



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 17 November 2022 at 10.00 am

Council Chamber - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on this [Live Stream Link](#). However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 25 November 2022 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "Stephen T Chandler".

Stephen Chandler
Interim Chief Executive

November 2022

Committee Officer:

Committees - Democratic Services

E-Mail: committees.democraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 8 December 2022

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

- 1. Declaration of Interest**
- 2. Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time

- 3. Petitions and Public Address**

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

Requests to speak must be submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 11 November 2022. Requests to speak should be sent to committeesdemocraticservices@Oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

- 4. Minutes of Previous Meeting** (Pages 1 - 12)

To receive the minutes of the meeting held on 13 October 2022.

- 5. Abingdon - proposed 20mph speed limit** (Pages 13 - 124)

Forward Plan Ref: 2022/145

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM5)

This report presents responses received to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Abingdon.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph and 30mph speed limits as amended to

accommodate the concerns of bus operators and OCC's Public Transport Development Team.

6. Ambrosden - proposed 20mph speed limit (Pages 125 - 136)

Forward Plan Ref: 2022/150

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM6)

This report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Ambrosden.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

7. Banbury: land west of A423 Southam Road – proposed 20mph speed limit (Pages 137 - 146)

Forward Plan Ref: 2022/084

Contact: Anthony Kirkwood, Principal Engineer - Traffic & Road Safety, 07392 318871

Report by Corporate Director Environment & Place (CMDHM7).

This report presents responses received to a statutory consultation on proposed 20mph speed limits on the new residential roads to the west of the A423 Southam Road.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed speed 20mph.

8. Bladon - proposed 20mph speed limit (Pages 147 - 166)

Forward Plan Ref: 2022/151

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM8)

This report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Bladon.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

9. Brize Norton - proposed 20mph speed limit (Pages 167 - 178)

Forward Plan Ref: 2022/153

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM9)

This report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Brize Norton.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

10. Clanfield - proposed 20mph speed limit (Pages 179 - 184)

Forward Plan Ref: 2022/152

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM10)

This report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Clanfield.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

11. Horton-cum-Studley - proposed 20mph speed limit (Pages 185 - 202)

Forward Plan Ref: 2022/146

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM11)

This report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Horton-cum-Studley.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

12. Idbury - proposed 20mph speed limit (Pages 203 - 210)

Forward Plan Ref: 2022/147

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM12)

The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Idbury and Foscot.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

13. Merton - proposed 20mph speed limit (Pages 211 - 216)

Forward Plan Ref: 2022/148

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM13)

This report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Merton.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

14. Piddington - proposed 20mph speed limit (Pages 217 - 222)

Forward Plan Ref: 2022/149

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM14)

This report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Piddington.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

15. Sonning Common - proposed 20mph speed limit (Pages 223 - 234)

Forward Plan Ref: 2022/154

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM15)

This report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Sonning Common.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

16. Sunningwell and Bayworth - proposed 20mph speed limit (Pages 235 - 240)

Forward Plan Ref: 2022/155

Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (CMDHM16)

This report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Sunningwell and Bayworth.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

17. Benson - A4074 and Oxford Road - proposed 40mph and 30mph speed limits (Pages 241 - 246)

Forward Plan Ref: 2022/126

Contact: Jason Sherwood, Growth Manager South and Vale, 07795 684708

Report by Corporate Director Environment & Place (CMDHM17)

This report presents responses received to a consultation on the proposed introduction of introduction of 40mph and 30mph speed limits as on the A4074 and Oxford Road at Benson.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 40mph and 30mph speed limits as advertised on the A4074 and Oxford Road at Benson as advertised.

18. Shiplake - A4155 proposed 30mph speed limit and traffic calming measures (Pages 247 - 266)

Forward Plan Ref: 2022/136

Contact: Ryan Moore , Senior Engineer, Road Agreements Team, 07557 082568

Report by Corporate Director Environment & Place (CMDHM18).

NB *Additional documentation Annex 5: Copy of Unilateral Undertaking is published separately as a Supplementary Document.*

This report presents responses received to a consultation on a proposed 30mph speed limit and traffic calming measures on the A4155 at Shiplake.

The Cabinet Member for Highway Management is RECOMMENDED to approve:

- a) **The proposed 30mph speed limit in place of the current 40mph speed Limit**
- b) **The following proposed traffic calming measures:**
 - **Visual road narrowing achieved using white lining and coloured textured surfacing at one new location south of the development entrance**
 - **Renewal of existing red coloured textured surfacing area.**
 - **A new vehicle activated sign (VAS)**
 - **'SLOW' road markings**
 - **30mph roundel on the carriageway**

19. East Hagbourne - Main road proposed waiting restrictions and additional / amended traffic calming (Pages 267 - 274)

Forward Plan Ref: 2022/108

Contact: Anthony Kirkwood, Principal Engineer - Traffic & Road Safety, 07392 318871

Report by Corporate Director Environment & Place (CMDHM19)

This report presents responses received to a consultation on proposals to introduce new sections of 'No Waiting at Any Time' (double yellow lines) on both sides of Main Road, and a new traffic calming feature in the vicinity of East Hagbourne C of E Primary School, which have been put forward as a result of the development of adjacent land for residential purposes.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed measures on Main Road in East Hagbourne as follows:

- a. **New 'No Waiting at Any Time' (double yellow lines) parking restrictions, and**
- b. **A full-width road hump to be located approximately 20 metres west of the junction with Manor Farm Lane.**

20. Kingston Bagpuize - A415 Abingdon Road - proposed zebra crossing (Pages 275 - 284)

Forward Plan Ref: 2022/123

Contact: Mark Francis, Technical Officer, Traffic Schemes South, 07730 926962

Report by Corporate Director Environment & Place (CMDHM20)

Following representations being made by Kingston Bagpuize with Southmoor Parish Council and the local County Councillor on the safety and amenity of pedestrians – and in particular those walking to and from the adjacent primary school, shop and housing developments, proposals comprising the provision of a zebra crossing & associated removal of the redundant bus stop on Faringdon Road in Kingston Bagpuize, have been taken to formal consultation.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed zebra crossing on the A415 Faringdon Road at Kingston Bagpuize.

21. Oxford-A40 junction with Blandford Avenue and Davenant Road – proposed access restrictions and traffic calming measures
(Pages 285 - 362)

Forward Plan Ref: 2022/037

Contact: Anthony Kirkwood, Principal Engineer - Traffic & Road Safety, 07392 318 871

Report by Corporate Director Environment & Place (CMDHM21).

This report presents the responses to a consultation on proposed measures seeking to address concerns of local residents over the volume and speed of traffic using Blandford Avenue, Davenant Road and Sunderland Avenue (south side) to avoid delays on the A40, A4144 Woodstock Road and A4165 Banbury Road in north Oxford.

The Cabinet Member for Highway Management is RECOMMENDED:

- a) **Not to approve the proposed prohibition of entry from the A40 to the easternmost access of Sunderland Avenue (south side) and Blandford Avenue.**
 - b) **To approve in principle the traffic calming measures in Davenant Road as advertised subject to a further local consultation on the detailed design when resources are found to carry out the required design work.**
- 22. Wallingford - Reading Road - proposed bus stop clearway** (Pages 363 - 370)

Forward Plan Ref: 2022/125

Contact: Jet Dehal, Senior Engineer, Road Agreements Team,
jet.dehal@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (CMDHM22).

This report presents responses received to a consultation on the proposed introduction of bus stop clearways on the Reading Road at Wallingford.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of bus stop clearways as advertised.

DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

MINUTES of the meeting held on Thursday, 13 October 2022 commencing at 10.00 am and finishing at 11.43 am

Present:

Voting Members: – in the Chair

Councillor Andrew Gant

Other Members in Attendance: Councillor Liam Walker (for Agenda Item 5)

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with [a schedule of addenda tabled at the meeting] [the following additional documents:] and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports [agenda, reports and schedule/additional documents], copies of which are attached to the signed Minutes.

45/22 DECLARATION OF INTEREST (Agenda No. 1)

There were no Declarations of Interest.

46/22 QUESTIONS FROM COUNTY COUNCILLORS (Agenda No. 2)

There were none.

47/22 PETITIONS AND PUBLIC ADDRESS (Agenda No. 3)

Cllr Andrew Gant informed the meeting that a number of public speakers and local Members had put forward their requests to address the meeting in person or virtually (via Microsoft Teams).

(The list of speakers and their statements is attached as an Appendix to these minutes).

Appendix 1 - Speakers and Statements

48/22 MINUTES OF PREVIOUS MEETINGS (Agenda No. 4)

The minutes of the meetings held on 21st July 2022 and 8th September 2022 were approved as a correct record and signed by the Cabinet Member for Highway Management.

Agenda Order

Cllr Gant advised that he would be considering Item No. 11 - Shiplake - A4155 proposed 30mph speed limit and traffic calming measures first.

The decisions are listed in the order they appeared on the agenda.

49/22 ASTON, COTE AND BAMPTON - PROPOSED 20MPH SPEED LIMIT (Agenda No. 5)

The report presented responses received to a statutory consultation to introduce a 20mph speed limit throughout Aston, Cote & Bampton, with the existing 30mph speed limits being replaced in their entirety. Additionally, on Main Road in Cote - the proposed 20mph speed limit will also be extended south1eastwards to cover the access to "Cote Bungalow Farm", thus replacing the current 60mph National Speed Limit in the process.

Cllr Andrew Gant invited the speakers to address the meeting and read out statements received (as per Appendix 1 of the minutes) and responded to issues and comments made by each speaker in descending order.

Cllr Gant sought clarification on what defined a residential street as there appeared to be some confusion regarding the proposed limits. In response it was explained that each was looked at in detail and included deceleration zones but the start points could be reviewed once implemented.

In respect of speeding data it was confirmed that this was not required in the agreed policy although this did not preclude sites being monitored. Cllr Gant referred to the adopted policy and gave a reminder that 20mph limits were requested by the local community and Parish/Town Council.

Cllr Gant highlighted issues raised in the consultation responses and confirmation was given that one stretch of road would be a reduction from 60mph to 20mph.

Clarification was given on the responses from Thames Valley Police (TVP) and bus operators regarding Cote which was the smallest of the parishes.

Cllr Gant summed up the issues and highlighted the Royal Society for the Prevention of Accidents publication on the benefits of 20mph limits.

Cllr Gant expressed his support for the recommendations in the report as the proposal would help facilitate walking and cycling within the village and the safe movement of traffic.

DECISION

The Cabinet Member for Highway Management AGREED to approve as advertised the 20mph speed limits at Aston, Cote and Bampton.

50/22 BLEWBURY - PROPOSED 20MPH SPEED LIMIT

(Agenda No. 6)

The report presented the responses to a consultation on a proposal to introduce a 20mph speed limit at Blewbury, with the majority of the existing 30mph speed limits within the main residential area of the village being replaced. However, the existing 30mph speed limits on the A417, B4016, Bohams Road, and Woodway, as well as the existing 40mph speed limit on the B4016 Bessels Way would remain unchanged.

Cllr Andrew Gant invited the speaker to address the meeting and read out statements received (as per Appendix 1 of the minutes) and responded to issues and comments made.

Cllr Gant made reference to enforcement of speed limits by TVP and indicated that issues raised in respect of crossings on the main roads would need to be brought forward separately. Officers gave confirmation that discussions were ongoing with the Parish Council regarding other traffic safety measures and speed limits.

Cllr Gant expressed his support for the recommendations as the proposal would help facilitate walking and cycling within the village and the safe movement of traffic. The ongoing discussions regarding wider traffic measures in Blewbury were noted.

DECISION:

The Cabinet Member for Highway Management AGREED to approve as advertised the 20mph speed limit at Blewbury.

51/22 CASSINGTON PROPOSED 20MPH SPEED LIMIT

(Agenda No. 7)

This report presented responses received to a statutory consultation to introduce a 20mph speed limit at Cassington with the existing 30mph speed limits being replaced in their entirety.

Cllr Andrew Gant read out statements received (as per Appendix 1 of the minutes) and responded to issues and comments made.

The response from TVP was noted and that the bus operators had not raised any objection.

Cllr Gant expressed his support for the recommendations as the proposal would help facilitate walking and cycling within the village and the safe movement of traffic.

DECISION:

The Cabinet Member for Highway Management AGREED to approve as advertised the 20mph speed limit at Cassington.

52/22 CHALGROVE - PROPOSED 20MPH SPEED LIMIT

(Agenda No. 8)

This report presented the responses to a consultation on a proposal to introduce a 20mph speed limit in Chalgrove on those roads lying south of the B480, replacing the existing 30mph speed limits in their entirety. It was however proposed that the roads lying to the north of the B480 in the vicinity of the airfield & Monument Park would remain at 30mph.

Cllr Andrew Gant read out the statement received (as per Appendix 1 of the minutes) and responded to issues and comments made.

Cllr Gant referred to concerns from the bus operators regarding the impact of the proposed development and the impact that a revised speed limit could have on journey times. Officers clarified that discussions were ongoing and clarified that the situation could be reviewed as there was growth in the area as had been the case in Witney.

In response to a question it was clarified that proposals could change if requires and that would need to be a separate decision.

Cllr Gant expressed his support for the recommendations as the proposal would help facilitate walking and cycling within the village and the safe movement of traffic. It was however emphasised that this should not be at the expense of slower bus journeys and discussions needed to be continued with the operators.

DECISION:

The Cabinet Member for Highway Management AGREED to approve as advertised:

- a. the 20mph speed limit at Chalgrove,
- b. the extended 20mph on Oxford Way, as well as the new roads lying north & south of Oxford Way forming the residential development located to the west of Marley Lane.

53/22 DIDCOT - LADYGROVE AREA - PROPOSED 20MPH SPEED LIMIT

(Agenda No. 9)

The report presented the responses to a consultation on a proposal to introduce a 20mph speed limit throughout the Ladygrove part of Didcot, namely those roads lying north & east of the railway line, replacing the existing 30mph speed limits in their entirety. Additionally, the new roads within the Willowbrook Park residential development lying north of the A4130 perimeter road accessed via Franklin Gardens would also be included, along with both Copse View & Oakend Lea which form the new residential development south of the A4130 Hadden Hill, adjacent to the retail park.

Cllr Andrew Gant invited the speaker to address the meeting and read out statements received (as per Appendix 1 of the minutes) and responded to issues and comments made.

Cllr Gant sought clarification regarding the support of the Town Council in light of comments regarding disagreement regarding Ladygrove being considered in isolation and not as part of a wider scheme. Officers responded that they understood that Didcot Town Council were in support.

It was noted that a second phase of 20mph limits was proposed for 2023 and Cllr Gant asked why the proposals had been split. In response it was explained that whilst a single scheme for the town was preferable it had been considered that Ladygrove would be self-enforcing due to traffic calming measures and had been brought forward earlier.

Cllr Gant reiterated the current situation and advised that he would like to defer a decision to allow further discussions with Didcot Town Council regarding the submission of a comprehensive scheme for the whole town. It was clarified that this did not preclude Ladygrove being considered in isolation when the report was brought back for consideration.

DECISION:

The Cabinet Member for Highway Management AGREED to defer the 20mph speed limit in the Ladygrove area at Didcot to allow further discussions on a comprehensive scheme for Didcot.

54/22 PROPOSED AMENDMENTS TO EXISTING PARKING RESTRICTIONS IN PARKS ROAD, ST GILES, MANSFIELD ROAD, JOWETT WALK AND SAVILE ROAD

(Agenda No. 10)

The Cabinet Member for Highway Management approved at the decisions meeting on 21 July a proposal to make an Experimental Traffic Regulation Order (ETRO) to enable the implementation of a temporary public realm scheme on Broad Street. The project aimed to discourage general vehicle movements and builds on the Broad Meadow scheme implemented by Oxford City Council in 2021 by increasing the extent of the scheme to the full length of Broad Street (Cattle Street – Magdalen Street East); the measures in Broad Street itself were due to be largely implemented by the end of October 2022.

As a consequence, a further consultation on amendments to the existing TROs governing parking places in central Oxford was carried out; in preparing the consultation documents and taking account further design work and engagement with stakeholders.

Cllr Gant referred to the provision of disabled parking provision that had been highlighted in the consultation responses. Officers confirmed that there was a net gain of one space and would be in accordance with national guidance. Further confirmation was given that concerns regarding bus movements and cycle parking

had been fully addressed. Cllr Gant asked about the design of the cycle racks and it was indicated that the proposed racks could be moved easily to facilitate events and as it was temporary scheme could be kept under review. The provision of motorcycle parking was also clarified.

Cllr Gant expressed his support for the report recommendations and considered that the proposals would support Oxfordshire County Councils' vision to deliver a zero-carbon Oxfordshire transport system that enabled the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

DECISION:

1. The Cabinet Member for Highway Management AGREED to approve:

St Giles (east side) – the introduction of a new 14 metre section of 'Motorcycle only parking' approximately 100 metres south of Lamb and Flag Passage, replacing the existing 'No Waiting at Any Time' (double yellow line) restriction in the process.

Parks Road (east side):

- a. The removal of one existing 'Disabled Persons Parking Place' (DPPP) and 23 metre section of 'Pay & Display Parking' 46 metres north of Holywell Street.
- b. The relocation of 5 DPPP bays (4 from Broad Street) starting 70 metres north of Holywell Street, replacing the southern-most section of the Pay & Display parking leaving 5 P & D parking places.
- c. The remaining length in the vicinity to be used for a temporary bus only 'drop-off' area.

2. But not to approve:

Turl Street (east side): the introduction of a 20 metres cycle parking area between Ship Street junction and Exeter College entrance.

55/22 SHIPLAKE - A4155 PROPOSED 30MPH SPEED LIMIT AND TRAFFIC CALMING MEASURES

(Agenda No. 11)

The report presented responses received to a consultation on a proposed 30mph speed limit and traffic calming measures on the A4155 at Shiplake to permit safe access including for pedestrians to residential development (a retirement village) adjacent to the A4155 for which consent was granted by the Planning Inspectorate following an appeal by the developers to a decision by South Oxfordshire District Council not to approve the development.

Cllr Andrew Gant invited the speakers to address the meeting (as per Appendix 1 of the minutes) and responded to issues and comments made.

Cllr Gant indicated that this issue needed a lot of consideration and outlined the history of the proposal and previous decisions that had been made. It was suggested that there was conflicting information and opinions and the evidence to reverse the decision that implemented the 40mph limit was not clear.

The planning and subsequent appeal decisions were outlined and the injury accident data highlighted. Cllr Gant asked about the unilateral undertaking and its legal standing. In response it was explained that this was an agreement between the County Council and the developer but a definitive answer on the status of the document could not be given. It was noted that a response to the Freedom of Information request mentioned had not been forthcoming as yet.

Cllr Gant advised that there were a number of issues outstanding and that he would defer consideration to a future meeting. It was requested that the next report should include information regarding speed data, the visibility splay, reduction of trees, the details of the unilateral undertaking and maps showing the proposed development.

DECISION:

The Cabinet Member for Highway Management AGREED to defer the item to a future meeting.

56/22 UPPER HEYFORD: CAMP ROAD - PROPOSED WAITING RESTRICTIONS AND LOADING BAY

(Agenda No. 12)

The report presented responses received to a consultation on proposed new sections of 'No Waiting at Any Time' (double yellow lines) parking restrictions on Camp Road and Wellington Road, Upper Heyford. These proposals were being put forward in order to help prevent parked vehicles obstructing visibility at junctions and help the passage of traffic, as well as improving safety for more vulnerable road users. Additionally a 28 metre loading bay for Goods vehicles loading only, all days between 6am & 6pm is proposed on the north side of Camp Road, approximately 102 metres west of its junction with Wellington Road, adjacent to the retail development. The proposal sought to alleviate the safety concerns raised over attempted deliveries to the stores.

Cllr Gant asked about the suggestions from the Parish council regarding additional proposals in respect of traffic measures in the area. In response it was confirmed that this could be monitored and reviewed as development progressed.

Cllr Gant gave his approval to the recommendations and considered that the proposals would help facilitate the safe movement of traffic.

DECISION

The Cabinet Member for Highway Management AGREED to approve as advertised:

- a) Camp Road - a bay for Goods vehicles loading only, all days between 6am & 6pm, on the north side of the road adjacent to retail premises
- b) Camp Road & Wellington Road - new sections of 'No Waiting at Any Time' (double yellow lines).

57/22 WANTAGE - CHARLTON VILLAGE ROAD - PROPOSED RAISED ZEBRA CROSSING AND WAITING RESTRICTIONS

(Agenda No. 13)

The report outlined representations made by Wantage Town Council and the local County Councillor on the safety and amenity of pedestrians – and in particular those walking to and from the adjacent primary school. Proposals comprising the provision of a raised zebra crossing & associated parking restrictions and on Charlton Village Road in Wantage were presented in the report.

Cllr Andrew Gant read out a statement received (as per Appendix 1 of the minutes) and responded to issues and comments made.

Cllr Gant highlighted concerns regarding the displacement of parking for the school. Officers acknowledged the concern and highlighted that TVP had not raised an objection.

Cllr Gant indicated his support for the recommendations in that the proposals would help facilitate walking, and the safety of pedestrians in the immediate vicinity.

DECISION:

The Cabinet Member for Highway Management AGREED to approve as advertised:

- a) a raised Zebra Crossing on Charlton Village Road, which will be sited on a flat top road hump, approximately 29 metres east of its junction with Aldworth Road coupled with the removal of a pair of existing speed cushions.
- b) New "No Waiting at Any Time" (double yellow lines) parking restrictions on Charlton Village Road.

58/22 WANTAGE - SPRINGFIELD ROAD - PROPOSED WAITING RESTRICTIONS

(Agenda No. 14)

The report presented responses received to a consultation on proposed new "No Waiting at Any Time" (double yellow lines) parking restrictions in Springfield Avenue Road and Mary Shunn Way, Wantage to address safety and congestion problems associated with parking at the north end of Springfield Road.

Cllr Gant highlighted issues around the loss of residents parking. Officers clarified the proposals sought to protect the junction and there was insufficient room for parking on both sides of the road.

Cllr Gant agreed the recommendations and considered the proposals would help facilitate the safe movement of traffic and also of pedestrians walking on the footways in particular on the western side of Springfield Road which is frequently over-run by vehicles.

DECISION:

The Cabinet Member for Highway Management AGREED to approve as advertised the new “No Waiting at Any Time” (double yellow lines) parking restrictions in Springfield Avenue Road and Mary Shunn Way, Wantage.

