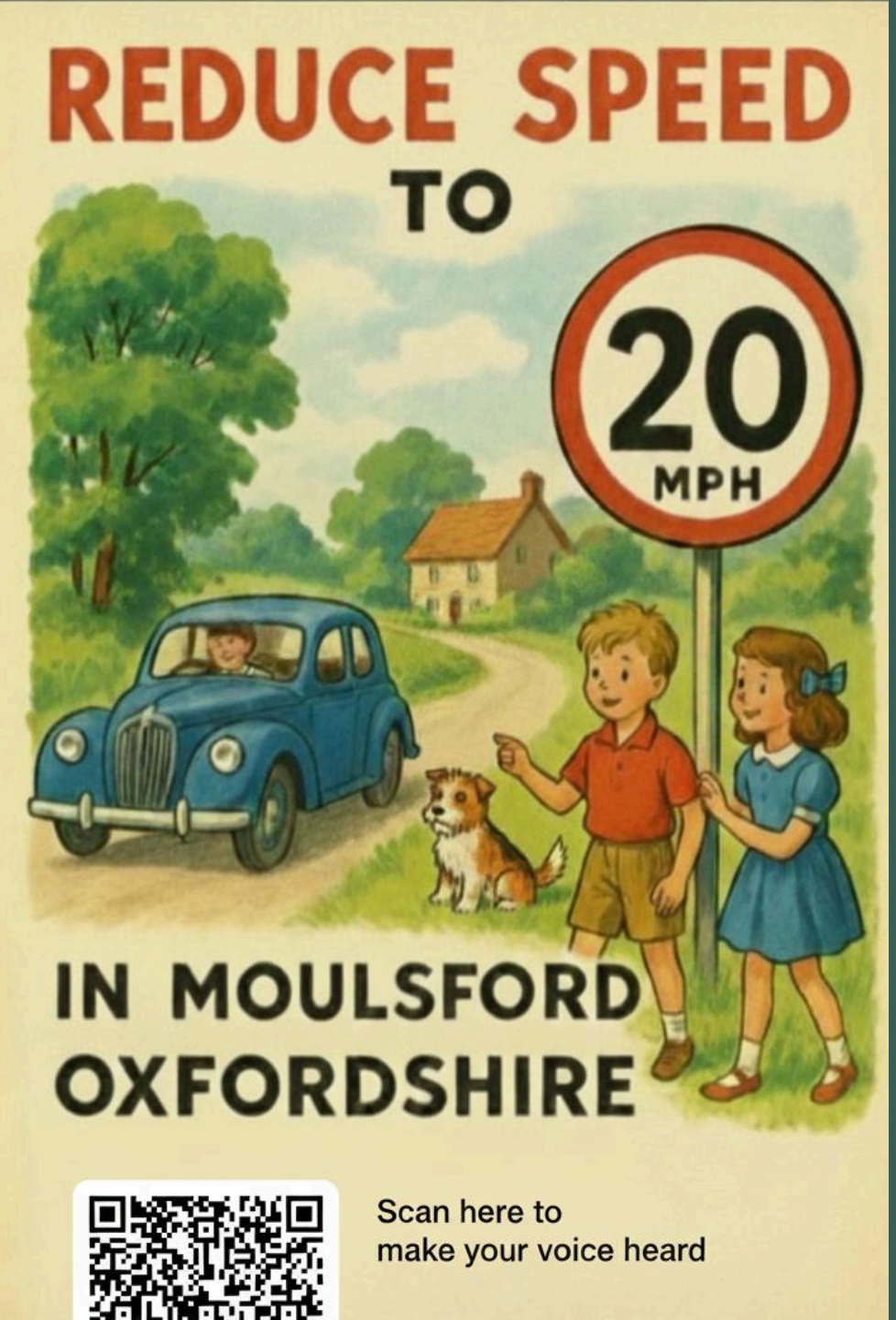


Moulsford Speed Limit Consultation

Summary Feedback – 10/12/25

The Headlines

1. 143 responses – A 4x increase in response compared with prior sounding indicates increased engagement and a broader base of views from the whole village. 24 (17%) did not wish to provide their post code/house number or name (9 supporters, 14 opposers, 1 neutral), all these responses ARE incorporated into this summary.

