation's)	A local resident						RG8 7LF
14037704623	I support the proposal	I support this proposal on a safety basis, reduced speeds are shown to make roads safer for road users and pedestrians	A local resident						Rg194
14037704552	I object to the proposal	I object to this proposal as this will lengthen journeys and will keep vehicles on the road for longer.	A local resident						RG14 2
14037704290	I support the proposal	Reducing speed limit to 20mph on Thatcham residential roads will improve safety for vulnerable road users including pedestrians and cyclists. It will provide a safer environment for school. A 20mph speed limit will save lives. Providing drivers with a longer time to react and increasing survival rates for being struck by a vehicle by 39% compared to a vehicle travelling at 30mph. Evidence also shows that a 20mph speed limit will not increase journey times, the primary factor here being delays at junctions and there is no negative impact on pollution.	A local resident						Rg19
14037704434	I support the proposal	I support these proposals. People drive far too fast through these built up areas. I would also like to point out that Spurcroft Rd which has the school at the bottom seems to be the only road in Thatcham that doesn't have a 20 mile an hour zone, whilst the other roads in Thatcham that have schools in them do. Is there a reason for this?	A local resident						RG19 3
14037704473	I object to the proposal	The scheme seems to be if thought out, it will do nothing but cause more drivers to exceed the speed limit & will not stop the drivers who already drive over 30 miles per hour. Similar schemes have been tried & failed in other areas of the country. I also wish that the council would stop wasting our money on these ridiculous ideas.	A local resident						RG208
14037704547	I object to the proposal		A local resident						RG14 2
14037704506	I object to the proposal		A local resident						RG19 4
14037704347	I object to the proposal	The current 30 limits are almost entirely not enforced at present with rare exceptions being static cameras and vans which very occasionally park in the same places. Without a robust police plan to catch and punish the large majority of habitual speeders in the current 30 limits, what's the point of lowering speed limits? I personally have asked TYP why speeding is such a problem and they have told me that they cannot do any more than happens at present. Until the current limits are policed to prove where safety can be achieved within a framework of 30mph limits - why is there a rush to lower the speed limits? Accident thresholds in West Berkshire within the 30 limits are not proven because of the lack of evidence. So there can be no evidence the 30mph limits will be better.	A local resident						RG7 3
14037703726	I object to the proposal	1. Road humps need to be removed - cost to residents. 2. New road signs need to be installed and old ones removed - cost to residents. 3. Slower traffic because of lower speeds will cause more issues regarding respiratory issues because they lead to increased vehicle emissions. Perhaps residents could use West Berkshire Council if they go through with this scheme. 4. Slower speeds lead to concentrated air pollution contributing to lung cancer, asthma and COPD. 5. Slower speeds increase the time drivers and passengers are exposed to this polluted air inside their vehicles. 6. There is growing evidence that prenatal exposure can lead to low birth weight and increase the risk of chronic diseases later in life as well onset of childhood asthma. This will be throughout Thatcham if 20mph goes ahead. 7. Road quality is poor as it is now. 8. Emergency vehicles will need to exceed the speed limit and overtake other vehicles and could cause accidents with vehicles and pedestrians. 9. Many areas of estates were never taken over by the Council so they need to double check with the Land Registry before proceeding - cost to residents.	A local resident						RG18 3UQ
14037704415	I support the proposal	The proposed changes are for residential roads where a reduced speed limit can only make it safer for all. In my opinion, responsible drivers will already be driving around 20mph on residential roads, this proposal should serve to slow down those who drive faster than that.	A local resident						RG18 4
14037702174	I object to the proposal	I just don't think it's necessary, we already have speed humps that slow traffic down. I feel it will also cause a build up of traffic especially on minor roads	A local resident						RG18 4
14037702081	I object to the proposal	Lack of real world evidence to suggest meaningful impact. The use of anthropological 'climate change' to socially engineer such a change is at best, erroneous, and at worst and highly politicised power grab again affecting people's lives. We will not simply sit back and allow common sense to be 're written' for the sake of green 'communist agendas' associated with 'community engagement'.	A local resident						RG14 2
14037701936	I object to the proposal	Looking at the map it is probable that most of the affected roads will already have a 'natural' 20mph limit just because of the geography.	A local resident						RG18 3
14037701535	I support the proposal	Drivers use 30mph as a target even where road conditions - parked cars, pedestrians, short distances to next junction - mean they should be driving slower.	A local resident						RG183
14037701049	I support the proposal	Lowering the limit will reduce risks to the public	A local resident						RG14 2FA
14037701044	I support the proposal	Excellent thing to do, improve road safety.					Other - please specify below	Councillor	RG14 1
14037700742	I object to the proposal	This is yet again a complete waste of tax payers money! We have to pay for parking at hospitals, we have potholes in the roads we now have 3 weekly bin collections but hey we have money to restrict the speeds on our roads with no evidence that this is a serious issue and no police to enforce it! Complete waste of public money and clearly not a priority for the local community. Who exactly from the public has approached a council leader and asked for this to be reduced? Full response emailed to T&ES. Summary as follows: Here are the following observations regarding the proposed scheme 1. The council's own policy of following National guidance set by DfT for the setting of speed limits is not being followed. 2. The collision history does not evidence a specific problem with speed related personal injury collisions in the area of the reduced speed limit. 3. Half of the collisions south of the A4 are within existing 20mph speed limits. 4. No speed data has been supplied to show that the roads within the 20mph consultation area meet DfT guidance for setting a 20mph speed limit (24mph or less). There is no benchmark figures to measure the success of the reduced limits. SY 09A - Joint Ops Unit Letterhead (11/2012) 5. The These village 20mph pilot scheme evidences poor levels of compliance at the seven sites where monitoring has taken place. 6. This will only result in complaints of speeding vehicles within the reduced speed limits. 7. DfT Guidance is clear and states Successful 20mph zones and 20mph speed limits are generally self-enforcing that is, the existing conditions of the road together with measures such as traffic calming or signage, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance, there should be no expectation on the police to provide additional enforcement beyond their routine activity unless this has been explicitly agreed. There is no agreement from Thames Valley Police to enforce reduced speed limits that fall outside of national guidance.	A local resident						RG14 2FB
Received by email	I object to the proposal	As a resident a would be in favour of this proposal.	A local resident					Thames Valley Police	RG02 7
Received by email	I support the proposal		A local resident						