59/22 WATLINGTON - B480 CUXHAM ROAD, NEW EDGE ROAD & RYRTON LANE - PROPOSED 30MPH SPEED LIMITS

(Agenda No. 15)

The report presented responses received to a consultation on a proposal to extend existing & introduce new 30mph speed limits on the B480 Cuxham Road, the new Edge Road, and on Pyrton Lane as a result of the development of land for residential purposes at the western edge of Watlington.

Cllr Gant highlighted the implications of the link road to the new development and that the second part of the recommendation would allow a 20mph restriction in the future.

Cllr Gant agreed the recommendations as shown in the report as the proposals would help facilitate walking and the safe movement of traffic.

DECISION:

1. The Cabinet Member for Highway Management AGREED to approve as advertised:
 - a) Extending the existing 30mph speed limit on the B480 Cuxham Road by 145 metres north-westwards, replacing the existing 50mph speed limit, and
 - b) The new 30mph speed limit on Pyrton Lane, extending northwards for 355 metres from the recently approved 20mph speed limit zone, replacing the existing 60mph National Speed Limit; and
2. The Cabinet Member for Highway Management AGREED to not approve as advertised:

The 30mph speed limit on the new Edge Road for its entire length, between Pyrton Lane & the B480 Cuxham Road.

60/22 DEDDINGTON - B4031 HEMPTON ROAD - PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND TRAFFIC CALMING BUILD OUT

(Agenda No. 16)

This report presented responses received to a consultation on a proposed extension of the 30mph speed limit and traffic calming on the B4031 Hempton Road to permit safe access to approved residential development adjacent to this road.

Cllr Gant sought clarification regarding the impact of the buildout for larger vehicles. Confirmation was given that such schemes had been implemented in other similar areas without problems.

Cllr Gant supported the recommendations as the proposals would help facilitate walking and the safe movement of traffic.

DECISION:

The Cabinet Member for Highway Management AGREED to approve:

- a) The proposed extension of the 30mph speed limit in place of the current national speed limit, and
- b) The proposed traffic calming build out.

61/22 GARSINGTON: WHEATLEY ROAD – PROPOSED ZEBRA CROSSING AND TRAFFIC CALMING MEASURES

(Agenda No. 17)

The report presented responses received to a consultation on a proposed zebra crossing together with Northern and Southern traffic calming buildouts on Wheatley Road in Garsington. It was noted that due to a number of key concerns raised within the consultation process, the Southern traffic calming buildouts have been removed from this approvals process.

Cllr Gant agreed the recommendations and considered that the proposals would help facilitate walking and the safe movement of traffic.

DECISION:

The Cabinet Member for Highway Management AGREED to approve:

- a) The proposed zebra crossing on Wheatley Road; and
- b) The proposed Northern traffic calming build-out on Wheatley Road.

..... in the Chair

Date of signing

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Divisions affected: *Abingdon East; Abingdon North; Abingdon South*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

ABINGDON: PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph and 30mph speed limits as amended to accommodate the concerns of bus operators and OCC's Public Transport Development Team.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Abingdon as shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the County Council's 20mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 31 August and 30 September 2022. A notice was published in the Oxfordshire Herald Series & Oxford Times newspapers, and an email sent to statutory consultees & key-stakeholders,

including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Abingdon Town Council, Drayton, Radley, Culham, and St Helen Without parish councils, and the local County Councillors representing the Abingdon South, Abingdon North, Abingdon East, Sutton Courtenay & Marcham, and the Berinsfield & Garsington divisions.

Statutory Consultee Responses:

7. The 5 statutory consultee responses are outlined in **Annex 2**. The Oxford Bus Company (OBC) made the only objection citing the need for buses to make progress where they can, in order to be a viable and attractive alternative to private cars and help to achieve the council's stated objectives to remove 1 in 4 car journeys. OBC claim the proposals will probably lead to a material reduction in bus services. Their detailed response covers all strategic routes including those proposals they support. Stagecoach no longer serve Abingdon and limit their formal response to express concerns closely aligning with those of OBC. They add that dialogue with operators is now well underway at senior level in OCC and understand conversation with OBC regarding Abingdon is progressing positively. OCC Public Transport Development Team's viewpoint again aligns closely with that of the bus operators.
8. Thames Valley Police have re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and again wish their response to be considered as 'having concerns' rather than an objection. Abingdon Town Council support the proposals in their entirety.

Other Responses:

9. 278 responses (including the Oxford Bus Company response) were received via the online consultation survey during the course of the formal consultation are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit	109 (39%)	40 (14%)	127 (46%)	2 (1%)	278
'Ring Road' 30mph	128 (46%)	27 (10%)	110 (39.5%)	13 (4.5%)	278

10. The majority of these were mainly from members of the public but did include those from: 4 businesses, 3 local representatives, and 5 groups /organisations. While 1 business objected to both 20mph and 30mph proposals the other ones supported both; the 3 local representatives supported all proposals. Of the organisations, 3 supported the 20mph proposals but 2 expressed concerns; for the 30 mph proposals, 2 stated support while 2 expressed concerns and 1 objected. In summary:

- 84 respondents objected to both aspects,

- 91 supported both,
- 7 expressed concerns over both,
- 27 supported the 20mph aspect, but not the 30mph proposals, and
- 11 supported the 30mph, but not the 20mph proposals.

11. The table below provides a synopsis of the reasons for the objections expressed by Members of the Public, and the corresponding number of responses which mentioned them:

Reason	20 mph	30 mph (Peripheral Roads)
Peripheral road designed for higher speeds to allow progress and encourage avoidance of town centre	n/a	52
Unnecessary / Waste of money / Will not work	49	16
Will reduce access / business efficiency / Longer journey times / Will deter visitors	25	4
Increased congestion and delays	19	8
Accident Reduction - no effect or not a problem	19	6
Increased emissions	16	7
Will not be enforced	15	
Increases hazard from driver frustration / looking at speedometer	17	6
Place only where needed i.e. outside schools (5) and only residential roads (4)	13	1
Anti-Car	4	2
<u>Other 20 mph Limit Objections:</u> 30 easier to drive (1), Pedestrian complacency (1), Traffic calming is preferable (1), Do not compromise bus services (1), Forces people onto bikes or buses (1), Ban all vehicles from town centre instead (1)	6	

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

Travel Change	Number
Yes – walk/wheel more	27 (10%)
Yes - cycle more	63 (23%)
Yes – scoot more	1 (0.5%)

No	165 (59%)
Other	22 (8%)

13. Additionally, three emails were received – with two raising concerns, and one supporting.
14. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

15. Officers acknowledge the concerns raised in the objections but note a close majority support for the 20mph limits remains from the public, although they do express slightly more objections than support for the 30mph proposals. The Town Council strongly support all proposals and the Police do not object.
16. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
17. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.
18. While the bus operator raises the sole objection, it covers several roads with concerns mirrored by the other major bus operator and our Public Transport Development Team. In view of the detailed, specific, and collective concerns it is recommended the proposals be amended to accommodate these concerns. Importantly it would provide an opportunity to monitor, compare, and contrast the effect on bus operations with those in Witney where similar concerns were expressed but 20mph limits were introduced on all major routes.
19. It is recommended the proposals be amended to remove proposals for 20mph speed limits on: Drayton Road, Oxford Road, Wootton Road, and Ock Street and they retain their 30mph limits. This would result in less restrictive proposals with no requirement to re-advertise.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Officer comments in response to statutory consultees

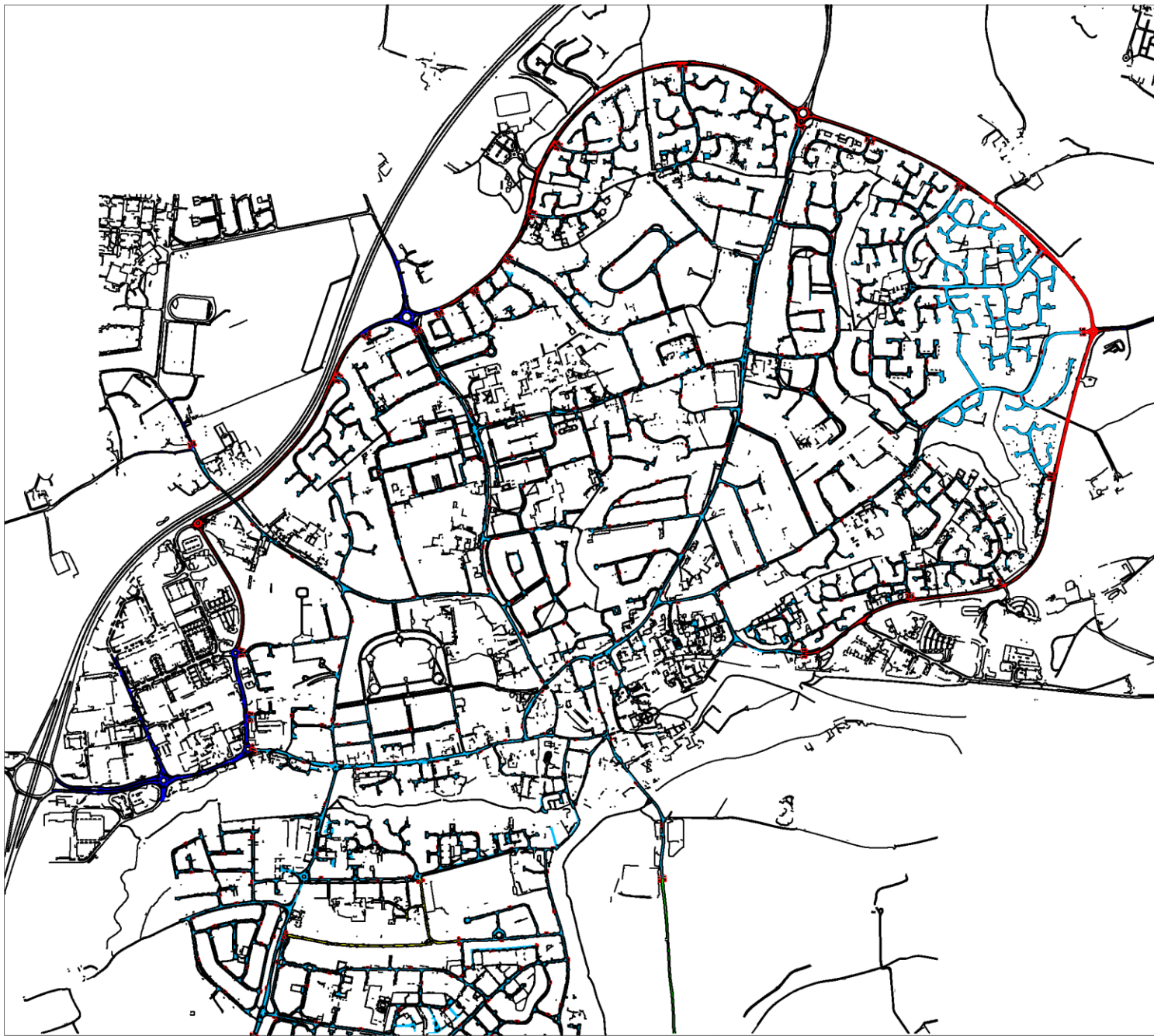
Annex 3: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Geoff Barrell 07392 318869

November 2022



Abingdon Overview					Revision 1.0	
Legend						
Proposed 20						
Existing 20						
Proposed 20 zone						
Proposed 30						
Existing 30						
Existing 40						
Existing 50						
Existing NSL						
Not Public Highway						
© Crown Copyright and Database rights 10023343 2017						
Rev.	Date	Purpose of revision	Drawn	Checked	Approved	
1.0	20.08.22	First Draft	C.R			
OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01865 310 1111						
Project title: Abingdon 20mph Scheme						
Drawing title: Abingdon 20mph Scheme Sheets A2 to D2						
Drawing Status						
Scale @ A3	Drawn by: C.R		Checked by	Approved by		
	Date drawn 04.08.22		Date checked	Date approved		
Oxfordshire Project No. & File Ref						
Drawing No. 1.0					Revision 1.0	

Ref	Respondent	Statutory Consultee View	Officer Response
1	Oxford Bus Company (Interim Managing Director)	<p><u>Object</u> Outline individual strategic routes, affirming some proposals but objecting to others. The roads involved constitute movement corridors where frequent and planned mixing between traffic and vulnerable road users does not happen to a level justifying the introduction of the 20mph limit; negative impact on bus journey times that would result.</p> <p>Buses need to make progress where they can, in order to be a viable and attractive alternative to private cars and to attract patronage in order to help to achieve the council's stated objectives to remove 1 in 4 car journeys. Proposals will be highly likely to lead to a material reduction in bus services in Abingdon.</p>	We acknowledge bus operator concerns and suggest amending proposals to accommodate these concerns. It would provide opportunity to monitor, compare, and contrast the effect on bus operations with those in Witney where similar concerns were expressed but 20 mph limits were introduced on all major routes.
2	Stagecoach Bus Company (Head of Strategic Development)	<p><u>Concerns</u> Stagecoach ceased operating in this area in January 2022 so limit their formal response to say that they consider the manner in which the 20mph policy is applied in and around larger settlements is especially crucial for the ongoing sustainability of bus services in and through these localities. Dialogue with bus companies is now well underway at senior level in the Council and understand conversation between 20 Team and OBC regarding Abingdon, is progressing positively.</p>	See row 1 above
3	Thames Valley Police (Traffic Management Officer)	<p><u>Concerns</u> TVP wish their response to be logged as 'having concerns'. Police view remains that primarily 20 mph speed limits and zones should be self-enforcing and issue a reminder that Fixed Safety Cameras within the 20 limit can no longer function.</p>	Noted
4	Public Transport Development Team (Principal Transport Planner)	<p><u>Viewpoint</u> Seek acknowledgement of potential negative impact of this scheme on buses which could lead to lower service levels on key bus routes in Abingdon, going against council policy to promote buses as an attractive mode of transport. Reply considers each strategic route in turn and approves some routes.</p>	See row 1 above
5	Abingdon Town Council (Town Clerk)	<p><u>Support</u></p>	Noted

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>I would like the following noted:</p> <p>All Fixed Safety Cameras within the 20 limit can no longer function. This point was raised at early Strategy Group meetings when it was agreed this would not happen.</p> <p>The County removed itself from National Guidance of Setting Speeds Limits in 20s. This did not apply to any other speed limit change, and clearly Guidance is now being ignored.</p>
(2) Abingdon Town Council	<p>Support – At a meeting of Abingdon Town Council which took place on 29 September 2022 the council strongly supported the proposals set out in the consultation.</p> <p>The Town Council has since September 2019 had a policy that 20mph zones should be introduced in Abingdon. The adoption of the new policy in October 2021 by Oxfordshire County Council as highway authority provided a mechanism for this, backed by funding. The council has very carefully considered appropriate speed limits in the town; in November 2021, the council established a working group to consider the introduction of 20mph and 30 mph speed limits in Abingdon.</p> <p>The working group included members of the wider community. The group considered that lower speed limits in Abingdon would help address the climate change emergency by reducing carbon emissions and encouraging people to use other modes of transport i.e. walking and cycling. Walking and cycling would become safer because of the lower</p>

	<p>speed limits. The evidence suggests that with vehicles travelling at 40mph there is a 90% fatality rate for pedestrians; this reduces to 50% at 30mph and 10% at 20mph. The lower speed limits will reduce accidents by increasing reactions times for road users whilst reducing the impact of accidents. These factors outweigh the inconvenience which this in motorised vehicles might feel from slightly longer journey times within the town.</p> <p>Following the report of the working group and its consideration by the Town Infrastructure Committee, the matter was considered by the full Council at its meeting of 26 January 2022. It was resolved Oxfordshire County Council should be requested to introduce “a blanket 20mph limit across Abingdon and a 30mph limit on the peripheral roads – Audlett Drive, Twelve Acre Drive, Dunmore Road, Copenhagen Drive and Colwell Drive.”</p> <p>The council is pleased to support the progressive policy of the county council in taking forward the policy and allowing parish councils and their communities to have their say. Abingdon Town Council supports this policy and the proposals for Abingdon and has set aside a budget of £15,000 to meet the costs of speed indicator devices.</p> <p>Thank you for consulting with the town council on this matter.</p>
(3) Oxford Bus Company	<p>20mph Speed Limit - Object</p> <p>Oxford Bus Company and Thames Travel (collectively the Go-Ahead companies in Oxfordshire) would like to register object to these proposals.</p> <p>We are supportive of the following points in the proposal:</p> <p>Proposed introduction of 20mph limits on Peachcroft Road and residential roads on Peachcroft and Dunmore estates</p> <p>Proposed introduction of 30mph limits on Dunmore Road, Audlett Drive, Copenhagen Drive and Colwell Drive</p> <p>Proposed introduction of 20mph limits in central Abingdon around the Vineyard, Stratton Way, Stert Street, High Street and Ock Street between the junctions of Bath Street and Stratton Way</p> <p>Proposed introduction of 20mph limits in Caldecott Road, Saxton Road and residential roads in Caldecott estate</p> <p>Proposed introduction of 20mph limit on Oxford Road between Tesco Express at 15 Oxford Road and roundabout with Radley Road.</p> <p>However, we cannot support and wish to object to the following proposals:</p> <p>Proposed introduction of 20mph limit on Oxford Road between Tesco Express at 15 Oxford Road and Peachcroft Roundabout. This section of road is a major movement corridor with 6 buses per hour for large parts of the week, with regular bus services late into evenings and on Sundays.</p> <p>Proposed introduction of 20mph limit on Ock Street between Stratton Way and Marcham Road. Again this is a major movement corridor carrying multiple bus services including service X2 (3bph), X1 (2bph), 41 (1bph), 45 (1bph) as</p>

	<p>well as buses from other operators. This corridor has very wide road widths and these should be a focus for bus priority measures rather than introduction of unnecessarily low speed limits to slow buses down.</p> <p>Wootton Road between Dunmore Road and Stratton Way. Again this is a major movement corridor carrying bus services X1 (2bph), 33 (1bph) as well as buses from other operators and numerous school / college buses to John Mason School and Abingdon College.</p> <p>B4017 between Stonehill Lane and Ock Street. This is a major movement corridor between Abingdon and Didcot and carries bus route X2 (3bph) as well as numerous school services to Didcot schools. Large sections of this corridor have sufficient space to implement bus priority measures, as we have already suggested to the council and we believe this should be the focus on this corridor.</p> <p>The rationale for our objection is set out in a joint bus operator letter which was sent to Councillor Gant and various other officers of the county council on Monday 12th September by ourselves and Stagecoach, the other large bus operator in Oxfordshire. Our conjecture would be that each of the examples listed in our points of objection above, the roads involved constitute movement corridors where frequent and planned mixing between traffic and vulnerable road users does not happen on these corridors to a level which would justify the introduction of the 20mph limit, and the deleterious impact on bus journey times that would result from this.</p> <p>Buses need to make progress where they can, in order to be a viable and attractive alternative to private cars and to attract patronage in order to help to achieve the council's stated objectives to remove 1 in 4 car journeys. Following this policy on speed limits will not achieve this and will be highly likely to lead to a material reduction in bus services in Abingdon which will have long term negative impacts on a large number of the residents of the town.</p> <p>Therefore we urge the council in the strongest possible terms to review and amend these proposals.</p> <p>20mph Speed Limit - Support</p> <p>With increasing development in this area, particularly to the North and West of Abingdon the existing 40mph limits are no longer appropriate and we agree should be reduced to 30mph</p> <p>Travel change: Other</p> <p>This will lead to a reduction in bus use, particularly for interurban journeys such as Abingdon - Oxford and Abingdon - Didcot due to the extended bus journey times that will result. It is likely that this would lead to a reduction in bus services, due to the reduced patronage and revenue that would result and this would cause likely further reductions in future - a vicious circle. The impact would be to increase car use which is contrary to the council's plans for modal shift.</p>
(4) Stagecoach Bus Company	<p>Concerns – Stagecoach West has since January 2022 ceased operating buses in this locality.</p>

	<p>While we are not an operator here, we are naturally extremely interested in the application of the policy in this locality inasmuch as this indicates the evolving thinking of the Council in its approach with much more broad implications. Were we still to be an operator, we would be making strong representations, along similar lines to the response we submitted to the Witney consultation.</p> <p>We limit our formal response to say that we consider the manner in which the 20mph policy is applied in and around larger settlements is especially crucial for the ongoing sustainability of bus services in and through these localities. Abingdon is evidently one such locality.</p> <p>We are apprised that Oxford Bus Company/Thames Travel have already made their own technical representations raising similar themes to those we raised for Witney and in accordance with wider issues raised in a joint letter sent to the Council on the 20mph policy.</p> <p>I trust you are aware that dialogue with both bus companies is now well underway at senior level in the Council. We are apprised that the 20mph Team has reverted to OBC regarding their representations on Abingdon, and we can confirm our understanding that at this writing, the conversation is progressing positively.</p>
(5) County Cllr, (Abingdon North division)	<p>20mph Speed Limit - Support Road safety (hundreds of collisions in the past 5 years), reductions in noise pollution, encouraging modal shift and making people think about alternatives to driving. Allowing the community to breathe.</p> <p>20mph Speed Limit - Support Road safety (hundreds of collisions in the past 5 years), reductions in noise pollution, encouraging modal shift and making people think about alternatives to driving. Allowing the community to breathe.</p> <p>Travel change: Yes - cycle more</p>
(6) County Cllr, (Jericho & Osney division)	<p>20mph Speed Limit - Support Slower traffic is safer and more pleasant for all.</p> <p>20mph Speed Limit - No opinion Don't know.</p>