2. Overall responses are mixed in relation to how safe they currently feel using roads, whether they support or oppose the change, and whether it will impact negatively or positively; 47% safe vs 34% unsafe, 49% oppose vs 45% support, 35% negative impact vs 41% positive impact. Importantly there was NO majority view (ie. >50%) for any of these questions

3. Strong support for the change by those living on the main road who formed 1/3 of the responses (58% support vs 38% oppose). There IS a majority view (ie. >50%) from those living on the main road.

4. Main concerns are around vehicle speeds and pedestrian safety

5. Additional concerns - suitability of pavements, hill area from Streatley, animal safety (due to cases where pets have been killed), child safety (2 reported incidents - one where a child hit), Half Penny Lane and the Thames Path.

6. Pro feedback – Largely around improvements to safety, noise, access, improving the village environment/life

7. Con feedback – Concerns to driver frustrations, increased overtaking, congestion/delays, lack of enforcement, and current chaos with school pick up/drop off.

8. Not relevant – Complaints about council/residents, previously being rejected, money wasting, the financial background of residents (ie. views from all backgrounds are equal)

9. Other considerations – Strong support for speed cameras & pavement improvements.

General Feedback – Pros (to the change)

1. Reduced risk to children – Two reports provided; A child hit by a car at 22mph on main road (minor injury), near miss children playing in road
2. Reduced animal deaths – Numerous reports of cats killed
3. Easier to exit onto main roads from driveways etc
4. Reduced noise
5. Reduced splatter/vibrations to buildings and people
6. Encourage increased walking in village (and Thames Path users)
7. Detract drivers from using Moulsford as a through road, instead encouraging consideration of alternative routes
8. Many other villages already adopted (eg. Goring, Wallingford, Benson etc)
9. A fully funded change by OCC and last chance to access this

General Feedback – Cons (to the change)

1. Increased driver frustrations
2. Increased likelihood of overtaking
3. Concern about residents getting caught speeding
4. Increase to the chaos that already exists with school drops
5. Increase congestion / delays
6. Lack of enforcement - Concern is for those who do not obey the current 30mph. If 30mph not enforced, then 20mph will also not be enforced.

General Feedback – Other (Not relevant to the change)

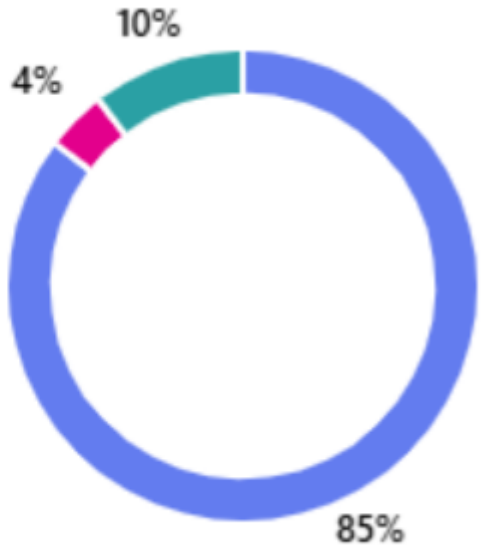
1. Complaining about the local authorities/parish council – *MPC work voluntarily only with the interest of improving the local community*
2. Wasting money - *This change is fully funded by OCC and will not cost MPC*
3. The proposed change having been previously rejected - *This is the last chance that MPC can access the funding from OCC which is why this is being revisited now, plus significantly increased engagement this time.*
4. Statements like “This relentless pursuit by people who have bought cheap houses on the main road “ – *Everyone in the village is equal regardless of their financial background, arguably the opinions of those living on the main road should be taken into greater account due to the increased impact the decision has on them*

General Feedback – Other considerations

1. Speed cameras at both ends of village – Strong support for this
2. Pavement improvements – Strong support for this
3. Road humps
4. Road maintenance (potholes)
5. What about Halfpenny Lane?
6. Road crossing at Recreation ground?
7. Chicanes – But equally some people concerned about these due to driver frustrations / increased risk of accidents etc