	Travel change: Yes – walk/wheel more
(7) Local Cllr, (Abingdon, Hillview Road)	<p>20mph Speed Limit - Support This will be a major improvement - roads will be safer for all our residents (drivers, cyclists and pedestrians). As the town grows we need to ensure all these road users can travel safely.</p> <p>20mph Speed Limit - Support The ring road is changing in nature - it is now an access road to several new estates, and traffic traveling at 40mph will make joining the road much harder now that access roads robin on both sides.</p> <p>Travel change: Yes – walk/wheel more</p>
(8) Member of public, (Abingdon, Dundas Close)	<p>20mph Speed Limit - Object There is no evidence to support the suggestion that lowering the speed limit will reduce the number of accidents. There are very few accidents across the roads where speed limit reductions are proposed and Government statistics show that speeding is a factor in only 7% of road traffic accidents. Distraction and poor driving standards are significantly higher causes of accidents. A 'blanket approach' is not the answer and simply makes changes affecting a huge number of road users with little to no improvement in the behaviour of a few. Safe drivers will be forced to reduce their speed with no improvement in safety. Unsafe drivers ignore current speed limits and there is no evidence that suggests their driving will be any safer with a lower speed limit. In effect safe driving at 30MPH or 40MPH will become a crime.</p> <p>20mph Speed Limit - Concerns There is no evidence to support the suggestion that lowering the speed limit will reduce the number of accidents. There are very few accidents across the roads where speed limit reductions are proposed and Government statistics show that speeding is a factor in only 7% of road traffic accidents. Distraction and poor driving standards are significantly higher causes of accidents. A 'blanket approach' is not the answer and simply makes changes affecting a huge number of road users with little to no improvement in the behaviour of a few. Safe drivers will be forced to reduce their speed with no improvement in safety. Unsafe drivers ignore current speed limits and there is no evidence that suggests their driving will be any safer with a lower speed limit. In effect safe driving at 30MPH or 40MPH will become a crime.</p> <p>Travel change: No</p>

(9) Member of public, (Abingdon, Lammas Close)	<p>20mph Speed Limit - Object Abingdon does not go at this speed</p> <p>20mph Speed Limit - Concerns Most days you can't get up to 30 anyway</p> <p>Travel change: No</p>
(10) Member of public, (Abingdon, Willow Brook)	<p>20mph Speed Limit - Object Abingdon can be a progressive forward looking pleasant market town with a distinguished history. Lets not be a quagmire of nimby old codgers whom nobody in their right mind would go to.</p> <p>20mph Speed Limit - Concerns At commuter times, it is a traffic queue anyway so nothing is gained from speed limits. At night time and after hours, 40+ mph in places seems better suited than 30.</p> <p>Travel change: Other I already walk and cycle. In a 20 zone I'd worry about whether I'll be speeding (quite rarely) on a bicycle. The 20 limit would discourage best cycling.</p>
(11) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - Object I feel that the existing 30mph limit on residential roads does not cause me or my family any issues at present, and we live in Abingdon on a road where the proposed reduction in speed limit would be applied. Furthermore, the journey time for my work commute (for which I need a car for work-related travel) will increase, along with numerous other social/family engagements.</p> <p>20mph Speed Limit - Concerns I think the speed limit on the roads which are not bounded by houses on both sides should not be reduced. I don't see this as a safety concern.</p>

	<p>The areas which are developed with the new housing developments in North Abingdon should not have decisions made until at least 75% of those houses have been filled. At that point only should this be consulted upon, so the eventual residents of those houses (who these changes will affect most) have the opportunity to express their concerns and feelings.</p> <p>Travel change: No</p>
(12) Member of public, (Abingdon, Twelve Acre Drive)	<p>20mph Speed Limit - Object Existing speed limits are fine, although need to be enforced at their current level. I could see the argument for making the road speed 20mph around the schools in the town.</p> <p>20mph Speed Limit - Concerns I think that by reducing the speed limits on the ring road that pollution will be increased. As it is, I don't feel I can comfortably open my windows during the day. I live in a property directly backing on to the ring road and can assure you that existing speed limits are largely observed throughout the day. However, in the early hours of the morning and at night the road becomes more of a race track. If you can enforce the existing limits at non peak times, then this would be adequate.</p> <p>Travel change: No</p>
(13) Member of public, (Didcot, Cole Court)	<p>20mph Speed Limit - Object Lower speed limits result in complacent drivers, higher emissions and greater wear on vehicles. Environmentally, lowering the speed limit to this level does not make sense.</p> <p>20mph Speed Limit - Concerns As per my previous description, lower speeds result in complacent drivers, greater emissions and greater wear on vehicles.</p> <p>Travel change: No</p>
(14) Member of public, (Abingdon, Ock Street)	<p>20mph Speed Limit - Object Traffic is already a huge problem and reducing the speed limit won't improve that.</p>

	<p>20mph Speed Limit - Concerns See no benefit in further hampering the motorist.</p> <p>Travel change: No</p>
(15) Member of public, (Abingdon, The Hyde)	<p>20mph Speed Limit - Object Whilst there is a case for some 20mph zones in Abingdon the blanket coverage is totally over the top as usual from our county and district councils. Also the blanket reduction of the excuse for a ring road is just another over reaction. I have lived in Abingdon for 35 years and everything the council does fails to address the main problem it's a medieval road layout and it needs a COMPLETE ring road that stops almost all traffic going through the centre. A few thousand pounds on new road signs and road markings is a big copout and not a solution to the problem. In the meantime large lorries, tipper trucks and HGV driving school vehicles run through the town centre all day and are a greater danger</p> <p>20mph Speed Limit - Concerns Why call it a ring road it's just access to building development land and cannot in anyway be called a ring road especially as it runs one end on to Radley Road</p> <p>Travel change: No</p>
(16) Member of public, (Abingdon, Hadland Road)	<p>20mph Speed Limit - Object The main cause of traffic and by further extent pollution in the Abingdon area is mainly due to the lack of entrances and exits to the A34 and other routes out of Abingdon for example the work on the bridge by the Nags head causes major traffic in the morning. This won't be remedied by lowering the speed limit of the roads as it has no affect on the amount of people who will be using the road at times of high traffic. I think by adding in a slip road to the A34 by lodge hill garage and adding in more routes as well as support for other routes out of Abingdon (like at Nags head and south Abingdon) it will cause less stationary traffic at busy times of the day. Included in this I would extend the nags head bridge to include a drop off section for deliveries which blocks a whole lane of the bridge causing traffic.</p> <p>20mph Speed Limit - Concerns</p>

	<p>The ring road isn't classed as a residential area and is a means of getting around the traffic through the town centre, if this speed is lowered then it'll take longer to get around town which affectively adds to the pollution instead of lowering it.</p> <p>Travel change: No</p>
(17) Member of public, (Abingdon, Thornley Close)	<p>20mph Speed Limit - Object The speed limit is not the biggest safety issue. The pot holes, cracks and mounds in the roads cause real issues for cyclists. Its got so bad I no longer cycle into town after getting a wheel in a crack and falling off.</p> <p>20mph Speed Limit - No opinion The roads are generally quite congested so traffic doesn't seem to go above 30mph anyways. There are the usual suspects racing around at night but i feel dropping the limit will not stop this sort of behaviour.</p> <p>Travel change: No</p>
(18) Member of public, (Abingdon, Hobbs Close)	<p>20mph Speed Limit - Object It means journeys take longer, therefore cars are running for longer. More frustrated drivers causing issues.</p> <p>20mph Speed Limit - No opinion Not sure it would make much difference</p> <p>Travel change: No</p>
(19) Member of public, (Abingdon, Shelley Close)	<p>20mph Speed Limit - Object People need to be driving to the conditions. Also there are many hazards (parked cars, etc) which require your concentration to be on the road ahead and not your speedo!</p> <p>20mph Speed Limit - Object The ring road is perfectly fine at 40. Wide verges and pavements. Again, need to concentrate on the road, not your speedo!</p>

	Travel change: No
(20) As a business, (Abingdon/ Appleford)	<p>20mph Speed Limit - Object The impact of slowing many of the speed limits in Oxfordshire is really significant. We are a care business and our carers who encounter 20mph speed limits will take 50% longer to reach their destinations. This impacts on the care they provide and reduces their earnings</p> <p>20mph Speed Limit - Object The impact of slowing these speed limits in Abingdon from 40mph to 30mph is really significant. We are a care business and our carers who encounter 30mph speed limits will take 25% longer to reach their destinations. This impacts on the care they provide and reduces their earnings</p> <p>Travel change: No</p>
(21) Member of public, (Abingdon, Wootton Road)	<p>20mph Speed Limit - Object The data does not support a town the size of Abingdon going to 20mph. The environmental argument is unproven, the cost of enforcement is not available and the unnecessary signage will be a huge eyesore. The road accident data does not support the change</p> <p>20mph Speed Limit - Object Completely unnecessary. Visibility is great. 30mph will simply generate revenue for the council from cameras</p> <p>Travel change: No</p>
(22) Member of public, (Radley, Lower Radley)	<p>20mph Speed Limit - Object Too much attention to speedo and not enough attention to the road will lead to accidents. Pedestrians take more risks in lower speed areas stepping out thinking drivers will brake but if the driver has his eyes fixed on his speedo he might well miss the hazard. Cars will use more petrol as lower gears needed and thus higher emissions. Slowing down traffic causes congestion to build up, again with higher emissions. Do not believe this blanket roll out of lower speeds will benefit the public. It is money ill spent when potholes and pavements are in a parlous state and the ruling Council party is applying political motives and are not acting on the wishes of the majority of motorists. We have cycle lanes in Abindon which few cyclists ever use. They say they are not convenient.</p>

	<p>20mph Speed Limit - Object Most of the route is negotiable with no danger at 40 mph. Traffic lights are installed for pedestrians to cross safely. There is no justifiable reason to decrease the limit</p> <p>Travel change: No</p>
(23) Member of public, (Abingdon, Thesiger)	<p>20mph Speed Limit - Object Slows down traffic which adds to pollution</p> <p>20mph Speed Limit - Object Keeps traffic out of the centre of Abingdon</p> <p>Travel change: No</p>
(24) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - Object The blanket approach to 20 mph speed limits appears more to do with forcing people to use cycles or public transport rather than a targeted approach to safety issues on specific roads. I do not see any specific data about improvements in safety for this, just general comments about it is safer to drive at a lower speed - this could apply to any roads including dual carriageways and major roads, so hence is not sufficiently credible. I suggest this is more about Oxfordshire councillors having a personal agenda because they are in favour of cycling and are trying to restrict car usage. I do not make unnecessary car journeys and feel this is a restriction on my movements at a safe speed. The specific accident data needs to be shown for all roads with a proposed 20 mph limit.</p> <p>20mph Speed Limit - Object There is no specific accident data in support of this proposal, and I have only seen general comments about lower speeds are safer from councillors. This generalist approach is not sufficiently credible for reducing a speed limit. This is particularly the case given that the south facing slip roads at Lodge Hill have not been completed, and hence the ring road is used to transit around Abingdon. There are no private gardens, schools, or other risk areas adjoining the 40 mph limits on the Dumore Road and Twelve Acre Drive, so I see no reason to reduce the 40 mph limit.</p> <p>Travel change: No</p>

<p>(25) Member of public, (Abingdon, Ethelhelm Close)</p>	<p>20mph Speed Limit - Object I object to blanket reduction of speed limits it should be based on data and facts by each road</p> <p>20mph Speed Limit - Object It is not necessary to reduce the speed limit unless data and facts are brought to bear on that particular road</p> <p>Travel change: No</p>
<p>(26) Member of public, (Abingdon, Evelin Road)</p>	<p>20mph Speed Limit - Object Please provide evidence of the accidents in the proposed areas due to 30MPH speed? Who will police the limits, Abingdon has many drivers exceeding the current limits and driving very unsafely. South Abingdon have chicanes whilst North has speed humps, neither work! I experienced the Abingdon Road this morning, had to drop my wife off to catch coach, It is now 20MPH. I was overtaken by a cyclist whilst adhering to the speed limit. I also checked my MPG, as I used to do this trip regularly. There was virtually no traffic on the road and I returned 28.8MPH. Could see the MPG dropping significantly in the 20 limit. I keep a very close eye on diesel usage, prior I used to get in excess of 40MPG, a 28% reduction!!!! With the current price of diesel I am now paying over double for that same journey previously from Abingdon to Oxford. In addition I use cruise control to maintain a constant speed but it only, like other cars, works at 20MPG plus. Think again, we need facts, figures and evidence that it's going to work, as this is adding to global warming, fossil fuel usage, driving costs, and more pollution! I cannot afford to change my car to electric. Please reconsider but only introduce in school areas.</p> <p>20mph Speed Limit - Object Same as previous. Optimum efficient speeds for most cars are between 50 and 60 MPG. This is impossible in built up areas but must be considered on other less dangerous roads. There are graphs on line to prove my numbers, so let's stay as we are and save the planet!</p> <p>Travel change: No</p>
<p>(27) Member of public, (Abingdon, Audlett drive)</p>	<p>20mph Speed Limit - Object At the times I use the roads, they are relatively clear, and it is perfectly safe to go at current speeds. To go slower will cause higher petrol consumption, therefore higher emissions over a longer time. Frustration will build up at being</p>

	<p>held back (given safe conditions) therefore a higher potential for human error to creep in as many peoples pulse rate rises in frustration . If there are any cyclists, this will make the manoeuvre of overtaking more difficult and dangerous as the speed of car and bike will be closer, so a further distance required. It is scheme's like this that drive a bigger wedge between cyclists and drivers (majority driving rather than cycling) and it won't encourage significant uptake of cycling (this is the UK, rain is common, and we are all time poor. First World problems I know 😊). Please don't do it, suicide rates are already up, we don't need more depressing news to add to the general woes we all already face (Russian wars, cost of living crisis, general post covid etc), we need positive news for the masses, not for the few this would ultimately benefit.</p> <p>20mph Speed Limit - Object At the times I use the roads, they are relatively clear, and it is perfectly safe to go at current speeds. To go slower will cause higher petrol consumption, therefore higher emissions over a longer time. Frustration will build up at being held back (given safe conditions) therefore a higher potential for human error to creep in as many peoples pulse rate rises in frustration . If there are any cyclists, this will make the manoeuvre of overtaking more difficult and dangerous as the speed of car and bike will be closer, so a further distance required. It is scheme's like this that drive a bigger wedge between cyclists and drivers (majority driving rather than cycling) and it won't encourage significant uptake of cycling (this is the UK, rain is common, and we are all time poor. First World problems I know 😊). Please don't do it, suicide rates are already up, we don't need more depressing news to add to the general woes we all already face (Russian wars, cost of living crisis, general post covid etc), we need positive news for the masses, not for the few this would ultimately benefit</p> <p>Travel change: No</p>
(28) Member of public, (Abingdon, Bath Street)	<p>20mph Speed Limit - Object No justifiable reason to reduce below 30 mph - adds to congestion and therefore carbon emissions. Negligible difference in safety of pedestrians and cyclists.</p> <p>20mph Speed Limit - Object Again entirely unnecessary. Negligible benefits and likely negative consequences in terms of congestion and greenhouse gas emissions.</p> <p>Travel change: No</p>

(29) Member of public, (Abingdon, Metcalfe Close)	<p>20mph Speed Limit - Object I don't feel it's necessary to reduce the speed limit to 20mph. Traffic in Abingdon is atrocious at the best of times, I feel reducing the speed limit will just make this worse.</p> <p>20mph Speed Limit - Object Again, I don't feel it is necessary to reduce the speed limit on the ring road. I feel cyclists and pedestrians are already catered for with a wide footpath and separate cycle lane. There is no need for cyclists or pedestrians to be on the road. There are a number of dedicated light controlled crossing points for cyclists and pedestrians to use when crossing the road.</p> <p>Travel change: No</p>
(30) Member of public, (Abingdon, Duffield Close)	<p>20mph Speed Limit - Object Where is the evidence of accidents that were caused by travelling at 30 or 40 mph? Waste of money changing all signs and road markings.</p> <p>20mph Speed Limit - Object Where is the evidence of accidents that were caused by travelling at 30 or 40 mph? Waste of money changing all signs and road markings.</p> <p>Travel change: No</p>
(31) Member of public, (Sunningwell, Church Farm)	<p>20mph Speed Limit - Object It will cause more pollution. Most cars won't comply with it. It will lead to frustration from more aggressive motorists. It won't be policed.</p> <p>20mph Speed Limit - Object It's not necessary. The public transportation isn't there to encourage alternative travel. Buses are too expensive. It's a ring road.</p> <p>Travel change: No</p>

(32) Member of public, (Abingdon, St Amand Drive)	<p>20mph Speed Limit - Object Speed limits (of any value) are only useful if they are obeyed and enforced. 20mph speed limits are incredibly difficult to enforce. While traffic management systems can be used, they just cause speeding up and slowing down. The section of Marcham Rd between the Esso garage and the A34 was changed from national speed limit to 30mph over 20 years ago, but this still hasn't and doesn't stop at least 30% of drivers speeding on this road. The data on incidence and injury of traffic accidents, leads to confusing conclusions. While lower speeds cause less severe injuries, the incidence of accidents is also higher. It implies low speed traffic probably leads pedestrians to be less aware and cautious of the dangers. By increasing 20mph zones, overall accidents will actually increase. There is a school of thought that says, increase all speed limits to 60mph, and pedestrians would learn to cross roads safely. While accidents would almost always be fatal, there would be less pressure on NHS resource due to no injuries to care for. I'm not actually advocating this, but the data drives this conclusion as well. In terms of risk management, 20mph roads hold the same risk factor that 60mph roads do. If you are involved in an incident it is far more likely at will be at 20 or 30mph though the injury is likely not to be fatal. While it is quite unlikely the incident would be at 60mph but the injury almost always fatal.</p> <p>A better solution is better driver and pedestrian education. Proper integrated transport solutions that keep vehicles and pedestrians apart as much as possible, and only allow them to cross at safely managed intersections.</p> <p>20mph Speed Limit - Object The ring road has relatively little pedestrian/vehicle interaction. It has wide pavements and designated cycle lanes. The aim of the ring road was and is to keep traffic out of the town that doesn't need to be there. Leaving the speed limit at 40 would encourage this even more if the other roads were changed to 20mph.</p> <p>Travel change: No</p>
(33) Member of public, (Grove, Mallard Way)	<p>20mph Speed Limit - Object Slowing down the traffic in an already congested town is not the answer. Crossings would be a much better alternative.</p> <p>20mph Speed Limit - Object I do not believe that speeding is an issue in that area and I do not think that there would be any benefits to reducing the speed limit</p>

	Travel change: No
(34) Member of public, (Abingdon, Masfield Crescent)	<p>20mph Speed Limit - Object Where is the evidence that the assertions made in the proposal are true?? This is a typical waste of money by the council all such schemes are expensive & achieve little as most people will be criminalised as they ignore such limits.</p> <p>20mph Speed Limit - Object Same comment as for 20mph Waste of money!</p> <p>Travel change: No</p>
(35) Member of public, (Wootton, Arthur Evans Close)	<p>20mph Speed Limit - Object Not nessesary</p> <p>20mph Speed Limit - Object Not nessesary</p> <p>Travel change: No</p>
(36) Member of public, (Abingdon, Letcombe Avenue)	<p>20mph Speed Limit - Object Increased journey times. Frustrated driver. No impact on safety. Will not be enforced anyway. Waste of public money.</p> <p>20mph Speed Limit - Object There have never been any issues so why waste public money changing what is not a problem? Increased journey time, frustration, being over taken by those who will not know what the limit is. How is that improving safety?</p> <p>Travel change: No</p>

(37) Member of public, (Prefer not to say)	<p>20mph Speed Limit - Object No benefit and enormous frustration and inefficient travel</p> <p>20mph Speed Limit - Object 30 is too slow for a wide road with housing set back</p> <p>Travel change: No</p>
(38) Member of public, (Wantage)	<p>20mph Speed Limit - Object You'll do it anyway, so no need for a comment.</p> <p>20mph Speed Limit - Object As above</p> <p>Travel change: Other Avoid the area. Spend less money there. Vote you out.</p>
(39) Member of public, (Abingdon, Dundas Close)	<p>20mph Speed Limit - Object I do not think that reducing the speed limit to 20mph is necessary. Unless cameras are placed everywhere motorists will not stick to the speed limit, it is far too slow. 30mph is sufficient to prevent accidents and any lower than this is excessive.</p> <p>20mph Speed Limit - Object The 40mph roads are away from pedestrian areas and there are plenty of crossing with traffic lights for those who wish to cross the road, as well as cycle paths for cyclists. There is no need to reduce the speed limit and it will cause congestion on already busy roads.</p> <p>Travel change: No</p>
(40) Member of public, (Abingdon, Nuneham Square)	<p>20mph Speed Limit - Object</p>

	<p>Abingdon is often at a standstill as it IS, and cutting the speed limit will just mean cyclists getting tail-gated and even more standing traffic. Pollution is shocking in the town center, even with all the efforts made to criminalise the car driver for daring to actually use it.</p> <p>20mph Speed Limit - Object We lobbied hard, many years ago, for a ring road to relieve traffic coming through the town. There haven't been any accidents on the road for years, and even then they were caused by faulty cycles or cyclists not paying attention. I absolutely cannot understand this move, particularly in light of the new houses. People will get angry, drivers will ignore the limit or tailgate those who do acknowledge it, and pedestrian crossings and cycle paths are already in place! It makes me want to move out of Abingdon and will further deter people who don't want to come as the bridge has not been mended, neither has the multi-storey car park, and free parking has been reduced. Demonising the motorist is NOT the way forward!!!</p> <p>Travel change: No</p>
(41) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - Object The current speed limits are adequate. It is dogfight to maintain a steady speed at 20mph, especially in large roads.</p> <p>20mph Speed Limit - Object Same as my previous answer</p> <p>Travel change: No</p>
(42) Member of public, (Abingdon, Nuneham Square)	<p>20mph Speed Limit - Object I'm already regularly tailgated driving at 30mph, those same people will be very angry stuck behind me at 20. There are no police around to enforce the 20 zones, so the people want to will just happily break the limit and those who follow the limit will end up being intimidated everywhere they go. 20mph also makes overtaking cyclists more dangerous, so you'll have an increase in dangerous overtakes of people on bikes. I would rather have cars get their overtake done quickly, than slowly cruise past and end up veering into me because they misjudged how slow a 20mph overtake is. I get you're trying to convince people to walk/bike, but forcing them by making the roads awful to drive on is not the way.</p> <p>20mph Speed Limit - Object</p>

	<p>The whole point of the ring road is to convey traffic around the outskirts at a higher speed and flow than the gridlock in town. Reducing the speed will reduce this effect for no gain at all. The pedestrian path is a safe enough distance from the road that I'm not aware of any incidents on the ring road involving pedestrians.</p> <p>Travel change: No</p>
<p>(43) Member of public, (Abingdon, Kysbie Close)</p>	<p>20mph Speed Limit - Object</p> <p>I am objecting because I do not believe the council will stop at applying the 20mph limit to just residential roads. I believe they will apply it across abingdon carte blanche. For years there was talk of a new bridge to alleviate the traffic issues in Abingdon. It was never forthcoming. Instead we had traffic lights on the old bridge causing further congestion in Abingdon. There is no investing in Abingdon, instead the green agenda is rolled out time and time again and this is just part of that. Closing down part of the multistorey car park, reducing free time in car parks from 2 hours to 1 hour. Abingdon town centre is dying. Instead of concentrating on that, the council titivates under the guise of doing something for the environment and safety to appease the vocal minority. What is your reasoning for reducing the speed limit? How about publishing facts on around number of deaths, and serious accidents involving speed as a contributing factor. The population could then make informed decisions on the roads where these deaths occurred and these should be looked at as to whether speed limits would make them safer. However, I am sure none of this will be done - please prove me wrong.</p> <p>20mph Speed Limit - Object</p> <p>The ring road includes dunmore road. Which is a 40. Reducing it to 30 will be because there are more housing being built on this road. This was only agreed if the lodge hill junction was made into a diamond junction therefore reducing the number of cars requireinf to drive through dunmore road. Of course the building of houses has gone ahead, and ther eis no movement on the diamon junction. As there is no movement on forcing the developers to provide additional infrastructure suchs as schools, doctors surgeries or dentists. These should have been part of the orginial negotiations, and would mean that kids would not be required to cross Dunmore road from the new estates, and that their parents cars would not require to drive along dunmore raod as they could walk their children to school. Again, the council has let the developers do what they like. Why do not the councillors and town planners hold themselves responsible for creating the problem. Instead, stick up some 30mph signs, a big hearty slap on their backs, blinkers on and saying oooh didn't we do a good job.</p> <p>Travel change: Other</p> <p>Yes. I will not come into Abingdon.</p>

	<p>Why is this answer not an option? Instead all your options above will enable you to put a positive spin on it. You survey design is knowing biased as your marketing know most people will just click a given radio button rather than spend time given a written response.</p>
<p>(44) Member of public, (Abingdon, The Warren)</p>	<p>20mph Speed Limit - Object 20mph zones are impossible to stick to. Clifton Hampdon and Milton Park are prime examples of this. This will negatively impact people's journeys adding time and causing further congestion in Abingdon.</p> <p>20mph Speed Limit - Object There is no need to reduce the speed of the ring road. I don't believe the logic used to support this.</p> <p>Travel change: No</p>
<p>(45) Member of public, (Abingdon, Foster Road)</p>	<p>20mph Speed Limit - Object 20mph will cause more problems with the increasing traffic in the local area</p> <p>20mph Speed Limit - Object A ring road doesn't need to be as slow as 30mph. It will cause more traffic issues rather than make it safer</p> <p>Travel change: No</p>
<p>(46) Member of public, (Didcot)</p>	<p>20mph Speed Limit - Object As a regular visitor to Abingdon</p> <p>20mph Speed Limit - Object As a regular visitor to Abingdon</p> <p>Travel change: Other It will not change my mode of transport, but I would actively avoid coming to Abingdon, which might suit the agenda anyway</p>

<p>(47) Member of public, (Didcot, Grange Beck)</p>	<p>20mph Speed Limit - Object It is based on flawed reasoning and generic thinking. Let us see the real statistics for Abingdon on how many people have been killed on the proposed roads and how many lives it will save. It also means that cyclists face more danger as they will not be subject to the 20 mph limits due to no way of enforcement therefore will mean they move progressive against vehicles and come into more contact as cars do not expect cyclist to overtake them. Stop messing up all our towns the same way as oxford, which is now a nightmare for businesses and not worth visiting. Can't wait for south oxford to pull out and become a unitary authority to stop these stupid plans. You do consultations and then ignore them</p> <p>20mph Speed Limit - Object Leave all limits as they are, maybe just change limits within a set distance of schools to 20, but this needs to only be the immediate area, like 100 metres</p> <p>Travel change: No</p>
<p>(48) Member of public, (Abingdon, Westfields)</p>	<p>20mph Speed Limit - Object It will make congestion and pollution worse around abingdon. It will discourage more people to come to abingdon</p> <p>20mph Speed Limit - Object Will increase congestion and pollution. It will turn people away from coming to abingdon</p> <p>Travel change: No</p>
<p>(49) Member of public, (Abingdon, St Johns Road)</p>	<p>20mph Speed Limit - Object Although I would welcome a 20 mph limit in residential roads I don't think it would make any difference in practice. There's a 30 mph limit in my road and people still race along it. We'd just have a load more street signs (= cost and unsightliness) and no improvement</p> <p>20mph Speed Limit - Object The ring road offers a possibility of going a bit faster. Desperately needed for those of us who live in North Abingdon and need to go south on the A34. It is a wide road with a well defined cycle path. There is no need to reduce speeds.</p>

	Travel change: No
(50) Member of public, (Abingdon, Gainsborough Green)	<p>20mph Speed Limit - Object</p> <p>There is no need or evidence to support the need for this change. I don't object in the immediate roads adjacent to a school but elsewhere there is no need. It will just cause frustration and aggravation and I'm sure the sole purpose of this will be to later install speed checks and generate revenue from fines. There are more important issues like building more roads to support the growing number of vehicles and direct them away from the town centre, more access to A34, bypass roads (A415 Culham to A34). The town is already gridlocked most school runs so changing the speed limit won't help. Drivers running late and frustrated from insufficient roads are more of a risk as it causes road rage etc that a 20mph limit will not help.</p> <p>20mph Speed Limit - Object</p> <p>There is no need or evidence to support the need for this change. It will just cause frustration and aggravation and I'm sure the sole purpose of this will be to later install speed checks and generate revenue from fines. There are more important issues like building more roads to support the growing number of vehicles and direct them away from the town centre, more access to A34, we need bypass roads (A415 Culham to A34). The town is already gridlocked most school runs so changing the speed limit won't help. Drivers running late and frustrated from insufficient roads are more of a risk as it causes road rage etc that a 20mph limit will not help.</p> <p>Travel change: No</p>
(51) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - Object</p> <p>By all means, 20mph where there is a need, backed by data to suggest a road is dangerous but not every road within the boundary to 20mph, surely grinds us more to a halt than ever?!</p> <p>20mph Speed Limit - Object</p> <p>The majority of the ring road is not pedestrian or cycle heavy, there is already a cycle/footpath for most of the northern perimeter. The majority has few junctions which are very clearly visible. Making this a 30mph road serves no useful purpose at all, other than frustrating motorists, unless there is evidence of accident or safety black spots.</p> <p>Travel change: No</p>

(52) Member of public, (Abingdon, Oxford Road)	<p>20mph Speed Limit - Object Greater congestion</p> <p>20mph Speed Limit - Object Greater congestion</p> <p>Travel change: No</p>
(53) Member of public, (Abingdon, Meadowside)	<p>20mph Speed Limit - Object As someone who travels mainly by foot or bicycle, I find that the function of a road network is to allow people to travel as quickly as it is safe to do so, not to provide an attractive environment or a space principally aligned to the interests of cyclists. The problem of congestion in Abingdon will not be solved by this new speed limit (instead, likely effective strategies could be to repair Abingdon bridge back to two lanes of traffic, or add another access point to A34 at Lodge Hill. Perhaps the option most certain to address congestion would be to limit any further population growth of our town, possibly lobbying national government to invest in 'the North' as they often suggest). As for the impact of a lower speed limit on pollution and carbon footprint: this is entirely dependent on the types of vehicle using the roads not their maximum speed. If every road user drove an electric vehicle (car or bike) local pollution would be negligible whether or not people drove at 20 or 30 miles per hour I would rather local and indeed national government concentrated on more pressing issues than road speed limits. Perhaps a focus on education, law and order, and addressing exceedingly high inflation to name but three.</p> <p>20mph Speed Limit - Object A ring road that provides for the rapid movement of people around the town, avoiding the centre, has clear benefits regarding easing congestion. No less importantly such a ring road clear benefits for facilitating day to day life in our town. This ring roads currently have wide cycle paths next to them and reducing the speed limits on these roads simply makes them less useful for very little if any benefit.</p> <p>Travel change: No</p>
(54) Member of public, (Abingdon, Wootton)	<p>20mph Speed Limit - Object</p>

	<p>I don't believe the accident rate is that which would need to lower the speed limit so drastically. And as for the greener planet excuse, cars would be on the road for longer periods of time, thereby not reducing their emissions. 30mph is a reasonable speed to travel at within towns, 20 is just ridiculously slow and probably not very good for the car, or one's patience</p> <p>20mph Speed Limit - Object The ring road has a cycle track and pedestrian path, therefore not much reason to reduce the speed. I have found most drivers to be courteous and let other drivers to join the traffic. Really no need to reduce the speed limit</p> <p>Travel change: No</p>
(55) Member of public, (Prefer not to say)	<p>20mph Speed Limit - Object A blanket 20mph restriction is not appropriate, it needs to be focussed on areas of risk. When the limit is imposed without discretion I tend to find I've drifted off when driving - it is well known that inappropriate speed limits are disrespected and cause driver inattention. Focus a very low limit in an area of risk and you're highlighting that risk to drivers and are highly likely to get great compliance - do it everywhere and you reduce that impact so likely making roads more dangerous, not less.</p> <p>20mph Speed Limit - Object The 'ring road' is a wide, well designed road with an excellent segregated cycle path and foot path. It is perfectly designed for and entirely safe at 40mph and anything lower will be disrespected and, if adhered to, will have negative impacts for journey times and so efficiency and economic output.</p> <p>Travel change: No</p>
(56) Member of public, (Radley, Radley College)	<p>20mph Speed Limit - Object These proposals are anti-car rather than part of a holistic strategy.</p> <p>20mph Speed Limit - Object Motorists are not the enemy - they are ordinary people trying to get to work. Until there are comprehensive improvements to public transport we need to stop bashing motorists and let people get on with their lives. These roads are designed for and safe at 40mph</p>

	Travel change: No
(57) Member of public, (Abingdon, Marina Way)	<p>20mph Speed Limit - Object The traffic in and around Abingdon is already a huge problem so lowering the speed limit will only increase this,also it is difficult to achieve a speed of over 20mph in most areas of Abingdon due to the traffic so I don't feel that it would be beneficial at all.</p> <p>20mph Speed Limit - Object I don't feel it would be of any benefit and will increase the traffic build up and increase the road rage of drivers resulting in more possible accidents.</p> <p>Travel change: No</p>
(58) Member of public, (Abingdon, Orpwood Way & Alexander Close)	<p>20mph Speed Limit - Object Queuing all around abingdon is already an issue and this would likely further disrupt the issue as well as being completely unnecessary.</p> <p>20mph Speed Limit - Object The ring road is on a whole used to get around the town quicker rather than going through and would be completely unnecessary.</p> <p>Travel change: No</p>
(59) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - Object It will increase journey time, and as many drivers will drive with no regard for the changes there is the possibility of an increased number of incidents and near misses. It is also unnecessary, as it does not increase road safety and has a negligible environmental impact.</p> <p>20mph Speed Limit - Object As mentioned before, this will not benefit the roads with regards to either safety or environmental impact, and may cause an increased number of incidents due to larger speed differences.</p>

	Travel change: No
(60) Member of public, (Abingdon, Thesiger Road)	<p>20mph Speed Limit - Object It doesn't tackle the real issues or root causes of danger to cyclists and why cyclists feel unsafe. For example, poor road junction design, poor road surface, close passing, inconsiderate driving, lack of policing, etc.</p> <p>20mph Speed Limit - Object Unnecessary. It is used as an illusion of doing something rather than tackling to root cause. Why for example does the ring road not have double giveways at each side road T junction to protect cyclists on the cycle path and encourage more use?</p> <p>Travel change: No</p>
(61) Member of public, (Abingdon, Mill Road)	<p>20mph Speed Limit - Object There is no need for this. Quite often traffic is moving much slower, I feel it will just result in frustration which could be far more dangerous. I have also travelled in other towns where this limit is already in operation. Very often it is ignored and there are no visible signs of any enforcement cameras etc. So it is just a waste of money. Also it is my opinion that if it is imposed it will not result in more people using other forms of transport.</p> <p>20mph Speed Limit - Object I see no reason to justify this. It is a ring road intended to keep traffic flowing.</p> <p>Travel change: No</p>
(62) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - Object Absolutely stupid idea, all councils are doing their very best to get cars off the road. 30MPH limits have been in use for years.</p> <p>20mph Speed Limit - Object With the traffic situation in Abingdon its almost impossible to get above 40mph anyway. And when the new houses are all built it will be mayhem. Get the junction onto the A34!!</p>

	Travel change: No
(63) Member of public, (Abingdon, Masfield)	<p>20mph Speed Limit - Object Traffic is already slow with many traffic jams, 20 unnecessary particularly on the ring road</p> <p>20mph Speed Limit - Object Much of the ring road is only used by cars. 40 is fine. It does however need more crossing areas.</p> <p>Travel change: No</p>
(64) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - Object 20mph speed limit is unnecessary. Traffic flow around Abingdon is already slow. More focus should be placed on improving the bus routes, and ensuring a diamond junction at North Abingdon to reduce town centre congestion.</p> <p>20mph Speed Limit - Object See previous comment.</p> <p>Travel change: No</p>
(65) Member of public, (Shippon, Faringdon Road)	<p>20mph Speed Limit - Object A blanket imposition is unnecessary. Select thd roads where there is the greatest need. The volume of traffic already self regulates the speed. If all is flowing smoothly there is no need go reduce the speed from 30 to 20. Also no point in putting in new speed limits when the existing limits are not enforced!</p> <p>20mph Speed Limit - Object Unnecessary. Where is the evidence? It will create more traffic jams</p> <p>Travel change: No</p>
(66) Member of public, (Abingdon, Pagisters Road)	<p>20mph Speed Limit - Object</p>

	<p>Where there are already 20mph roads in various places in Oxfordshire, I find I spend too much time looking at my speedometer rather than the road. It is quite difficult to drive at 20mph. I would rather it was 30mph and leave me able to watch the road the whole time without worrying about going over 20mph.</p> <p>20mph Speed Limit - Object 40mph works well on the ring road currently.</p> <p>Travel change: No</p>
(67) Member of public, (Abingdon, Tower Close)	<p>20mph Speed Limit - Object There is absolutely no need to drop the speed limit on any of the main roads. This will just lead to more congestion in and around the town.</p> <p>20mph Speed Limit - Object Keep it at 40mph that is a fair speed for the ring road.</p> <p>Travel change: No</p>
(68) Member of public, (Abingdon, Caldecott Road)	<p>20mph Speed Limit - Object 20mph speed limits must by nature, must be self enforcing and combined with further traffic calming measures. A costly project. Specialising in traffic matters as a profession, I can say with certainty that the notion of reducing speed limits in turn makes roads safer is false, poor driver training and not paying attention is what makes roads dangerous, not speed. Abingdon's residential roads are already self enforcing due to road layout/traffic calming and it is often not possible to do 30mph. Changing what's displayed on a sign will not make a difference. To enable effective flow through the town the major roads including the ring road should not be changed. This council should focus on sorting our road layout to improve flow, not waste time with this silly idea.</p> <p>20mph Speed Limit - Object Must stay as it is to maintain effective flow around the town. If it is reduce there will be not benefit of a "ring road" and people may switch to inner town roads.</p> <p>Travel change: No</p>

<p>(69) Member of public, (Abingdon, Villeboys Close)</p>	<p>20mph Speed Limit - Object Traffic in Abingdon is chaotic as it is without further tinkering</p> <p>20mph Speed Limit - Object Traffic is slow enough as it is without further restriction. The point of the ring road is to enable a smooth flow of traffic without having to go through the town centre. DO NOT ALTER THIS</p> <p>Travel change: Other Already walk as a preference, only use a car to carry loads not possible on foot</p>
<p>(70) Member of public, (Abingdon, The Chestnuts)</p>	<p>20mph Speed Limit - Object Traffic will inevitably slow down. Air pollution will be worse as engines labour at low speeds</p> <p>20mph Speed Limit - Object The ring road should be an efficient bypass of the town centre. It already takes longer to traverse the town from one end to the other by ring road. This will make things worse.</p> <p>Travel change: No</p>
<p>(71) Member of public, (Wootton, Home Close)</p>	<p>20mph Speed Limit - Object There is no need to reduce the limits. The current limits are safe and the number of serious accidents is low. It would be better to make the traffic flow properly rather than just slow it down</p> <p>20mph Speed Limit - Object The road flows reasonably well at 40mph. The new housing and the new traffic measures including crossings will slow the traffic where there is a population need.</p> <p>Travel change: Other No it will just make Abindon less attractive and will clog up the roads. It will be bad for the environment and for local business as I will be more likely to shop on-line or elsewhere.</p>

<p>(72) Member of public, (Abingdon, Victoria)</p>	<p>20mph Speed Limit - Object I feel the traffic situation in abingdon is terrible before looking at reducing limits sort out lodge hill junction to elevate the volume of vehicles coming through which will in turn naturally reduce speed because abingdon will not be used so much as a rat run.</p> <p>20mph Speed Limit - Object Please see previous reason</p> <p>Travel change: Other I use my car for work in and around abingdon/Oxfordshire weekdays. Walking mainly at weekends.</p>
<p>(73) Member of public, (Abingdon, Sellwood)</p>	<p>20mph Speed Limit - Object A ring road is supposed to improve traffic flow and make things quicker by taking traffic away this will make me stay in the streets around it</p> <p>20mph Speed Limit - Object As before ringroads are supposed to improve flow this will encourage short cuts</p> <p>Travel change: No</p>
<p>(74) Member of public, (Abingdon, Buckland Mews)</p>	<p>20mph Speed Limit - Object Car driving at 20mph uses more fuel than the car going at 30mph. Lowering speed limit will increase air pollution.</p> <p>20mph Speed Limit - Object Car going at 20mph uses more fuel than at 30mph. Lowering speed limit will increase air pollution</p> <p>Travel change: No</p>

(75) Member of public, (Abingdon, Lammas Close)	<p>20mph Speed Limit - Object It is usually impossible to do more than 20mph in Abingdon. Some of the roads proposed to have a speed cut to 30mph do not have pedestrians crossing except in very rare circumstances e g Copenhagen Drive , Audlett Drive and Peachcroft Road. Therefore any new restrictions are pointless. How many pedestrians have been injured or killed on the above named roads? I cannot remember any. The main danger to life is to those cyclists who insist on cycling on the road instead of using designated cycle paths</p> <p>20mph Speed Limit - Object As detailed before</p> <p>Travel change: No</p>
(76) Member of public, (Abingdon, Staniland Court)	<p>20mph Speed Limit - Object Cost - My assumption is this will cost into the hundreds of thousands pounds in order to put these measures in place. At this time of cost of living crisis are there not better ways to help the public than projects which will have little to no impact on speed limits due to people just not following the new limits. Enforceability - likely to be as enforceable as a 30 mph limit which is not always followed / always possible to enforce.</p> <p>20mph Speed Limit - Object See same reasons as previous answers</p> <p>Travel change: No</p>
(77) Member of public, (Abingdon, Hadland Road)	<p>20mph Speed Limit - Object I don't see the need for this and it will increase emissions.</p> <p>20mph Speed Limit - Object I don't see the need for this and it will increase emissions.</p> <p>Travel change: No</p>

(78) Member of public, (Abingdon, Marcham Road)	<p>20mph Speed Limit - Object 30 is already adequate. If we reduce to 20 what next? 10? 5? Rather than 20, I would support a ban on motors in the town centre.</p> <p>20mph Speed Limit - Object 40 is perfectly adequate on a wide and open well lighted road. 30 would seem too slow and would be largely ignored.</p> <p>Travel change: No</p>
(79) Member of public, (Abingdon, Herman Close)	<p>20mph Speed Limit - Object No supporting evidence of accidents, fatalities, or incidents has been submitted in support of this change. Further, slowing traffic will lead to increased congestion and therefore pollution (non-polluting cars will not be all pervasive for many years) Slowing the circular (Dunmore, 12 acre, Audlett) to 30 is excessive and will not promote its usage any more than present. Targetted 20MPH in danger zones (eg. Town centre, School entrances) would be a much better approach and could be supported more widely.</p> <p>20mph Speed Limit - Object Is there any evidence of accidents, fatalities or incidents suggesting this year round, 24/7 change will reduce such incidents? Personally, I do not hear of such accidents etc. So what is the evidence? Running traffic slower will increase congestion at peak periods and therefore pollution where engines idle in traffic jams/junctions. Considering the new housing along Dunmore it would be better to place more light controlled crossings than to limit speeds to 30mph or provide pedestrian underpasses.</p> <p>Travel change: No</p>

<p>(80) Member of public, (Abingdon, Francis Little Drive)</p>	<p>20mph Speed Limit - Object Because it is not necessary and will not be enforced so it's just a waste of public money. Please find some real things to do.</p> <p>20mph Speed Limit - Object The speed limit is fine. I moved to Abingdon from Oxford specifically to get away from these idiotic traffic changes.</p> <p>Travel change: No</p>
<p>(81) Member of public, (Abingdon, Francis Little Drive)</p>	<p>20mph Speed Limit - Object In no particular order I strongly object to these rules for the following reasons: it seems an unnecessary limit on already slow journeys and an unnecessary expense for the tax payer. The lack of enforcement of existing 20mph zones indicates to me that an increase in those zones is simply further increasing the number of rules which will be disobeyed. When in a 20mph zone I do stick to the limit, however silly it is, and have a number of times been overtaken unsafely making me feel unsafe on those roads. This more rarely happens in a 30mph. Additionally as a cyclist as well as a driver I observe the most frequent and blatant flouting of the highway code by cyclists rather than drivers. E.g. the running of red lights including at pedestrian crossings. I therefore think that the safety of local people would be better improved by improving compliance with the highway code from cyclists and drivers with the existing rules and structures rather than introducing yet more rules to be disobeyed. Furthermore, the majority of sensible drivers will go 20mph rather than 30mph when safety dictates it rendering the reduction of the speed limit unnecessary. Additionally my experience of cycling is that the majority of local drivers are aware and considerate around cyclists.</p> <p>20mph Speed Limit - Object As above. Seems completely unnecessary and a waste of money. The proposals, amongst others in the county make it seem as though most journeys undertaken are unnecessary. With the high cost of fuel and the heavy traffic it is unreasonable to think we all just drive around for fun. If the council were truly concerned with reducing the number of cars on the road then more money would be invested in the alternatives, such as improving the rather poor bus services. Instead the strategy seems to be simply to make it more difficult for ordinary people to go about their lives freely and as they see fit</p> <p>Travel change: No</p>