2. Do you regularly walk, cycle, or use mobility aids within the parish?

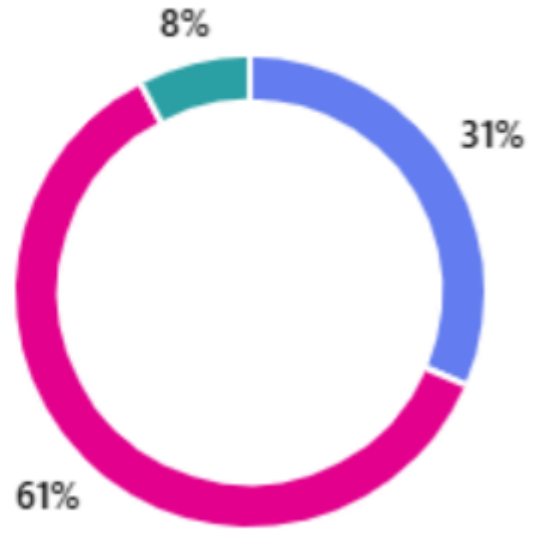
Yes	122
No	6
Sometimes	15



Majority of respondents confirmed active non-vehicular use of roads and pathways in Moulsford

3. Where is your home located within the village?

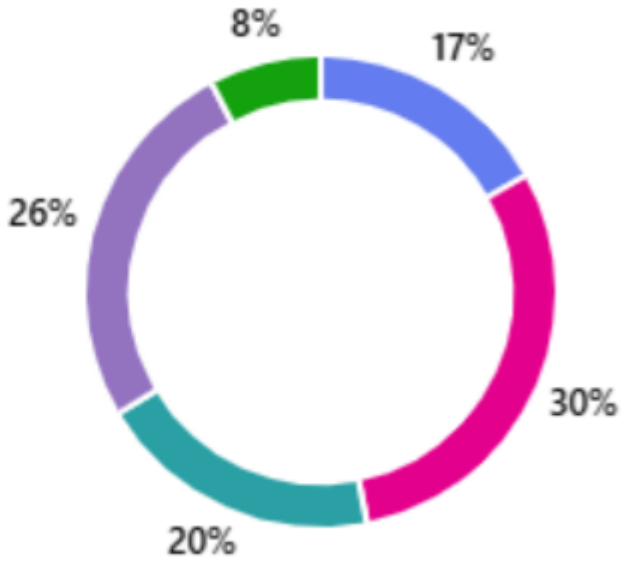
On the main road (A329)	45
On a side street or residential cul-de-sac	87
In a rural/outlying part of the parish	11



One third of the respondents live adjacent to the main road. Remainder live off the main road

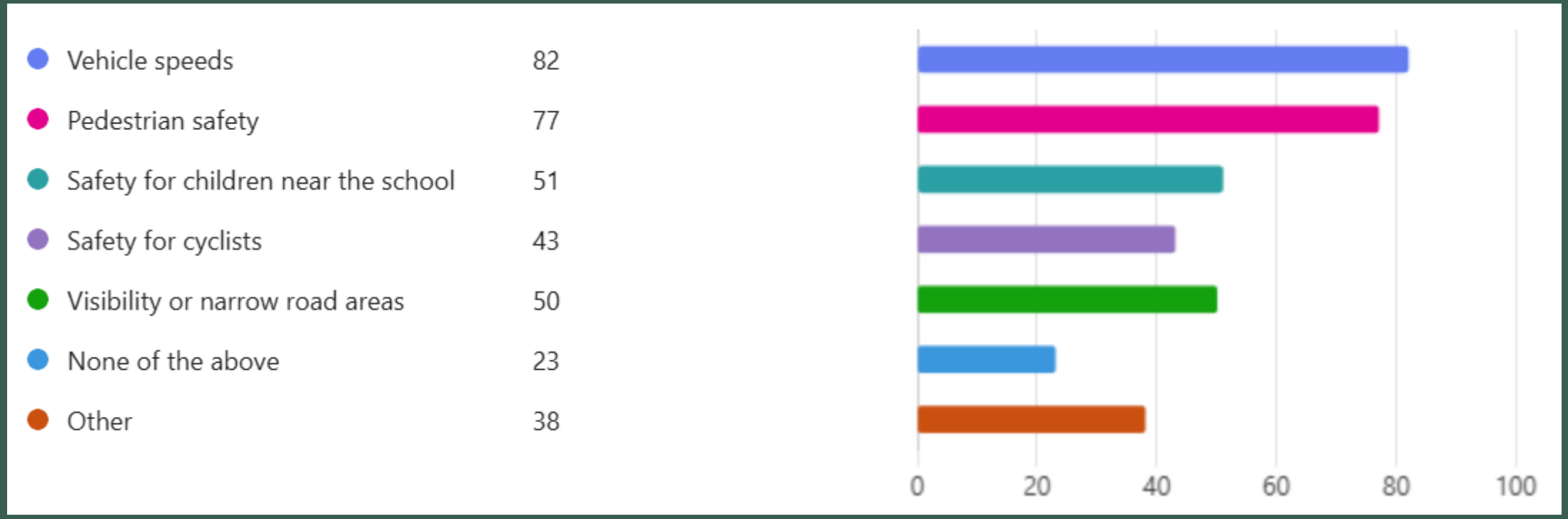
4. How safe do you currently feel using the roads in the parish?