(82) Member of public, (Abingdon, Penlon Place)	<p>20mph Speed Limit - Object I am objecting the proposals because the main issue with the roads in Abingdon is the traffic and congestion, and this new speed limit will only make the issue worse.</p> <p>20mph Speed Limit - Object Again, this will only make the traffic worse</p> <p>Travel change: No</p>
(83) Member of public, (Abingdon, Parsonmead)	<p>20mph Speed Limit - Object No need for it plus your not gonna listen to the public as usual</p> <p>20mph Speed Limit - Object It's a ring road 30 is too slow How many deaths has there been ?</p> <p>Travel change: No</p>
(84) Member of public, (Abingdon, Quakers Court)	<p>20mph Speed Limit - Object The proposal is harmful and unnecessary. Traffic flow thorough Abingdon is already very poor, this will only make it worse. Forcing drivers to drive relatively long distances at 20 mph generates frustration and is likley to increase accidents.</p> <p>20mph Speed Limit - Object The limit is unnecessary. This is a wide, clear road with good visibility and surface. The present limit of 40 mph is perfectly acceptable.</p> <p>Travel change: No</p>
(85) Member of public, (Abingdon, Abbott Road)	<p>20mph Speed Limit - Object Completely unnecessary on almost all roads in towns</p>

	<p>20mph Speed Limit - Object Not necessary, the current limit is not a problem</p> <p>Travel change: No</p>
(86) Member of public, (Abingdon, Thesiger)	<p>20mph Speed Limit - Object Artery roads throughout Oxfordshire are running slower & slower with no real reason and are they safer ? (as 90% drivers ignore them anyway eg a415 through to dorchester. While on residential estate eg on peachcroft, roads like boreford rd, mattock way etc, a 20mph limit may be ok, the link roads eg peachcroft road should remain with current limits.</p> <p>20mph Speed Limit - Object Why ??</p> <p>Travel change: No</p>
(87) Member of public, (Abingdon, Harding Road)	<p>20mph Speed Limit - Object Slowing down traffic will increase congestion and pollution. Drivers will ignore the speed limits. It is hard to drive at 20mph!</p> <p>20mph Speed Limit - Object Ring roads exist to keep traffic moving around towns. Reducing the speed limit makes no sense.</p> <p>Travel change: No</p>
(88) Member of public, (Drayton, Sutton Wick Lane)	<p>20mph Speed Limit - Object Because it will not change the state of the roads that are not maintained by the council correctly. It will also extend the time of travel during picking up and dropping off children from school. I don't think that parents can afford it. This is another ridiculous project that you are trying to enforce just for the sake of it. Let's be honest you don't care too much about the environment.</p>

	<p>20mph Speed Limit - Object Another ridiculous idea that will cause more traffic. Stop giving permission to build new developments and maintain and prepare infrastructure for changes and then force rules like 30 mph on a ring road. Reduce traffic by putting children in school closer to their homes this will be real benefit for the environment as parents will not need to travel twice in a day to the others site of the town!</p> <p>Travel change: No</p>
(89) Member of public, (Drayton, Sutton Wick Lane)	<p>20mph Speed Limit - Object With inevitable increased traffic following new housing developments, this would lead to severe delays during rush hour. Most people who I've spoken to who have lived in Abingdon all their life are happy with the way things already are</p> <p>20mph Speed Limit - Object I am forced to travel to Abingdon to take my children to school due to the local primary being over subscribed. This would lead to a lot of frustration for residents in this position</p> <p>Travel change: No</p>
(90) Member of public, (Abingdon, Lambrick Way)	<p>20mph Speed Limit - Object Increased travel time for no benefit in safety</p> <p>20mph Speed Limit - Object Increased travel time with no benefit in road safety</p> <p>Travel change: No</p>
(91) Member of public, (Grove, Wantage, Collinsmith Drive)	<p>20mph Speed Limit - Object A lower limit makes life miserable for car drivers while achieving your alternative transport goals. Rather than pissing everyone off, why not do it properly and make routes properly safe for alternative transport? No, you'd rather pretend to do something, change a few speed limits and signs and then wonder why no cyclists want to use the roads.</p>

	<p>Do it properly.</p> <p>20mph Speed Limit - Object As before if you want I safer and promoting alternative transport do it properly, don't just make life miserable for cars and fail to make it better for alternative transport.</p> <p>Travel change: Other Yes, I'll avoided Abingdon as much as possible.</p>
(92) Member of public, (Abingdon, Tatham Road)	<p>20mph Speed Limit - Object Traffic density limits the speed in the Town, reducing speed exacerbates the congestion already limiting the flow of traffic, A first approach should be to returning the inner ring, Stert Street, Oct Street and Stratton way to one directional roads, making Stratton Way bi-directional was always a crazy idea; it creates a dangerous situation at the exit from the multi-story car park.</p> <p>20mph Speed Limit - Object No evidence that it will improve safety</p> <p>Travel change: No</p>
(93) Member of public, (Abingdon, Coleridge Drive)	<p>20mph Speed Limit - Object Can understand limiting to 20 on housing estates and by schools but all 30's moving to 20 and the 40's to 30 feels overkill!</p> <p>20mph Speed Limit - Object Will increase congestion in an area there are not lots of accidents</p> <p>Travel change: No</p>
(94) Member of public, (Abingdon, Hamble Drive)	<p>20mph Speed Limit - Object I feel it will cause more accidents as people get impatient from going too slow, it will cause congestion and stop the flow of traffic and will deter people from coming near Abingdon and will suffocate our already struggling town centre.</p>

	<p>20mph Speed Limit - Object As previous answer.</p> <p>Travel change: No</p>
(95) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - Object There are some places that may warrant 20mph speed limits such as outside schools but it does not need a blanket approach, don't continuously penalise car drivers</p> <p>20mph Speed Limit - Object 40mph is fine, keep the traffic moving out of the town</p> <p>Travel change: No</p>
(96) Member of public, (Abingdon, Curtis Avenue)	<p>20mph Speed Limit - Object It's not the speed limit that's currently an issue, driving too slowly means people concentrating on the speed not the road. 20mph outside schools is great though, but too much everywhere. Also the ring road needs to be 40mph until lodge hill is a full interchange!</p> <p>20mph Speed Limit - Object Lodge hill needs to be a full interchange before any speed limits are lowered</p> <p>Travel change: No</p>
(97) Member of public, (Abingdon, Wootton Road)	<p>20mph Speed Limit - Object These proposed speed limits are unenforceable and would be a ridiculous waste of police time. The safety benefits are marginal and there other other things that should take priority over this mad proposal.</p> <p>20mph Speed Limit - Object As previous comment.</p>

	Travel change: No
(98) Member of public, (Abingdon, Thornley Close)	<p>20mph Speed Limit - Object Where required traffic calming is a much better method. Slowing journeys down and increasing emissions is bad</p> <p>20mph Speed Limit - Object *Vast* majority of the road has large , sufficient foot paths and cycle lanes. How does this make anything safer? To improve safety, maybe encourage cyclists to actually use the cycle lane?</p> <p>Travel change: No</p>
(99) Member of public, (Drayton, Sutton Wick Lane)	<p>20mph Speed Limit - Object The problem with Abingdon is not speed, but continuous approval of housing estates with no additional infrastructure. There is NO NEED to reduce speed as most cars can't get over this speed anyway in central areas and reducing limit will seriously impede traffic when it actually can flow.</p> <p>20mph Speed Limit - Object Just why? The purpose of a ring road is to divert traffic by providing an easier and faster route, around the center and so reduce traffic there.</p> <p>Travel change: No</p>
(100) Member of public, (Abingdon, Eney Close)	<p>20mph Speed Limit - Object Driving at 20 mph will increase air pollution and use more fuel. There is absolutely no requirement to reduce speed limits.</p> <p>20mph Speed Limit - Object It's perfectly safe driving at 40 mph. There are wide footpaths and dedicated cycle path running parallel to the road</p> <p>Travel change: No</p>

(101) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - Object There is no safety issue on the roads in question. Motorists need to drive at an appropriate speed for the conditions, not be limited to the ridiculously low 20mph speed on the main roads. In the centre of the town most people drive at 20 mph or less anyway. Any change is an obscene waste of public money in hard times.</p> <p>20mph Speed Limit - Object 40 mph is perfectly reasonable. Changing to 20 serves no purpose other than to satisfy those members of the councils who are carrying out a hate campaign against motorists. I was a qualified driving instructor until 4 years ago and I have been a member of the Institute of Advanced Motorists for 22 years. I think I am better qualified to make judgements on this than most or all of the councillors involved.</p> <p>Travel change: No</p>
(102) Member of public, (Abingdon, Elizabeth Avenue)	<p>20mph Speed Limit - Object 20mph limits are unnecessary and cause frustration. More important would be to enforce the 30mph already in place in residential areas. These are slow enough when observed by most decent motorists, but too many people ignore them. The same people will ignore a 20 limit, and the rest of us will still suffer.</p> <p>20mph Speed Limit - Object 40mph is safe enough and reasonable for the type of road. Traffic is slower in busy times anyway, but 30mph will appear painfully slow when road clear.</p> <p>Travel change: No</p>
(103) Member of public, (Abingdon, St Helen's Court)	<p>20mph Speed Limit - Object From living in Abingdon the past couple of months, and hoping to be for many more years, it's clear to me that lowering speed limits will not reduce traffic. There is already considerable amounts of traffic at peak times and causing people to slow down isn't going to improve this situation at all. The time added to a commute out or into the town as a result of a 20mph speed limit will be extremely frustrating for those of us who commute. It currently takes approx 5 minutes to get from the st helens church area out to the a34 north junction at 30mph. With the 20mph limit this will easily jump to 7/8 minutes. Over the course of a year that's a lot of additional time spent driving in and out of abingdon. While I would love to jump on a bus - my 1 year old can't really get herself to nursery.</p>

	<p>20mph Speed Limit - Object It's already busy. It's great having a ring road that's faster than the traditional 30mph. Not really a ring road if it's 30. It becomes the boundary line of an estate.</p> <p>Travel change: No</p>
(104) Member of public, (Didcot)	<p>20mph Speed Limit - Object This is not the way to improve safety on the roads in Abingdon. The way forward is to reduce traffic jams and therefore reduce road users having to use residential and back streets to avoid the jams in the first place.</p> <p>20mph Speed Limit - Object The purpose of a ring road is to avoid the town centre. Do not make it less attractive to road users, find ways to make it More attractive thereby reducing town centre traffic</p> <p>Travel change: No</p>
(105) Member of public, (Abingdon, Bath Street)	<p>20mph Speed Limit - Object I don't believe it will be helpful. Bad drivers will disregard the new limit, as they already do the existing one. Good drivers will abide by the existing limit and will just be aggravated by having to go slower.</p> <p>20mph Speed Limit - Object 40mph is perfectly fine for a road like this, with little pedestrian traffic, whose main object is to get from A to B comfortably and safely.</p> <p>Travel change: No</p>
(106) Member of public, (Abingdon, Boulter Drive)	<p>20mph Speed Limit - Object unnecessary, waste of time and money</p> <p>20mph Speed Limit - Object</p>

	<p>unnecessary, a waste of time and money</p> <p>Travel change: No</p>
(107) Member of public, (Abingdon, Vintner Road)	<p>20mph Speed Limit - Object I do not believe it is required</p> <p>20mph Speed Limit - Object I do not believe the current 40 mph limit is an issue</p> <p>Travel change: No</p>
(108) Member of public, (Abingdon, Lammas Close)	<p>20mph Speed Limit - Object I object as I don't feel a 20mph limit is needed in Abingdon. Abingdon residential areas are a better design and layout than other towns/cities, making it much safer for pedestrians and cyclists. It feels like Abingdon is starting to follow Oxford with vehicle restrictions, will it be the dreaded LTNs next?</p> <p>20mph Speed Limit - Object The ring road is perfectly safe at 40mph as it is a wide road with ample sized verges, pavements, cycle tracks and crossings where they are needed.</p> <p>Travel change: No</p>
(109) Member of public, (Abingdon, Norris Close)	<p>20mph Speed Limit - Object These lower speed limits are not needed. You have to queue in traffic most of the time anyhow. The argument that it will encourage people to use local transport is simply wrong. Nobody owning a car is going to wait at a bus stop, regardless of what the speed limits are. All this will do is just make life more frustrating. It's simply not needed!</p> <p>20mph Speed Limit - Object I don't understand this question. Haven't I just answered this in question 3? - These lower speed limits are not needed. You have to queue in traffic most of the time anyhow. The argument that it will encourage people to use</p>

	<p>local transport is simply wrong. Nobody owning a car is going to wait at a bus stop, regardless of what the speed limits are. All this will do is just make life more frustrating. It's simply not needed!</p> <p>Travel change: No</p>
(110) Member of public, (Abingdon, Warwick Close)	<p>20mph Speed Limit - Object From experience of living in an Oxford road with a similar limit, I I do not see how such a limit would be enforced. The current limits are not policed in the town. And frankly, as a pedestrian I feel more at risk from cyclists riding at speed on the footpaths. Unlike cycles, cars make a noise and stay on the road. Sort out the rogue cyclists rather than this unnecessary speed limit for motorists.</p> <p>20mph Speed Limit - Object Unnecessary. Works ok at 40 mph</p> <p>Travel change: No</p>
(111) Member of public, (Abingdon, Inkerman Close)	<p>20mph Speed Limit - Object Appropriate only near schools during school hours. Will slow traffic across town and disrupt businesses with economic consequences. Much more effective to analyse where danger points are (roundabouts) and solve that. Sadly most people will only obey these signs when there are speed cameras and police.</p> <p>20mph Speed Limit - Object The ring road is safe with adequate crossing points and there is no point in slowing traffic.</p> <p>Travel change: No</p>
(112) Member of public, (Abingdon, Elwes Close)	<p>20mph Speed Limit - Object I do not support blanket 20mph on key bus routes including Oxford Road, Drayton Road, Ock Street, Radley Road or Wootton Road and their implementation should be more nuanced. I support implementation of 20mph in residential estate streets, in the town centre and on key radial roads by schools only.</p>

	<p>Bus journey times will be significantly impacted by this scheme which may lead to service reductions as journeys are not able to be made in the required time, for little benefit.</p> <p>20mph Speed Limit - Object</p> <p>I do not believe that Audlett Drive, Twelve Acre Drive, Dunmore Road, Copenhagen Drive and Colwell Drive should be 30mph. Retaining these as 40mph will make them comparatively more attractive to use than driving through the town centre.</p> <p>Travel change: No</p>
<p>(113) Member of public, (Abingdon, Lovelace Close)</p>	<p>20mph Speed Limit - Object</p> <p>Speed limits have to strike a balance between the safety of all users safety and mobility in the interests of the economic well being of all. There is no indication in the consultation papers that achieving such a balance has been reviewed during the promulgation of these proposals - there are simply unspecific, very generalised concerns about safety. There does not appear to have been any attempt to undertake an objective assessment.</p> <p>The proposals are clearly politically motivated - speed limits should be about safety, not politics, and uncontroversial. While safety concerns may readily outweigh the economic imperative of mobility in relation to residential streets, that isn't obviously the case in relation to main roads, particularly major bus routes - the papers ignore entirely the needs and interests of public transport users. The Council needs to bear in mind that more people use buses than cycle and it is essential for all manner of reasons that buses are as attractive an option as possible - this includes journey times. The major bus routes serving Abingdon are subject to all manner of service perturbations and reducing speeds to 20 (30 in the case of the X1) on their routes will further reduce the limited opportunities they have to recover lost time. The reductions will do nothing to make bus travel more attractive.</p> <p>The major bus routes particularly affected are Oxford Road, Drayton Road and Wootton Road. All of these have significant lengths of service roads. Safety could be improved where objectively assessed as necessary, by installing cycle paths utilising the service roads and redesigning junctions. Absent any objective safety and cost benefit analysis in connection with the proposals, particularly in relation to those 3 roads, I submit that they should remain 30mph roads (in the case of Wootton Road, from the college northwards, in the case of Drayton Road, from the Caldecott Road junction southwards).</p> <p>In relation to the "ring toad", Audlett Drive and Twelve Acre Drive were originally 60 mph roads and presumably designed as such. There is no evidence, at least in the public domain, to suggest they are not safe at 40. Very few houses directly front onto either and they have segregated cycle/footpaths. Copenhagen Drive has only recently been assessed in connection with the new housing development and 40mph was retained for most of its length, presumable because it was assessed as safe - it is surely the epitome of an urban 40mph road, of modern design,</p>

	<p>segregated cycle/footpath and not fronted by any residential properties. It should remain 40 as at present, because mobility needs must outweigh safety considerations in the absence of evidence to the contrary.</p> <p>If there were an objective case for Dunmore Road being 30 then a temporary limit would have been introduced for the seemingly endless roadworks connected with housebuilding, involving numbers of workers in the road with 40mph traffic passing (death/injury to roadworkers being a very major safety issue, the Council ought to know). The fact that no such temporary limit has been introduced speaks volumes. Significant traffic calming will result from the new signalled crossings. houses do not front directly onto it and again, there is a segregated cycle/footpath. The case for 30 hasn't been made out.</p> <p>20mph Speed Limit - Object See detailed comments under 3 above, repeated below.</p> <p>In relation to the "ring toad", Audlett Drive and Twelve Acre Drive were originally 60 mph roads and presumably designed as such. There is no evidence, at least in the public domain, to suggest they are not safe at 40. Very few houses directly front onto either and they have segregated cycle/footpaths. Copenhagen Drive has only recently been assessed in connection with the new housing development and 40mph was retained for most of its length, presumable because it was assessed as safe - it is surely the epitome of an urban 40mph road, of modern design, segregated cycle/footpath and not fronted by any residential properties. It should remain 40 as at present, because mobility needs must outweigh safety considerations in the absence of evidence to the contrary.</p> <p>If there were an objective case for Dunmore Road being 30 then a temporary limit would have been introduced for the seemingly endless roadworks connected with housebuilding, involving numbers of workers in the road with 40mph traffic passing (death/injury to roadworkers being a very major safety issue, the Council ought to know). The fact that no such temporary limit has been introduced speaks volumes. Significant traffic calming will result from the new signalled crossings. houses do not front directly onto it and again, there is a segregated cycle/footpath. The case for 30 hasn't been made out.</p> <p>Travel change: No</p>
(114) Member of public, (Sutton Courtenay, High Street)	<p>20mph Speed Limit - Object I believe 20mph should be in places off main streets and thoroughfares. However the carte blanche approach is in my opinion too restrictive</p> <p>20mph Speed Limit - Support I thought it was for large parts as this is or soon will be cutting through housing estates</p>

	Travel change: No
(115) Member of public, (Abingdon, Caldecott Chase)	<p>20mph Speed Limit - Object 30 is easier to drive</p> <p>20mph Speed Limit - Support 30 is better</p> <p>Travel change: No</p>
(116) Member of public, (Abingdon, Woodley Close)	<p>20mph Speed Limit - Concerns The flow of traffic through and around Abingdon is already stifled by the volume of traffic V's the woefully underfunded infrastructure. We need a diamond junction at Lodge Hill as the top priority not slowing down the existing roads. I'd like to understand what the volume of accidents/incidents (involving the speed of the vehicle/s as the cause of the accident) per year are in order that this proposal can be justified in any form?</p> <p>20mph Speed Limit - Concerns How many accidents have there been on the ring road as a result of it being a 40mph limit (rather than 30)? It feels like a very safe road as it is with a 40mph limit, and I say that as a motorist, cyclist and pedestrian.</p> <p>Travel change: No</p>
(117) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - Concerns I'm generally supportive of reducing the speed limit on residential roads whilst retaining the 30mph limit on roads like Oxford road. I'm also concerned that there will be insufficient funding to enforce the speed limit changes</p> <p>20mph Speed Limit - Concerns I'm concerned that reducing the limit for the ring road before the Lodge Hill interchange is sorted out is going to create even more frustration for north abingdon residents especially once the new houses are occupied.</p>

	Travel change: No
(118) Member of public, (Abingdon, Park Road)	<p>20mph Speed Limit - Concerns While I neither support nor totally object to a 20mph limit, I do think it is psychologically difficult to crawl along at 20mph at times when roads are empty and 30mph would be safe. However, I live bordering onto Spring Road - and the number of vehicles that speed through - especially inadequately silenced motorbikes - is a noise concern. I would also question how the 20mph limit would be enforced. I do not support more speed cameras in the town.</p> <p>20mph Speed Limit - Concerns What is wrong with keeping the existing 40mph limit on this road? There are plenty of crossing places with traffic lights or islands. Most bus stops are inset. The traffic flows fine for the most part and people don't speed too much.</p> <p>Travel change: No</p>
(119) Local group/organisation, (GreenSpeed)	<p>20mph Speed Limit - Concerns These comments are being made on behalf of GreenSpeed a campaign to lower the national speed limits to 55mph and 20mph. There are significant advantages with lower speeds but there are parts of the Council's "Statement of Reasons" which are unsound and should not be relied on.</p> <p>1. "... 20mph speed limits will help reduce casualty rates and improve road safety.". That is true, if the Council also understand that differential speeds is a cause of highway danger. Unless the lower limits are combined with physical changes that prevent or strongly encourage lower speeds by all vehicles, the 20mph could result in dangerous overtaking by those who expect to avoid detection. Research has shown that for compliance with 20mph roads have to be re-engineered until cars are repowered to reduce their maximum limits (to about 55mph instead of well over 70mph).</p> <p>2. "Additionally, the existing 40mph speed limits on the 'ring road' will also be reduced to 30mph, which will help encourage the use of the ring road as the main bypass route...". This does not sound right. Reducing the limit on the ring road is likely to make through town routes more attractive. The lower limit is not justified on highway safety grounds and would reduce air quality (ICEs are more efficient and emissions are lower at around 50mph).</p> <p>3. "The proposals seek an improvement of road safety for all users, and a reduction of the Counties(sic) carbon footprint..." The 20mph limits could increase rather than decrease carbon emissions until electrification is more advanced (with zero emissions at tail pipe) as ICEs emit more carbon at lower speeds. The increase of smooth flow</p>

	<p>and less stop/start driving could compensate for this. The engineering of the roads and the junctions and light controls are all important to securing lower emissions. The lower speed limit is not enough and could have unintended consequences.</p> <p>4. The better way to deal with speed is to reduce the higher limit to 50mph to encourage the re-engineering to make the car less polluting at lower speeds, including electrification.</p> <p>Daniel Scharf MRTPI</p> <p>20mph Speed Limit - Concerns see above - but primarily that ICEs are more polluting at lower speeds and 40pmph is more appropriate for the Abingdon ring road.</p> <p>Travel change: No</p>
(120) Member of public, (Abingdon, Lucca Drive)	<p>20mph Speed Limit - Concerns Main radial traffic routes (A415, B4017 etc) should be exempted in their entirety. This will help maintain traffic flows, including buses, and a differential speed limit will help deter rat running on other residential streets. The B4017 south of Saxton Road is largely segregated from purely residential streets and a speed limit which is perceived as being artificially low will be difficult to enforce.</p> <p>20mph Speed Limit - Concerns Reducing the relative attractiveness of a largely segregated route puts additional pressure on other more residential streets and the town centre.</p> <p>Travel change: No</p>
(121) Member of public, (Abingdon, Oxford Road)	<p>20mph Speed Limit - Concerns How will this be enforced? many cars can't stick to the current speed limits, the boundary house junction gets a lot of people speeding during quieter times</p> <p>20mph Speed Limit - Concerns the current roadworks are already causing major delays getting from one side of the town to the other. Better access in and out of North Abingdon should be sorted first at Lodge hill junction</p>

	Travel change: No
(122) Member of public, (Abingdon)	<p>20mph Speed Limit - Concerns As someone who uses their car around town for their job, I spend a lot of time being caught in traffic in the centre of town. I feel that when I get to a point where I can actually get into second gear, a 30mph speed is fine.</p> <p>20mph Speed Limit - Concerns I think 40mph is fine for these roads.</p> <p>Travel change: No</p>
(123) Member of public, (Abingdon, Ashenden Close)	<p>20mph Speed Limit - Concerns I think the proposal will limit the ability of Abingdon to function as a town. Whilst limiting residential speed limits is appropriate, further limiting the ring road and arterial roads will only drive traffic onto the residential roads. Instead these should all remain at 30 and 40 as they currently are.</p> <p>20mph Speed Limit - Concerns Makes going via other roads quicker. Which isn't what is needed. Instead these roads should all be 40 to ensure that they remain the fastest routes. Also slowing down traffic makes Abingdon less attractive as a place to come for work.</p> <p>Travel change: No</p>
(124) Member of public, (Abingdon, Drayton Road)	<p>20mph Speed Limit - Concerns Only necessary on certain roads so no need for a blanket limit, serious concerns over emissions caused by slower driving, won't be policed, very few serious accidents are caused in Abingdon by cars travelling at 30mph - where are the figures? Will it apply to cyclists and how will that be measured? Far more important issues to spend money on.</p> <p>20mph Speed Limit - No opinion Only support because of the growth in housing and therefore extra junctions and traffic on this road.</p>

	Travel change: No
(125) Member of public, (Abingdon, Jackman Close)	<p>20mph Speed Limit - Concerns Traffic is already bad in Abingdon, slowing the traffic down will cause more bottlenecks and congestion. Surely this will generate more emissions.</p> <p>20mph Speed Limit - Object It will reduce flow of traffic, especially at peak time</p> <p>Travel change: No</p>
(126) Member of public, (Abingdon, Wilsham)	<p>20mph Speed Limit - Concerns How is it going to be enforced? With 30mph there are lots of people speeding. Changing the signs to say 20 won't change this.</p> <p>20mph Speed Limit - Object Most of these areas have cycle paths. Why change the speed?</p> <p>Travel change: No</p>
(127) Member of public, (Abingdon, Selwyn Crescent)	<p>20mph Speed Limit - Concerns The adjustment from 30mph to 20mph needs to be proportionate to risk and benefits. For example, there is little evidence that carbon footprint savings will be made sufficiently over time in proportion to the social rate of adoption of electric vehicles. Would the expense of the scheme be better spent subsidising or making free bus transport for local residents around the town or on secure bicycle storage in car parks to encourage bicycle use? Are we sure that 20mph is adequate at ALL times of day, or should this be only applicable between peak times? I feel more work needs to be done to strengthen a need for this proposal, which will affect thousands, or tens of thousands of road users, daily, and may increase congestion.</p> <p>20mph Speed Limit - Object The Abingdon ring road is the main affected route. As with the 30mph to 20mph comments made, this needs to be proportionate. Areas of the route have recently been reduced where new housing has been developed. Whilst this</p>

	<p>makes sense, it has degraded the effectiveness of the 'bypass', extending journey times from one side of the town to the other - currently 15-20mins. As part of one recent Local Authority approved development, a Southbound entry ramp at the current northern A34 junction was to be constructed, allowing for a more local 'escape' from Abingdon, reducing traffic on the ring road and in Abingdon. This has not yet been built. Once developed, congestion may diminish in contrast with the greater occupation of residents for new houses, and it may then be appropriate to reduce speeds of the then 'internal' route.</p> <p>Therefore, at the moment and until alternative effective traffic management solutions are in place, I object to this proposal.</p> <p>Travel change: Other</p> <p>Not unless alternative incentives (safer, free, cycle storage facilities and/or free local bus transport) is implemented to compliment the scheme.</p>
(128) Member of public, (Wootton, Cumnor Road)	<p>20mph Speed Limit - Concerns</p> <p>I haven't seen exactly which roads are included, but should only be ones that don't form a main route somewhere and are likely to only be used by residents of those roads.</p> <p>20mph Speed Limit - Object</p> <p>The design of the road is perfectly suitable for speeds of 40mph and probably higher. In some parts even 50 would be quite safe. There's very little need for pedestrians to be crossing either so very low risk from that perspective and many of the junctions have waiting lanes for exiting to the right.</p> <p>Lowering the speed limit would cause unnecessary frustration and lead to even lower compliance than it already has. The stated aim is to encourage use but lowering the limit would clearly have the opposite effect. I certainly would be more likely to use Wootton Road or Oxford Road instead.</p> <p>Travel change: No</p>
(129) Member of public, (Abingdon, Gall Close)	<p>20mph Speed Limit - Concerns</p> <p>I don't agree with a 30mph limit on the ring road - it is used to keep traffic out of the centre and moving quicker -</p> <p>20mph Speed Limit - Object</p>

	<p>It doesn't need to be that low - maybe on the approach to the roundabouts- but it was built to allow traffic to move quickly around the outskirts of the town. There is no need to go as low as 30 - it is not a pedestrian route and there are cycle routes.</p> <p>Travel change: No</p>
(130) Member of public, (Abingdon, Boreford)	<p>20mph Speed Limit - Concerns Shouldn't include the major roads such as Oxford and Radley as it will seem all the traffic to the boundary road which is busy enough</p> <p>20mph Speed Limit - Object I object to reducing speed on the boundary road as it will mean further delays getting anywhere and there are plenty of ways of active travelling without this. Plus there is a real need to get the diamond junction in place on the North junction to get rid of heavy traffic. Also put buses through Abingdon to Didcot and round the boundary road as well as more bike racks which are more secure</p> <p>Travel change: No</p>
(131) Local group/organisation, (Abingdon Freewheeling Cycle Club)	<p>20mph Speed Limit - Concerns If drivers respected the need for everyone to use the roads, there would be no need to introduce this. Also, how many people have been injured on the roads in Abingdon to warrant this?</p> <p>20mph Speed Limit - Object As a peripheral road, a 40mph speed limit needs to continue, there are no valid reasons to change this.</p> <p>Travel change: No</p>
(132) Member of public, (Abingdon, Wick Close)	<p>20mph Speed Limit - Concerns As a regular cyclist and driver, and a parent of small children, I hope I can offer a balanced view on this. Most of the 30mph roads in residential areas are quiet and I feel safe cycling on them now, so I don't think a reduced limit would help much here either. Maybe it would be helpful when riding with children.</p>

	<p>The only roads in Abingdon that I don't feel safe cycling along are the busy ones through the town centre, particularly Ock Street and Marcham Road which are dangerous to ride on. It's the amount of traffic that's the problem rather than the speed. What we really need here is a continuous off road cycle path all the way from the town centre to the McDonald's roundabout, rather than the current route which is unclear and goes on and off the road.</p> <p>20mph Speed Limit - Object As a regular cyclist and driver, and a parent of small children, I hope I can offer a balanced view on this. The ringroads that currently have a 40mph limit already have good off road cycle paths, so reducing the limit wouldn't improve safety. I'm happy taking my children along there now. The main effect would be to annoy drivers and slow down travel times. Remember not all journeys can be made by bike or public transport; you don't want to cause resentment among the people who you're trying to help.</p> <p>Travel change: No</p>
(133) Member of public, (Abingdon, Cotman Close)	<p>20mph Speed Limit - Concerns It's a good idea but a waste of time and more importantly, public money. The current speed limits are never policed in spite of Preston Rd and Gainsborough Green being speeding hotspots.</p> <p>20mph Speed Limit - Object I think 40mph is ok as it is.</p> <p>Travel change: No</p>
(134) Member of public, (Abingdon, Masefield)	<p>20mph Speed Limit - Concerns I'm happy for all housing areas to be 20mph but think the main roads should stay at 30mph because these become busy and idling an engine in a low gear isn't good for the car plus it will no doubt cause more pollution.</p> <p>20mph Speed Limit - Object I'm not sure why this needs to be reduced? Not many pedestrians cross this road like they do in the town centre, though my guess is it's because the new estate on our green belt has been built</p> <p>Travel change: No</p>

<p>(135) Member of public, (Abingdon, Alexander Close)</p>	<p>20mph Speed Limit - Concerns I can see that a lower speed limit might increase safety, but I worry that it might increase pollution.</p> <p>20mph Speed Limit - Object The ring road is an important through route in the absence of a proper A34 junction at Lodge Hill. I have a sense that the 'natural' speed for much of this road, where there are few or no side roads is 50mph, and as such even 40mph is a compromise.</p> <p>Travel change: No</p>
<p>(136) Member of public, (Abingdon, Kennet Road)</p>	<p>20mph Speed Limit - Concerns I don't feel it's really necessary and don't believe everyone would abide by these limits and not sure if the police have the ability to enforce these. It may make those breaking the speed limits more of a danger to those not aware.</p> <p>20mph Speed Limit - Object I don't feel this is necessary at all. The ring road is fairly wide and most has a wide path with a grass verge so i'm not sure what this would achieve in terms of safety? Potentially the addition of traffic islands in places could be seen as safer if there is a constant flow of traffic, as slower traffic would still make it difficult to cross.</p> <p>Travel change: No</p>
<p>(137) Member of public, (Abingdon, Sellwood Road)</p>	<p>20mph Speed Limit - Concerns Doesn't seem necessary. Encourages people to do silly things when they're plodding on an empty road at 20 mph or following a car. Slows cars down, but that doesn't automatically make it safer for cyclists or in any way cost effective to use public transport. It's hard to overtake cyclists at 20mph and I find that stressful as a cyclist and again encourages people to do silly things. Use the money to improve cycle routes, especially for double trailers. Then consider the speed limits.</p> <p>20mph Speed Limit - Object Where pedestrians are commonly crossing the ring road, there are mostly crossings in place or will be soon. It seems completely unnecessary to slow cars down there. Cyclists and pedestrians have great dedicated paths so</p>

	<p>they don't need to be on the road. It may change with the new development and become less of a ring road. Wait and see what the effect of the new development is and then decide what is appropriate.</p> <p>Travel change: Other No. We already only use the car when it is necessary.</p>
(138) Member of public, (Abingdon, Hillview)	<p>20mph Speed Limit - Concerns People don't stick to the limit of 30.. they will not stick to 20</p> <p>20mph Speed Limit - Object This will just increase traffic round the ring road</p> <p>Travel change: No</p>
(139) Member of public, (Abingdon, Duffield Close)	<p>20mph Speed Limit - Concerns Abingdon's speed limits work perfectly fine with minimal accidents or traffic hot spots</p> <p>20mph Speed Limit - Object The speed limit adequate it's not an overbuilt area highly used by pedestrians, the diamond at lodge hill being built is priority over anything else</p> <p>Travel change: No</p>
(140) Member of public, (Wantage, Mably Grove)	<p>20mph Speed Limit - Concerns 20mph is rarely exceeded in most residential roads anyway, adding even more street furniture to every street is an enormous cost for dubious gain.</p> <p>20mph Speed Limit - Object Very few areas of Abingdon ring road have housing opening directly opening onto the ring road, by all means restrict speed limits in those areas but leave the rest be. Fuel, noise and safety improvements would be minimal. Plus, why change speed limits if there's no enforcement action from TVP? No to mention the enormous cost of removing or modifying street furniture and signage.</p>

	Travel change: No
(141) Member of public, (Longcot, Downlands)	<p>20mph Speed Limit - Concerns Speed limits only really work by consent. I support changes to make roads safer including lower speed limits where existing limits are too high, but these appear to be blanket, unrealistically low limits, that no one wants, which will do little for road safety.</p> <p>20mph Speed Limit - Object Speed limits only really work by consent. I support changes to make roads safer including lower speed limits where existing limits are too high, but these appear to be blanket, unrealistically low limits, that no one wants, which will do little for road safety.</p> <p>Travel change: No</p>
(142) Member of public, (Abingdon, Austin Place)	<p>20mph Speed Limit - Concerns I support 20mph on the small residential roads I do not support 20mph on the main roads into the town, e.g. Wootton Road and Oxford Road</p> <p>20mph Speed Limit - Object There is no need to reduce it</p> <p>Travel change: No</p>
(143) Member of public, (Abingdon, Spring)	<p>20mph Speed Limit - Concerns Safer, but concerned with the number of roads impacted</p> <p>20mph Speed Limit - Object This is a non-congested area most of the time, and feels safe at this speed limit already</p> <p>Travel change: No</p>

(144) Member of public, (Abingdon, Mandeville)	<p>20mph Speed Limit - Concerns I support 20mph near schools and places where people congregate but do not support restriction of flow of traffic otherwise</p> <p>20mph Speed Limit - Object There is no ring road with the houses being built. Another ring road will need to be built to lessen the strain on existing roads. This will mean further intrusion into the Green Belt. Cyclists do not keep to the cycle tracks provided they come on to the road and hold up traffic as they are not prepared to stop at junctions. Traffic needs to move freely around a ring road and the current plans put the roads around the town into residential areas not for what they were originally meant for.</p> <p>Travel change: Other There will be no change to mode of travel because over a certain age it is far too late to get a bike out and learn to cycle.</p>
(145) Member of public, (Abingdon, Loyd Close)	<p>20mph Speed Limit - Concerns Residential streets should be 20mph for road safety reasons. Arterial roads, such as Oxford Road and Wootton Road, where the houses are laid back from the road should remain at 30mph to allow a more welcoming access to the town centre, otherwise even more people will go elsewhere to shop.</p> <p>20mph Speed Limit - Object Should remain at 40mph to allow access around town, otherwise there is no disincentive to drive through the middle. Roads accessing Dunmore Road, such as Boulter Drive, need mini roundabouts now to give safer access to the Dunmore Road even if existing traffic was at 30mph, before the additional demand from the new houses.</p> <p>Travel change: No</p>
(146) Member of public, (Abingdon, Tatham Road)	<p>20mph Speed Limit - Concerns I object to the blanket approach and think changes should be more thoughtful and selective. 20 mph in residential side roads is one thing, and around schools would be desirable, but for main through roads such as Oxford Road from Peachcroft towards town this would seem unnecessary as apart from peak times this is not a busy road. Oxford</p>

	<p>City has not used this approach and their traffic problems are far, far worse. On the Iffley Road there is a 20 mph limit only on the section approaching The Plain and this road has a constant massive volume of traffic including vast number of cyclists far exceeding anything seen on Oxford Road and others in Abingdon. Would it not be feasible to reduce to 20 mph closer to and in the town centre?</p> <p>20mph Speed Limit - Object The point of a ring road is to move traffic around the outskirts away from the town and personally I have never witnessed many pedestrians or cyclists on these three roads at any one time and there are pedestrian/cyclist lanes separate to the road already. These roads could surely remain at the current limit.</p> <p>Travel change: No</p>
(147) Member of public, (Abingdon, Curtis Avenue)	<p>20mph Speed Limit - Concerns I agree with 20mph on side residential streets and estates-but 20 on main roads through Abingdon such as Ock street and Oxford Road is too slow - people will become furstrated and won't stick to the speed limit - 30 is plenty</p> <p>20mph Speed Limit - Support with all the houses being built around Dunmore Road, I think 30 will be necessary to allow people to pull out from the housing estates safely - it will be frustrating round Twelve Acre and Audlett but not a huge problem (although you don't get many accidents on those roads!)</p> <p>Travel change: No</p>
(148) Member of public, (Abingdon, Knollys Close)	<p>20mph Speed Limit - Concerns Copenhagen Drive between Mons Way and Colwell Drive should remain 40 mph. There are no road junctions and the pavement is wide. Why is 30 mph needed here?</p> <p>20mph Speed Limit - Support Exiting Boulter Drive and similar junctions is a dangerous nightmare. We have to join high speed traffic and miss pedestrians and cyclists crossing the junction. Often with poor visibility with the low sun and the road curvature.</p> <p>Travel change: Other I already walk and cycle</p>

(149) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - Concerns I do support 20mph but initially I would suggest this could be introduced between the hours of 7am and 7 pm. When there is little traffic 20mph is a crawl, and could feel intimidating to a female pedestrian.(I occasionally walk back from friends along the Oxford Rd Abingdon- and it's often v quiet.) Additionally integrate this with other schemes to discourage car use, eg make all-electric local bus routes, visiting residential estates, frequent and free or very cheap, say 20p a ride. Or, better still, give all residents a free bus pass to encourage use of public transport instead of a car.</p> <p>20mph Speed Limit - Support Increasing traffic from new build roads, eg on Dunmore Rd. Will help cars turn out of side roads and reduce queues and traffic fumes.</p> <p>Travel change: Other Maybe</p>
(150) Member of public, (Abingdon, Thomas Way)	<p>20mph Speed Limit - Concerns Cars go really fast and overtake cyclists in an unacceptable way. I fell once because of that</p> <p>20mph Speed Limit - Support I support cyclists who have to ride near there</p> <p>Travel change: Yes - cycle more</p>
(151) Member of public, (Abingdon, Gardiner Close)	<p>20mph Speed Limit - Concerns I have concerns that any speed limits won't be monitored as per other local roads ie Audlett Drive where the average speed is now more than 50 and it is a 40limit road</p> <p>20mph Speed Limit - Support I support it if it is enforced - the current 40 limit is currently ignored and the average speed is >50mph</p>

	Travel change: No
(152) Member of public, (Abingdon, Hendred Way)	<p>20mph Speed Limit - Concerns We need to reduce carbon emissions and make cycling more viable for short journeys - the volume and speed of traffic puts me off, and I want my children to be safer cycling. Reducing speed limits would achieve this. I fully support the proposal but have 1 concern which is that the Oxford Road should be included!! It is AWFUL to cycle down with cars coming too close and too fast, and no cycle lanes. Please lower the limit here too.</p> <p>20mph Speed Limit - Support It won't be a ring road much longer! Hundreds of houses being built on the field side, therefore it will be a central route for many people and past lots of houses.</p> <p>Travel change: Yes - cycle more</p>
(153) Member of public, (Steventon, High Street)	<p>20mph Speed Limit - Concerns 20 is good for some roads, but not all in Abingdon: it should be implemented on Bridge Street, High Street, Stratton Way, Vineyard, Stert Street and many residential roads (I cannot specify which residential roads as I live outside central Abingdon and don't use these residential roads).</p> <p>20mph Speed Limit - Support This is not a dual carriageway and it has various roundabouts and junctions</p> <p>Travel change: No</p>
(154) Member of public, (Abingdon, Hound Close)	<p>20mph Speed Limit - Concerns Not all roads need to be 20mph. Blanket approach not appropriate.</p> <p>20mph Speed Limit - Support I live on the edge of the existing 'ring road' around Abingdon. The increase in traffic volume and noise has blighted any property adjacent to this route. The safety at junctions is being compromised by the speed and volume of traffic on this route.</p>

	Travel change: Yes - cycle more
(155) Member of public, (Abingdon, The Chestnuts)	<p>20mph Speed Limit - Concerns Concerned to know how the changes will be made and to ensure that all members of public are aware of the proposed changes and properly informed as and when changes are made.</p> <p>20mph Speed Limit - Support I can see that there are benefits of this proposal.</p> <p>Travel change: No</p>
(156) Member of public, (Abingdon, Pagisters Road)	<p>20mph Speed Limit - No opinion Na</p> <p>20mph Speed Limit - Concerns I'm not sure of the rationale behind this proposal as they roads all have dedicated cycle tracks I think 40 mph is correct</p> <p>Travel change: No</p>
(157) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - No opinion Whilst a broadly support a 20 mph proposal for back residential streets, I'm concerned that over use of such limits will make a mockery of them and will be more inclined to be ignored (take the 30 mph limit outside the European School for instance). A more targeted approach may make for a better result. Also, retaining a 40 mph limit on the ring road would increase the benefit to using the ring road opposed to taking shortcuts through the town centre or Nortcutt Road.</p> <p>20mph Speed Limit - Object I think it would reduce the benefit of using the ring road vs taking rat runs through residential streets or going through the town centre. How about leave it, see how it goes, then look at it again in a year?</p> <p>Travel change: No</p>

(158) Member of public, (Abingdon, Boxhill Road)	<p>20mph Speed Limit - Support I live on Boxhill road and 30 is dangerous with kids playing.</p> <p>20mph Speed Limit - Object I just don't think it's needed.</p> <p>Travel change: No</p>
(159) Member of public, (Abingdon, Norman Avenue)	<p>20mph Speed Limit - Support Some drivers go well over the limit in my road. There are kids going to kids. I am concerned for the safety of children.</p> <p>20mph Speed Limit - Object I think the 40 limit around the ring road is fine. It may slow down the traffic too much and cause traffic jams. (More traffic jams)</p> <p>Travel change: No</p>
(160) Member of public, (Abingdon, Picklers Hill)	<p>20mph Speed Limit - Support Experience from Germany has been very positive to have low speed limits in residential areas, and higher speeds on motorways. I'm all for that.</p> <p>20mph Speed Limit - Object I would wish to offset the slower journey times in residential routes with reasonable speeds on the ring road. PLEASE DELIVER LODGE HILL JUNCTION</p> <p>Travel change: No</p>
(161) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - Support</p>