Very safe	24
Quite safe	43
Neutral	28
Quite unsafe	37
Very unsafe	11



No clear majority, although more feel safe using the roads
47% feel safe using the roads. 34% feel unsafe using the roads

5. Which road-safety concerns do you feel are most relevant in Moulsford?



Most concern relates to vehicle speeds and pedestrian safety

“Other” - Pavements, Streatley Hill, Animals killed, Halfpenny Lane

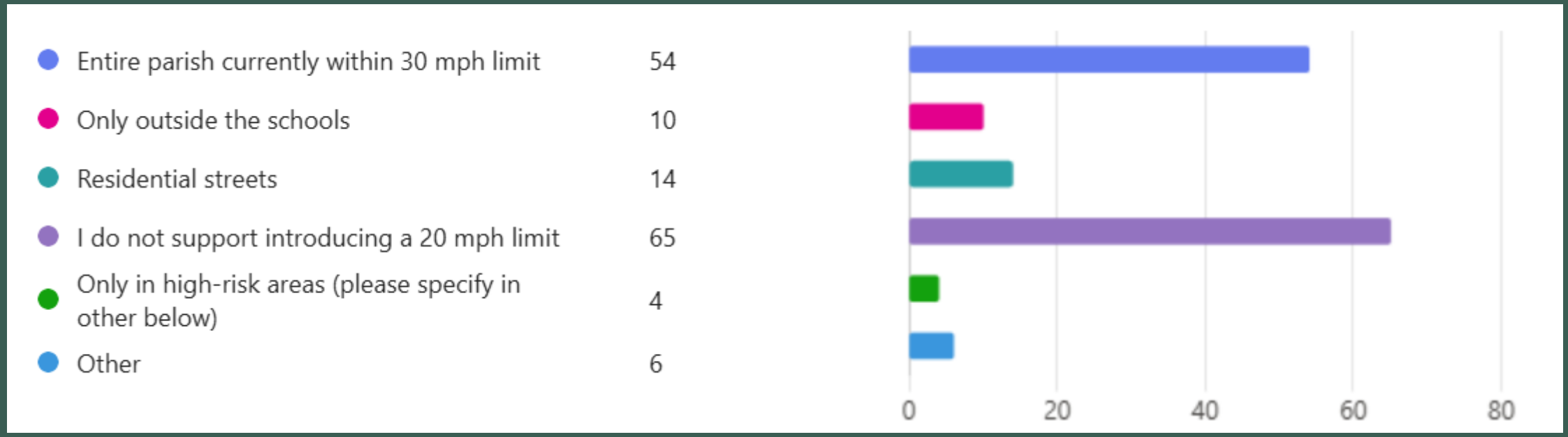
6. Do you support changing the speed limit from 30 to 20 mph in parts of Moulsford?

Feedback circa 50:50, strong support from those living on main road

ALL: 49% oppose the change. 45% support the change

MAIN ROAD ONLY: 38% oppose change. 58% support change

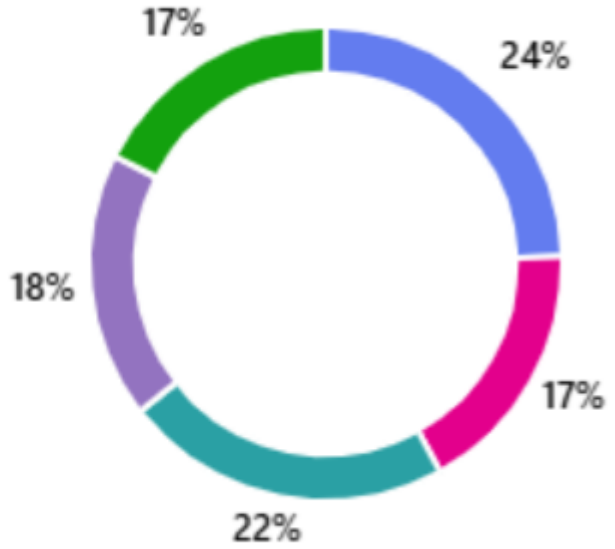
7. If a 20 mph limit were introduced, where should it apply?