	<p>It 8s important that roads close to schools are safe for those who want to walk or cycle to school. Big roads should be at 40mph though.</p> <p>20mph Speed Limit - Object It is unnecessary and will put people off from coming to Abibgdon.</p> <p>Travel change: Yes - cycle more</p>
(162) Member of public, (Abingdon, Andersey Way)	<p>20mph Speed Limit - Support I drive, cycle and I am also a firefighter and I have seen the damage 30MPH can do to another vehicle I wouldn't want to be hit by a car doing 30MPH while I was on my bike.</p> <p>20mph Speed Limit - Object why? make it all 20 its much better than keep moving between both.</p> <p>Travel change: Yes - cycle more</p>
(163) Member of public, (Abingdon, Private road)	<p>20mph Speed Limit - Support It is both good for the environment and for safety</p> <p>20mph Speed Limit - Object I would prefer this to also go to 20MPH</p> <p>Travel change: No</p>
(164) Member of public, (Abingdon, Villeboys Close)	<p>20mph Speed Limit - Support Safety reasons</p> <p>20mph Speed Limit - Object Rather it was twenty</p> <p>Travel change: Yes - cycle more</p>

(165) Member of public, (Abingdon, Coopers Lane)	<p>20mph Speed Limit - Support I agree a reduction in residential streets could be beneficial and help reduce accidents, in areas where children may be.</p> <p>20mph Speed Limit - Object I feel 40mph on a ring road is sufficient</p> <p>Travel change: No</p>
(166) Member of public, (Abingdon, Norris Close)	<p>20mph Speed Limit - Support No comment</p> <p>20mph Speed Limit - Object I would support 30mph limit on dunmore road but not on the rest of the ring road. Dunmore road has a lot more access roads and hence need for the lower speed limit to allow drivers to join and leave the road</p> <p>Travel change: No</p>
(167) Member of public, (Abingdon, Willowbrook)	<p>20mph Speed Limit - Support If by residential roads you mean roads where there are houses with direct access to the road in question...NOT roads like Oxford Road/Audlett Drive etc which are "through roads"</p> <p>20mph Speed Limit - Object The idea of a ring road surely was to divert traffic away from the narrow streets of Abingdon "town centre" and allow lorries etc to pass with less interference</p> <p>Travel change: No</p>

(168) Member of public, (Abingdon, Northcourt Road)	<p>20mph Speed Limit - Support Less noise and air pollution, and will hopefully stop the revving of engines, speeding and 'street racing' that has become the norm in Abingdon.</p> <p>20mph Speed Limit - Concerns I am concerned and quite frankly very disappointed that "sections" of the Oxford Road, Wootton Road, and Drayton Road will not be included in this speed reduction as they are three of the main race track roads around Abingdon.</p> <p>Travel change: Yes – walk/wheel more</p>
(169) Member of public, (Abingdon, Larkhill Road)	<p>20mph Speed Limit - Support Improved safety, less noise, making it more pleasant to cycle</p> <p>20mph Speed Limit - Concerns 20mph on residential roads seems very sensible, but the purpose of the ring road is to enable cars to get around bypassing the middle of town. It's generally well segregated from pedestrian and bicycle traffic, so I think this should remain at 40mph.</p> <p>Travel change: Other Probably won't change it, but will make it more pleasant!</p>
(170) Member of public, (Abingdon, Orpwood Way)	<p>20mph Speed Limit - Support The estate I live on experiences vehicles travelling too fast for an area where people are walking around and children and pets are crossing roads.</p> <p>20mph Speed Limit - Concerns Some parts of the ring road have wide paths and cycle paths, and crossings for pedestrians and so travelling at 40 mph isn't a risk.</p> <p>Travel change: No</p>

(171) Member of public, (Abingdon, Norris Close)	<p>20mph Speed Limit - Support I think the proposals are reasonable for the residential roads proposed</p> <p>20mph Speed Limit - Concerns I do not consider that the 'ring road' can be considered as a single entity, the roads concerned have significant differences. They should be the encouraged routes for passage around the town. Even with the new north junction, if / when this is actually built, this should not be considered a routing for local traffic. The default case should be 40 mph. In the cases of Audlett Drive and Twelve Acre Drive particularly there are good junctions and housing designed away from the road. I do see that, now housing is built to the north side and there a large number of more difficult junctions, there is probably a case for a 30 mph limit</p> <p>Travel change: No</p>
(172) Member of public, (Abingdon, Evelin Road)	<p>20mph Speed Limit - Support Think this is a great idea but the speed limit is currently 30 and not many drivers can stick to that . How will this be policed ?</p> <p>20mph Speed Limit - Concerns Not sure this needs to happen. Better , wider paths for cyclists and pedestrians</p> <p>Travel change: No</p>
(173) Member of public, (Abingdon, Hedgemoor Avenue)	<p>20mph Speed Limit - Support Generally very supportive but it isn't accurate to claim these are all residential roads. Some may think such non residential roads require a 20 mph speed limit. Will certainly make me more confident about allowing my child to cycle in residential areas and to school etc</p> <p>20mph Speed Limit - Concerns</p>

	<p>Not clear this is needed on these roads. Perhaps more for climate and noise reasons but please make the evidence and rationale clear</p> <p>Travel change: Yes – walk/wheel more</p>
(174) Member of public, (Abingdon, Larkhill Road)	<p>20mph Speed Limit - Support Safer speed, especially on the narrower roads where there is on-street parking</p> <p>20mph Speed Limit - Concerns There is a wide pedestrian path and cycle path away from the main carriageway. The road is wide. Bus stops are recessed off the road. There are light-controlled pedestrian crossings.</p> <p>Travel change: No</p>
(175) Member of public, (Abingdon, Galley Field)	<p>20mph Speed Limit - Support Safety particularly for children.</p> <p>20mph Speed Limit - Concerns I think for most of the ring road a 40 mph limit would be more reasonable and also mean less people would break the limit.</p> <p>Travel change: Yes – walk/wheel more</p>
(176) As part of a group/organisation, (Sustrans)	<p>20mph Speed Limit - Support The Sustrans mission is to make it easier for people to walk and cycle, and reducing the speed limit within a town such as Abingdon, that lends itself well to the 20 minute neighbourhood concept, should encourage greater modal shift by making the streets safer for those who wish to walk and cycle for daily, short journeys.</p> <p>20mph Speed Limit - Concerns In principle, this is supported as the ring road has greater traffic flows and 30mph allows for less vehicle build up and dangerous overtaking. However, this needs to be matched with good quality walking and cycling infrastructure. For</p>

	<p>the majority, the ring road has good shared use paths, but there is a lack of continuity in certain areas, especially around junctions and crossings, which make the ring road inaccessible for those with low mobility in particular.</p> <p>Travel change: Yes – walk/wheel more</p>
(177) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - Support I think in terms of noise, pollution and safety reducing the speed limit particularly the ringroad to 30 will have a good impact on our quality of life.</p> <p>20mph Speed Limit - Support Living close to Dunmore Road i hear a lot of speedy acceleration from the roundabout as well as see that it has caused safety concerns. I have also lost 2 cats that were hit by cars on the road which may not have happened if slightly slower.</p> <p>Travel change: Yes - cycle more</p>
(178) Member of public, (Abingdon, Boxhill Road)	<p>20mph Speed Limit - Support The number of intersections with traffic coming out of turnings into roads which have pedestrians of all sorts..children..elderly...cyclists...."wobbly" ones....mental health...means that uninhibited speed limit means basically traffic speeds up. 1. Along Oxford road on approach to Boxhill Road...making the difficult turning into it..(cars parked every which way)....tricky. There is so much going on at that junction. The surround needs to be 20 miles. 2. And a deal of the considerable traffic which feeds into Boxhill road , from the estate behind, as well as football club, school run, motorbikes going over the foot bridge delivery vans, seem to assume a straight road is one to put your foot flat. So even 30 miles is not respected. I'm often nearly wiped out getting into and out of my car.</p> <p>20mph Speed Limit - Support If the who area is slowed down..40 to 30. It makes taking 30 down to 20 more likely. Everyone can get to places twice as quick if everyone goes half as fast. The noise pollution is reduced, let alone fumes, and fuel,consumption.</p>

	Travel change: Yes – walk/wheel more
(179) Member of public, (Abingdon, Wootton Road)	<p>20mph Speed Limit - Support I support 20 mph limits in the town centre, residential roads and around schools to improve safety and give priority to pedestrians and cyclists.</p> <p>20mph Speed Limit - Support It should make it easier for traffic joining from the side roads and also reduce noise on the ring road</p> <p>Travel change: Yes - cycle more</p>
(180) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - Support I wholeheartedly support the reduction in speed limits to 20mph for residential roads. As someone who cycles and walks around Abingdon, this would help both me and me family feel safer (and encourage us all to cycle and walk more often). Increasingly I feel drivers breach the existing 20mph limits, and any reduction to help reduce the risk of accidents and deaths must be welcome. We need a safe, welcoming and pleasant Abingdon.</p> <p>20mph Speed Limit - Support I believe that a reduction in speed to 30mph for the 'ring road' (which isn't actually a ring road) will help residents of Abingdon who cycle and walk on or alongside the road feel safer and more secure. Such a reduction could lead to an increase in cycling and walking trips, and also ensure a consistent approach to speed reduction across Abingdon if the 20mph reduction goes ahead. I fear that without this dual move, drivers who exit 20mph zones may be somewhat frustrated and see the ring road as their chance to drive 'fast' again - and maybe exceed the existing 40mph limit.</p> <p>Travel change: Yes – walk/wheel more</p>
(181) Member of public, (Abingdon, Lumberd Road)	<p>20mph Speed Limit - Support It would reduce noise and air pollution.</p>

	<p>20mph Speed Limit - Support It would reduce air and noise pollution.</p> <p>Travel change: No</p>
(182) Member of public, (Abingdon, Appleford Drive)	<p>20mph Speed Limit - Support Roads would be safer for pedestrians, cyclists and even car drivers if speeds were reduced.</p> <p>20mph Speed Limit - Support With more people needing to cross this road a slower speed would be safer</p> <p>Travel change: Yes - cycle more</p>
(183) Member of public, (Abingdon, Thames View)	<p>20mph Speed Limit - Support Low speed limits in other towns means more relaxed driving with less stopping and starting. Other road users and especially kids less likely to be killed if hit by a car. Motorbikes often drive too fast and noisily. It doesn't add much time to your journey and it's safer and uses less fuel than stopping and starting.</p> <p>20mph Speed Limit - Support Controlled slower speeds lead to fewer traffic jams. It's quieter for local residents.</p> <p>Travel change: No</p>
(184) Member of public, (Abingdon, Welford Gardens)	<p>20mph Speed Limit - Support Believe it would be a lot safer</p> <p>20mph Speed Limit - Support A lot safer</p> <p>Travel change: No</p>

<p>(185) Member of public, (Abingdon, Knollys Close)</p>	<p>20mph Speed Limit - Support In favour of making roads safer for vulnerable road users and reducing car dominance</p> <p>20mph Speed Limit - Support Road is currently terrifyingly fast and horribly noisy</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(186) Member of public, (Abingdon, Lashford Lane)</p>	<p>20mph Speed Limit - Support I live on Lashford Lane, there is a primary school here and many horses on the road - yet still people continue to speed over and above the 20 limit. It is a matter of time before someone gets hurt. I lived in Reading 7 years ago and all roads with schools on were a 20mph limit (unless it was a main road strangely). I would like to see the same measures for school roads, all around Oxfordshire.</p> <p>20mph Speed Limit - Support 40mph has always seemed too fast for such residential areas</p> <p>Travel change: Yes - cycle more</p>
<p>(187) Member of public, (Abingdon, Gibson Close)</p>	<p>20mph Speed Limit - Support Lower speed limits improve traffic flow, encourage active travel and make us all safer</p> <p>20mph Speed Limit - Support It will improve traffic flow and be less disruptive to residents</p> <p>Travel change: Yes - cycle more</p>
<p>(188) Member of public, (Abingdon, South Avenue)</p>	<p>20mph Speed Limit - Support I cycle into Abingdon and believe this would make the roads safer</p>

	<p>20mph Speed Limit - Support With all of the new build houses I think the road will have more pedestrians on and think 30 mph will keep it safe</p> <p>Travel change: No</p>
(189) Member of public, (Abingdon, Cemetery Road)	<p>20mph Speed Limit - Support I live on Cemetery Road, off Spring Road. The speed with which people drive on a major residential road like Spring Road is already insane. The speed with which people drive on a small residential cul-de-sac like Cemetery Road is unacceptable, dangerous and unnecessary.</p> <p>20mph Speed Limit - Support 30 is plenty so I support this as a speed limit.</p> <p>Travel change: Yes - cycle more</p>
(190) Member of public, (Appleford, Main Road)	<p>20mph Speed Limit - Support it has been widely proven that a 20mph speed limit improves highway safety, in addition it will help and support use of active travel modes</p> <p>20mph Speed Limit - Support sensible speed limit, 40mph is too high in urban locations</p> <p>Travel change: Yes - cycle more</p>
(191) Member of public, (Abingdon, St Johns Road)	<p>20mph Speed Limit - Support Anything to reduce accident and injury has to be a good thing. As a cyclist, it should make cycling on the road safer and more enjoyable (though better cycling infrastructure would be even more welcome)</p> <p>20mph Speed Limit - Support This is not a 'proper' ring road, so the traffic isn't segregated from pedestrians and cyclists. As it runs through a built-up area, there is no reason for it not to be 30mph.</p>

	Travel change: No
(192) Member of public, (Dean Court, Eynsham Road)	<p>20mph Speed Limit - Support Gives improved safety with little negative effect on journey times</p> <p>20mph Speed Limit - Support Improves safety with little effect on journey times over such short distances</p> <p>Travel change: No</p>
(193) As a business, (Abingdon, Vineyard)	<p>20mph Speed Limit - Support I own a shop on the vineyard and cars speed up and down this road on a daily basis making it extremely dangerous for people. There is no pedestrian crossing or cycle lanes here adding to the danger</p> <p>20mph Speed Limit - Support 30 mph is plenty now the new houses are being built</p> <p>Travel change: Yes - cycle more</p>
(194) Member of public, (Abingdon, Abbott)	<p>20mph Speed Limit - Support Improves safety for all road users, whether drivers, pedestrians or cyclists Likely to encourage more cycling and walking. Efficient way to reduce air pollution</p> <p>20mph Speed Limit - Support Ring road has large number of crossings and turns. 40 mph limit outdated</p> <p>Travel change: Other No change to own habits but will allow me to let my children go out more independently</p>
(195) Member of public, (Abingdon, Bostock Road)	20mph Speed Limit - Support

	<p>The reduced speed limit will make the roads safer for crossing the roads when walking, and for cycling. It should also reduce pollution and noise, including climate change emissions. It's a really positive thing to be doing.</p> <p>20mph Speed Limit - Support There are often speeding cars on the ring road, and it is unpleasant to walk by, or cycle by or on. I don't think the 30 limit will reduce speed to 30 all the time, but I expect a 'guilty 35' instead of a 'guilty 45', which will be a lot better.</p> <p>Travel change: Yes – walk/wheel more</p>
(196) Member of public, (Abingdon, Darrell Way)	<p>20mph Speed Limit - Support It will encourage more cycling because potential cyclists will think the roads safer</p> <p>20mph Speed Limit - Support Support because there is an adequate cycle path near the "ring road" so cyclists won't have to be concerned with the 30mph traffic</p> <p>Travel change: No</p>
(197) Member of public, (Abingdon, Champs Close)	<p>20mph Speed Limit - Support I cycle a lot and having slower speeds would mean I would be more comfortable with letting my children cycle on the roads</p> <p>20mph Speed Limit - Support Lower speeds means less accidents (if policed). It will mean those who don't care and speed will instantly stand out</p> <p>Travel change: Yes - cycle more</p>
(198) Member of public, (Shippon, Dart Road)	<p>20mph Speed Limit - Support I regularly cycle and walk in Abingdon and would feel much safer if the speed limit were slowed down.</p> <p>20mph Speed Limit - Support It would make cycling and walking more appealing if the traffic were slowed</p>

	Travel change: Yes – walk/wheel more
(199) Member of public, (Abingdon, Ypres Way)	<p>20mph Speed Limit - Support Making Abingdon a mostly 20mph zone would massively improve the local environment, making cycling safer, walking more pleasant and improving air quality.</p> <p>20mph Speed Limit - Support I have chosen not to own a car, so commute to work and into the town centre on foot or by bike. I also ride weekly with a local cycling club. I have personal experience of the danger of high speeds on residential roads and have friends who have been impacted in collisions involving careless drivers. Movement on the road network in and around Abingdon must be significantly calmed to make it safer for cyclists and pedestrians and a more pleasant environment for residents.</p> <p>Travel change: Other I already cycle and walk everywhere but a 20mph limit would help me to feel safer using roads.</p>
(200) Member of public, (Abingdon, Winsmore Lane)	<p>20mph Speed Limit - Support Road safety, protect pedestrians, curb bad driving.</p> <p>20mph Speed Limit - Support The ring roads are close to built up housing estates and a reduced speed limit is required to protect pedestrians.</p> <p>Travel change: Yes - cycle more</p>
(201) Member of public, (Abingdon, Prince Grove)	<p>20mph Speed Limit - Support Safety and enhanced traffic flow. Less stop start.</p> <p>20mph Speed Limit - Support Residential area. Reduce noise and pollution.</p> <p>Travel change: Yes - cycle more</p>

(202) Member of public, (Abingdon, Loddon Close)	<p>20mph Speed Limit - Support Need to make roads safer for cyclists, particularly children, and for pedestrians. Narrow roads in Abingdon mean it is unsafe to drive over 20 mph anyway. Long overdue change</p> <p>20mph Speed Limit - Support Some parts are already 30 mph so it confusingly present. Better to standardise on 30 mph. More housing in this area means more traffic merging from side roads. Area around Larkmead needs to be safer for children cycling to school. There have generalities among children cycling to school via the back way along the ring road</p> <p>Travel change: Yes – walk/wheel more</p>
(203) Member of public, (Drayton, Eastway Park)	<p>20mph Speed Limit - Support To improve safety of pedestrians and cyclists. Many car drivers speed on the 30mph roads and if the speed limit were reduced any caught speeding would hopefully be going a safer speed</p> <p>20mph Speed Limit - Support Safety</p> <p>Travel change: Yes - cycle more</p>
(204) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - Support I am a cyclist</p> <p>20mph Speed Limit - Support 30 mph is safer. 25 percent longer is only a couple of mins. Benefit outweighs disadvantage</p> <p>Travel change: Yes - cycle more</p>

(205) Local group/organisation, (Abingdon, Ypres way)	<p>20mph Speed Limit - Support For safety and health reasons.</p> <p>20mph Speed Limit - Support Safety and health</p> <p>Travel change: Yes - cycle more</p>
(206) Member of public, (Abingdon, Kysbie close)	<p>20mph Speed Limit - Support I commute by bicycle and have young children. I especially support reducing the 40mph ring road to 30.</p> <p>20mph Speed Limit - Support It's hard to cross and dangerous for young children on the adjacent cycle path</p> <p>Travel change: Yes - cycle more</p>
(207) Member of public, (Abingdon, Bailie Close)	<p>20mph Speed Limit - Support We live in an environment where it is very (too) easy to choose to hop in the car for short, local journeys. As well as incentives to walk/cycle/scoot by making areas more user friendly for those not protected by metal boxes, there need to be disincentives for those who find it harder to make the switch to forms of active travel. I whole-heartedly support initiatives that make it easier for people to make greener and healthier choices as part of their everyday routines.</p> <p>20mph Speed Limit - Support With increased housing facing the 'ring road' there will, hopefully, be increased non-car traffic. Lower speed limits will make it safer for new resident to make the choice to walk/cycle (and use & support local services) from the very start of their residency. I suspect measures may need to be taken to ensure the new limit is adhered to. Currently, the ring road is viewed by the minority as a race track - dangerous and off-putting for residents, pedestrians and cyclists.</p> <p>Travel change: Yes – walk/wheel more</p>
(208) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - Support</p>

	<p>Reduce carbon emissions; create safer and more pedestrian friendly places.</p> <p>20mph Speed Limit - Support Sensible complement to the 20 mph limit in the town centre</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(209) Member of public, (Abingdon (Peachcroft), Hound Close)</p>	<p>20mph Speed Limit - Support Having lived on Peachcroft for 40 years it has always been a concern that the main road through the estate has been 30mph, as often cars go far too fast on the bends and approaching junctions sometimes in excess of 30 (particularly in recent years). It is only a matter of time before there is an accident and someone is injured. Also slower speeds will reduce the noise level for residents.</p> <p>20mph Speed Limit - Support Having lived on Peachcroft for 40 years and always on the edge of the estate near the 'ring road', it has becoming increasingly busy and with all the new developments will get busier still. Reducing the speed to 30mph will certainly help when turning in and out of the estate as often currently some drivers exceed 40 and it is more difficult to find a safe gap to pull in/out. Also it will help to reduce noise levels as currently it can significantly impact the quality of life both living nearby and when walking/cycling along the 'ring road' path. Crossing the road to get to Peachcroft farm can also be quite dangerous given the speed limit. Appreciate some drivers will still exceed 30mph but expect the majority will abide by it and even those who don't might stay at 40 where currently 50+ can be the norm for some! My only concern is enforcement of the new limit, it would need cameras along the 'ring road' particularly at approaches to the turning on to Peachcroft and Mattock Way.</p> <p>Travel change: Yes - cycle more</p>
<p>(210) Member of public, (Steventon, The Green)</p>	<p>20mph Speed Limit - Support lower speed limit will improve air quality and road safety</p> <p>20mph Speed Limit - Support Safer</p> <p>Travel change: No</p>