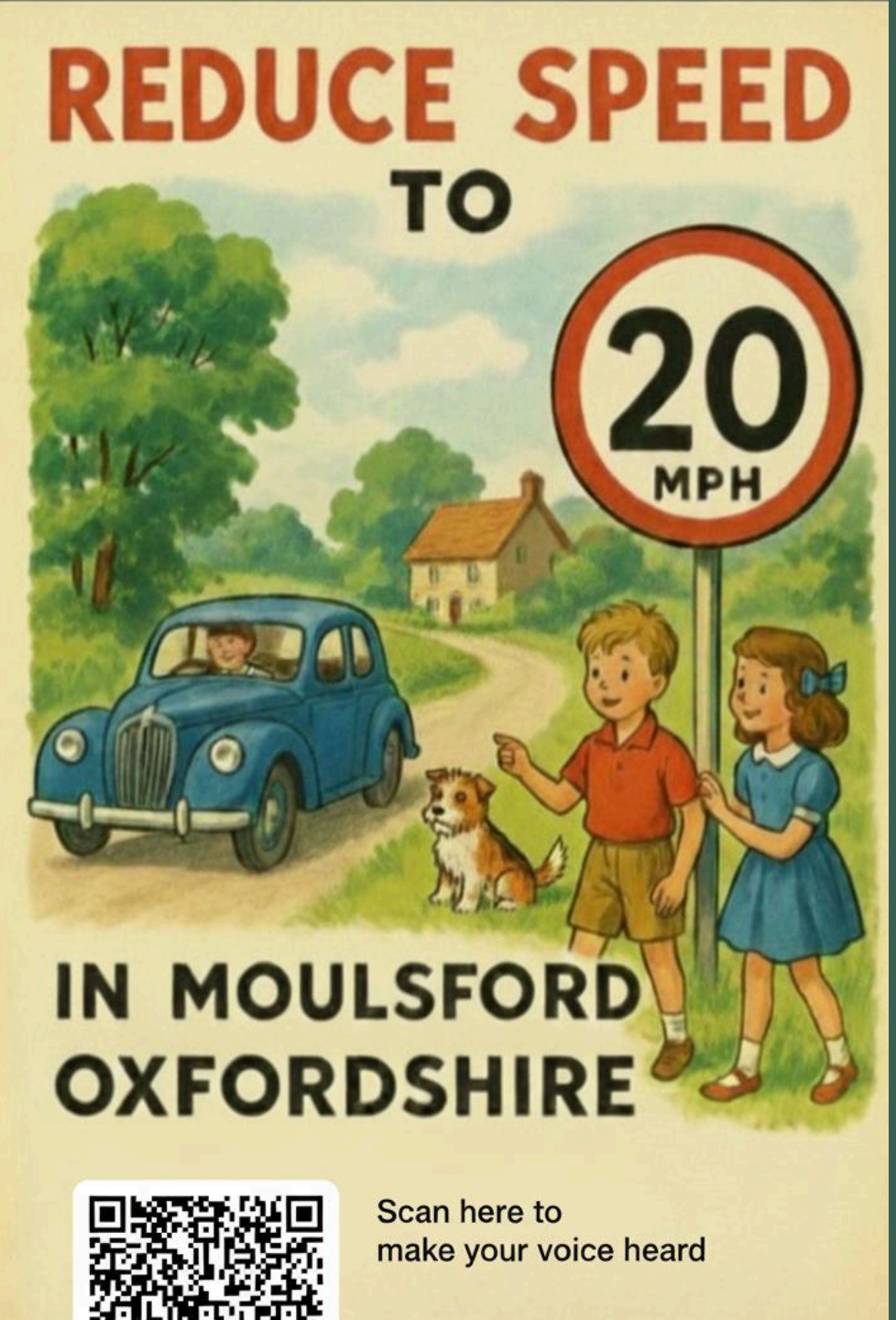
If introduced broad support for applying the change to anywhere currently within the 30mph limit. “Other” – Thames Path

8. How do you think a 20 mph limit would affect the community?

Very positively	35
Positively	25
No noticeable effect	32
Negatively	26
Very negatively	25



No clear majority, although more think it will impact positively
35% think it impact negatively. 41% think it will impact positively



Thank You & Next Steps