(211) Member of public, (Steventon, The Green)	<p>20mph Speed Limit - Support supporting active travel, road safety, pollution reduction</p> <p>20mph Speed Limit - Support supporting road safety, reducing pollution, provides appropriate transition to 20 mph zones</p> <p>Travel change: Yes - cycle more</p>
(212) Member of public, (Abingdon, East Saint Helen Street)	<p>20mph Speed Limit - Support Safer, less pollution and reduced fuel consumption</p> <p>20mph Speed Limit - Support Same as previous</p> <p>Travel change: Yes - cycle more</p>
(213) Member of public, (Abingdon, Letcombe Avenue)	<p>20mph Speed Limit - Support A lower speed limit would help "set the tone" for travel on Abingdon roads and make them safer for non-car drivers</p> <p>20mph Speed Limit - Support If the limit continued at 40mph there would be too great a disparity between ring road speeds and those on the roads which join it</p> <p>Travel change: Yes - cycle more</p>
(214) Member of public, (Abingdon, Evenlode Park)	<p>20mph Speed Limit - Support Safer roads, better environment</p> <p>20mph Speed Limit - Support</p>

	<p>The road can be busy to cross. In addition, with increasing development outside the ring road, it is becoming more of a local residential road</p> <p>Travel change: Yes - cycle more</p>
(215) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - Support Abingdon speeding is a huge problem with very little control. Outside of the few roads with speed cameras, speeding and extreme-speeding are common place. Roads like Spring Road, Faringdon Road and Bath St. are frightening for pedestrians, cyclists, dog walkers etc. Accidents are common, deaths have occurred and near-misses (including near fatal) are commonplace. Many drivers 'enjoy' a foot to the floor mentality with no-fear of speed enforcement or prosecution. Cycling is unsafe as a result in Abingdon.</p> <p>20mph Speed Limit - Support The 40mph limit outside of the speed camera means speeds upwards of 50mph or higher are driven on roads such as Copenhagen Drive and Dunmore Road.</p> <p>Travel change: Yes - cycle more</p>
(216) Member of public, (Abingdon, Jackman Close)	<p>20mph Speed Limit - Support Too many cars are speeding over the current limit and it's dangerous for everyone</p> <p>20mph Speed Limit - Support I live near Auddlet drive and car here speed over the 40 limit and they don't reduce speed when the signs shows 30 by the snake & ladders</p> <p>Travel change: Yes - cycle more</p>
(217) Member of public, (Abingdon, Swinburne Road)	<p>20mph Speed Limit - Support Safety for school children</p> <p>20mph Speed Limit - Support Safety for school children</p>

	Travel change: Yes - cycle more
(218) As a business, (Abingdon, Bailie Close)	<p>20mph Speed Limit - Support The proposed change will make Abingdon safer for residents and visitors, reduce harmful emissions including carbon dioxide, and will make the town more attractive to potential employees of our business. We support the measure wholeheartedly!</p> <p>20mph Speed Limit - Support See my comments regarding the 20 mph limit</p> <p>Travel change: Yes - cycle more</p>
(219) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - Support As a driver, I've found it a more relaxed experience navigating the existing 20mph areas in Oxford (e.g. top of Iffley Road). As an aunt and great-aunt - there will be kids in the new estates to the north, the ring road has GOT to come down to 30mph. As a pedestrian and cyclist - it's just easier on everyone if the speed limits are lower, as we all get more time to react. Traffic gets less hectic -> parents happier letting kids get to school on their own -> less traffic -> easier for the people who have no choice but to drive (trades, commuting to odd areas, disabled etc).</p> <p>20mph Speed Limit - Support See earlier</p> <p>Travel change: Yes – walk/wheel more</p>
(220) Member of public, (Abingdon, Cherwell Close)	<p>20mph Speed Limit - Support Parent of young children and want them to be able to be more active, cycle and walk to school in a safer cleaner environment. I currently cycle to work and this will also improve my own safety and experience.</p> <p>20mph Speed Limit - Support</p>

	<p>The shared use path round the ring round is not very nice to use. Cars travel too fast round the ring road and there are too many entrances and exits where cars have right of way. Reducing the speed limit will go some way to improving this but steps should also be taken to improve the shared path by segregating pedestrians from cyclists properly and giving path users right of way over minor roads round the ring road (this should be clearly demonstrated by road markings)</p> <p>Travel change: Yes – walk/wheel more</p>
(221) Member of public, (Abingdon, Boulter Drive)	<p>20mph Speed Limit - Support Safety and congestion concerns</p> <p>20mph Speed Limit - Support Safety and congestion concerns</p> <p>Travel change: Yes – walk/wheel more</p>
(222) Member of public, (Wantage, Brundle Way)	<p>20mph Speed Limit - Support In residential areas parked cars will always be an obstacle for all road users and they certainly narrow the available road width to passing road traffic, and as such must be negotiated with due care. Cyclists typically max out at a steady average of 12 mph whereas motorists will be willing to reach 30mph and will have strong desire to pass, but this must be done safely. Motorists will assess the risk before conducting the pass manoeuvre, but mistakes do happen. Reducing the limit to 20mph will reduce the speed differential and grant better opportunity to rationally assess the real risks before impatience takes over, at least with the vast majority of road users. I acknowledge there will be exceptions; people do break the rules, especially if the risk of being caught is close to zero.</p> <p>20mph Speed Limit - Support Consistent speed limits across the broader area may help reduce risks. In this sense I am suggesting that entering a zone that is entirely limited to 30 means you have no need to accelerate (hard or gently) into the 40 zone, or brake (hard or gently) as you leave the 40 zone and enter the 30 zone.</p>

	<p>There is a tendency for drivers to push the limits of what is acceptable, but keeping it one speed limit will make road users' behaviour far more predictable, with only slightly more sedate a journey but significantly less harmful in the event of a collision.</p> <p>Travel change: Other I really want safe cycle routes from Wantage to Abingdon as a commuter, but sadly the present infrastructure is lacking and the roads are unsafe. I will not cycle to work as things stand, but I look to the future...if Wantage has cycling infrastructure then I will be using Abingdon routes.</p>
(223) Member of public, (Shippon, Barrow Road)	<p>20mph Speed Limit - Support 30 mph is too fast. The transport hierarchy places pedestrians 1, cyclists 2 and private cars at the bottom.</p> <p>20mph Speed Limit - Support Pedestrians and cyclists have been ignored for too long. The priority cars receive has produced a toxic environment that opposes active transport.</p> <p>Travel change: Yes - cycle more</p>
(224) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - Support Concerns about the environment, concerned about health and safety of children in Abingdon, and also the safety of vulnerable road users.</p> <p>20mph Speed Limit - Support Because sometimes pedestrians need to cross the road, eg to Peachcroft or to travel to Sunningwell and the new estates there. It is very hard to do this when traffic is coming past at 40mph. Also because it makes walking or cycling around the ringroad very polluted, noisy and unpleasant.</p> <p>Travel change: Other Both walk, wheel and cycle more.</p>

(225) Member of public, (Abingdon, Thesiger Road)	<p>20mph Speed Limit - Support 20mph is safer</p> <p>20mph Speed Limit - Support safer</p> <p>Travel change: Other Already cycle and walk, as no longer own a car</p>
(226) Member of public, (Abingdon, Galley Field)	<p>20mph Speed Limit - Support Safety of pedestrians and cyclists. To encourage more people to travel on foot and by bike and bus.</p> <p>20mph Speed Limit - Support Reduces pollution and makes it safer for pedestrians to cross.</p> <p>Travel change: Yes - cycle more</p>
(227) Member of public, (Abingdon, Loddon Close)	<p>20mph Speed Limit - Support I am a big fan of the policy of cutting speed limits on Oxfordshire's roads, and as a resident of Abingdon have wanted this for a long time as I cycle and walk a lot and it will make it a safer environment.</p> <p>20mph Speed Limit - Support This should make it slightly more pleasant along the cycle/pedestrian path along the ring road as the cars will be less noisy.</p> <p>Travel change: Yes – walk/wheel more</p>
(228) Member of public, (Abingdon, Foster Road)	<p>20mph Speed Limit - Support In the town centre it can be difficult to cross the high street due to fast moving traffic. Often parts of Abingdon are used as a race track. Not everyone adheres to the 30 speed limit, but by reducing it further may make some</p>

	<p>difference. The peripheral road definitely be reduced to 30 mph, especially with new homes being built on oppositr side of the road, there is no way it shoulx be 40 mph anymore.</p> <p>20mph Speed Limit - Support With homes being built on both sides of the road, it should now be classed as a residential area. Dunmore Rd should be reduced to 20mph in line with other residential areas.</p> <p>Travel change: No</p>
(229) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - Support Reduce accident rates make residential areas a better place to live</p> <p>20mph Speed Limit - Support 30 is plenty</p> <p>Travel change: Yes – walk/wheel more</p>
(230) Member of public, (Abingdon, St Helen Street)	<p>20mph Speed Limit - Support Abingdon is an old town with narrow roads. Anyone trying to drive at 30 mph along Abingdon High Street needs their head examined. And their licence taken away.</p> <p>20mph Speed Limit - Support This is a road used by pedestrians and cyclists - the cyclepaths alongside are not fit for purpose, forcing cyclists to use the road - and 30 mph is much safer than 40.</p> <p>Travel change: Yes - cycle more</p>
(231) Member of public, (Abingdon, St Amand Drive)	<p>20mph Speed Limit - Support A reduction in cars speed will be safer and reduce the dominance of cars and allow people to have a better experience of walking or cycling around abingdon</p> <p>20mph Speed Limit - Support</p>

	<p>Often 30 miles an hour is what can be driven, this is better for the environment, better fuel consumption and better or drivers</p> <p>Travel change: Yes - cycle more</p>
(232) Member of public, (Abingdon, Penlon Place)	<p>20mph Speed Limit - Support This is a small measure (other countries have tighter speed limits) with a large number of well-known, well-researched, common-sense benefits and few downsides other than motorist rage. My safety trumps your convenience. Also, I anticipate opposition to this, so I want to be at least one supporting datum.</p> <p>20mph Speed Limit - Support This is a small measure (other countries have tighter speed limits) with a large number of well-known, well-researched, common-sense benefits and few downsides other than motorist rage. My safety trumps your convenience. Also, I anticipate opposition to this, so I want to be at least one supporting datum.</p> <p>Travel change: Other No - I already walk for most journeys. However, I would appreciate the reduction in risk to life and limb I am exposed to for taking this radical form of transport. If there is a reduction in car traffic I might take the bus more - what is the point of a bus that is stuck in traffic?</p>
(233) Member of public, (Abingdon, Hamble Drive)	<p>20mph Speed Limit - Support It is much safer to limit speed</p> <p>20mph Speed Limit - Support Cyclists for some reason refuse to use cycle tracks</p> <p>Travel change: No</p>
(234) Local group/organisation, (Oxfordshire Cycling Network)	<p>20mph Speed Limit - Support We strongly support the proposal. There are already many people cycling in Abingdon, as evidenced by the high level of cycling in Vale of White Horse in the DfT/Sport England Active Lives Survey (Abingdon is the largest town in VoWH). A 20mph speed limit will make cycling safer and more comfortable for them, and will make it more attractive</p>

	<p>to current non-cyclists. It will also reduce traffic through the town because sat-navs will tend to select alternative quicker routes.</p> <p>20mph Speed Limit - Support We support speed reductions on the ring road because the cycle tracks along the ring road are narrow and with interruptions, so many cyclists choose to use the main carriageway - this will make that choice safer. It will also improve safety and comfort for cyclists using the tracks alongside the ring road.</p> <p>Travel change: Yes - cycle more</p>
(235) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - Support As a regular pedestrian and cyclist I find the vehicular traffic alarming and over dominant. The current system favours car drivers and it is dangerous and unpleasant for other road users. The noise of vehicles is intrusive and roads in the centre in particular are polluted. Any measures that give greater priority to pedestrians and cyclists are welcome and if they deter avoidable journeys in residential areas and the middle of town that will also be beneficial.</p> <p>20mph Speed Limit - Support Since the ring road no longer marks the outer boundary of the town (a very poor decision in my view) speeds should be reduced as there will be more pedestrian flows across the road.</p> <p>Travel change: No</p>
(236) Member of public, (Abingdon, River Close)	<p>20mph Speed Limit - Support It's still dangerous for families to cycling on the road. 20mph would allow parents to feel a bit safer for their kids before safe cycling path setting up in Abingdon south. There is no cycling path in Wilsham road which is part of the n5 and nearby the Thames. Could be a lovely road if it would be safer and also free of the wild caterpillar car park.</p> <p>20mph Speed Limit - Support The slower the better.</p> <p>Travel change: Yes - cycle more</p>

<p>(237) Member of public, (Abingdon, Pytenry Close)</p>	<p>20mph Speed Limit - Support I support the proposals to bring about much-needed improvements to the quality of life of residents of Abingdon in terms of noise pollution, air quality and road safety.</p> <p>20mph Speed Limit - Support I support the proposals to bring about much-needed improvements to the quality of life of residents of Abingdon in terms of noise pollution, air quality and road safety. This is especially so for the many people with the misfortune of living near to one of the increasingly busy so-called ring roads. I sincerely hope that additional measures will also be taken to reduce the very common tendency to exceed the speed limit on these roads, often massively (and very noisily) exceeded!</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(238) Member of public, (Abingdon, Bowler Gardens)</p>	<p>20mph Speed Limit - Support 30mph is far too fast on the small residential streets in Abingdon, many of which have no appropriate visibility or crossing points for pedestrians. PLEASE reduce the speed limit outside St Edmunds RC Primary School to 20mph - we are in desperate need for this and I see near misses every single day on the school run. It's a very serious situation and I'm very worried as a parent.</p> <p>20mph Speed Limit - Support 30MPH is plenty.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(239) Member of public, (Abingdon, Rose Avenue)</p>	<p>20mph Speed Limit - Support 20mph in towns is plenty fast enough. a car hitting a child at 20 has a better chance of survival than being hit by a car at 30.</p> <p>20mph Speed Limit - Support Cars, lorries etc often travel at much higher speeds than 40 on these roads, maybe a 30 limit will make drivers think twice before speeding. also it will produce less pollution.</p>

	Travel change: Yes – walk/wheel more
(240) Member of public, (Abingdon, Kingfisher Close)	<p>20mph Speed Limit - Support local roads need more control</p> <p>20mph Speed Limit - Support The ring road? what Ring road... yes please build a real one!</p> <p>Travel change: No</p>
(241) Member of public, (Oxford, Rymers Lane)	<p>20mph Speed Limit - Support safer streets for residents</p> <p>20mph Speed Limit - Support less pollution, safer streets</p> <p>Travel change: No</p>
(242) Member of public, (Abingdon, Market Place)	<p>20mph Speed Limit - Support I live in Abingdon town centre and do all my errands on foot around town. There are many areas lacking in safe crossings (such as in front of the County Hall) where a reduced traffic speed would improve safety. I am also kept awake by cars and motorcycles revving their engines around the town, notably down Stert Street and High Street, though I do not think a reduced speed will help much with this issue.</p> <p>20mph Speed Limit - Support Much the same as the answer submitted previously.</p> <p>Travel change: Yes – walk/wheel more</p>
(243) Member of public, (Abingdon, Wilsham road)	20mph Speed Limit - Support

	<p>I live along Wilsham road and it attracts a lot of visitors and local families, I am constantly concerned about the speed some people travel. We have recently had a drop kerb because parking on the road means crossing the busy road, while the County Councillor was here approving the application he commented on how busy the road was and suggested I spoke to our local councillor because he was concerned.</p> <p>20mph Speed Limit - Support If it's 30 then maybe people will do 40 as currently it's such a fast road</p> <p>Travel change: Yes – walk/wheel more</p>
(244) Member of public, (Cowley, James Wolfe Road)	<p>20mph Speed Limit - Support To increase comfort for walking and cycling - Including accessibility for people with impairments.</p> <p>20mph Speed Limit - Support Reduced congestion and noise pollution benefits.</p> <p>Travel change: Yes – walk/wheel more</p>
(245) Member of public, (Kennington, River View)	<p>20mph Speed Limit - Support Abingdon as a historic town has limited road space and it must be shared safely with all users</p> <p>20mph Speed Limit - Support I occasionally cycle on the carriageway to avoid the frequent side street dangers to the cycle path, so a lower limit will make that safer</p> <p>Travel change: Yes - cycle more</p>
(246) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - Support This is an excellent proposal to help support future growth in Walking and Cycling. Whilst a confident cyclist myself, my wife and children are scared of cycling around Abingdon because of the speed of vehicles.</p> <p>20mph Speed Limit - Support</p>

	<p>With the new development proposed this road would function less like a ring road and more like a local distributor road. Reducing the speed with reduce the severance between the new development and the existing town. Priority side road crossings should be provided on the cycle path though to encourage greater use of this facility.</p> <p>Travel change: Yes - cycle more</p>
(247) Member of public, (Abingdon, Curtis Avenue)	<p>20mph Speed Limit - Support Number of cars parked on residential streets and often on pavements means 30mph is too fast. Often have to go onto street with my young kids to get round cars on pavement. Also, crossing road view is blocked by parked cars.</p> <p>20mph Speed Limit - Support Bike/footpaths next to ring roads not physically separated and in parts quite narrow - 40mph doesn't allow sufficient time to react if something happens. Also - noise - noticeable difference between vehicles, especially lorries, travelling at 40mph and 30mph. Finally, I don't see 40mph as being necessary. Length of ring road means difference in time taken 30/40mph negligible.</p> <p>Travel change: Yes - cycle more</p>
(248) Member of public, (Abingdon, Saxton Road)	<p>20mph Speed Limit - Support Cars are dangerous. There's too many cars parked by the side of the road for 30mph to be safe through residential areas. Slower and fewer cars make areas more pleasant to live in due to less pollution and noise, and making it easier for neighbours to get to know each other.</p> <p>20mph Speed Limit - Support Cars are dangerous. Lower speeds are better. Reduces pollution, danger to pedestrians, cyclists, and other road users, and makes everywhere nicer to live.</p> <p>Travel change: Yes - cycle more</p>
(249) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - Support Safety</p>

	<p>20mph Speed Limit - Support Safety</p> <p>Travel change: Yes - cycle more</p>
(250) Member of public, (Abingdon, Abbott)	<p>20mph Speed Limit - Support I regularly cycle with the children and it is terrifying. This can only help. Will reduce noise and pollution in addition.</p> <p>20mph Speed Limit - Support No need for 40, 30 saves fuel and reduces noise</p> <p>Travel change: Yes - cycle more</p>
(251) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - Support Small, but busy town, lots of families, schools and through traffic. Completely appropriate to reduce speeds locally.</p> <p>20mph Speed Limit - Support Slowing people down a little will not impact their lives, commutes, jobs. It will save lives from serious injuries in road accidents.</p> <p>Travel change: Yes - cycle more</p>
(252) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - Support The roads are too dangerous for cyclists and cars currently. 20 is a much safer speed in built up areas and will be better for everyone</p> <p>20mph Speed Limit - Support The roads need to be safe for all users, the difference between 30 and 40 on semi residential roads is hardly noticeable but would have a huge impact on other users and if there were accidents</p> <p>Travel change: Yes - cycle more</p>

(253) Member of public, (Abingdon, Appleford Drive)	<p>20mph Speed Limit - Support We live on Appleford Drive which becomes a race track twice a day when parents deliver/collect from Rush Common School</p> <p>20mph Speed Limit - Support We live on Appleford Drive which becomes a race track when children are delivered/ collect from school</p> <p>Travel change: No</p>
(254) Member of public, (Milton, Willow Lane)	<p>20mph Speed Limit - Support We need to take practical steps to discourage avoidable car journeys and encourage cycling and walking where possible to save energy, limit the impacts of climate change and make roads safer - I want to relearn how to cycle as an adult and I want my child to be safe getting around</p> <p>20mph Speed Limit - Support Slow cars down and get fewer on the roads where poss</p> <p>Travel change: Other I hope walk/cycle more, but could be part of getting my household to try bus instead of car too just being all part of positive alternatives to driving everywhere</p>
(255) Member of public, (Abingdon, Bournon Wood)	<p>20mph Speed Limit - Support In general, I think 20mph throughout towns is a good thing. I previously lived in Edinburgh and whilst it was initially frustrating, you do adjust quickly. It also brings a 'calmer' feel to the environment. In reality, plenty of people exceed speed limits, so with 20mph it's more likely that people will drive under 30mph.</p> <p>20mph Speed Limit - Support Same reason as for 20mph. I live off Copenhagen drive, and whilst the limit drops to 30mph close to the roundabout people are accelerating up to 40 so there is a 'rush' to get up to speed.</p>

	<p>We are going to have more cars using these roads as the mass of housing is completed, so dropping the limit to 30 is just going to create a calmer environment for the town, I think.</p> <p>Travel change: No</p>
(256) Member of public, (Abingdon, Virginia Way)	<p>20mph Speed Limit - Support The speeding behaviour of some people around my home estate (south Abingdon) is largely out of hand. People speed above 30mph. I do not feel safe as a cyclist, pedestrian and most of all I'm worried for the health and safety of my two small children. I hope that the new speed limit would be supported by regular speed controls / enforcement and static radar traps around Preston road. This will not only be good for the environment but also the road safety.</p> <p>20mph Speed Limit - Support Most of the time the traffic is so bad due to poor civil road planning and congestion that you will not be going any faster anyways. Increases road safety for all road users</p> <p>Travel change: Yes - cycle more</p>
(257) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - Support Safety of community. Better for environmental pollution.</p> <p>20mph Speed Limit - Support Safety of community. Lower emissions.</p> <p>Travel change: Yes - cycle more</p>
(258) Member of public, (Abingdon, Willow Brook)	<p>20mph Speed Limit - Support Twenty mph zones have been proven to enhance public safety, reduce air pollution and not impede traffic flow. There is no good faith argument against them.</p> <p>20mph Speed Limit - Support Reduced speed limits have been proven to enhance public safety, reduce air pollution and not impede traffic flow. There is no argument against this.</p>

	Travel change: Yes – walk/wheel more
(259) Member of public, (Sutton Courtenay, Barretts Way)	<p>20mph Speed Limit - Support Strongly support a 20mph limit on residential streets to make them safer and less intimidating for cyclists and pedestrians.</p> <p>20mph Speed Limit - Support Generally support a reduction in speed limit but I don't think 40mph is untoward on these roads.</p> <p>Travel change: Yes - cycle more</p>
(260) Member of public, (Abingdon, Picklers Hill)	<p>20mph Speed Limit - Support Lower speed = safer, quieter, less pollution</p> <p>20mph Speed Limit - Support 30mph needs to happen. the current 40mph is not enforced and the HGV speeds with all the new houses being built is excessive, dangerous and polluting</p> <p>Travel change: Yes – scoot more</p>
(261) As a business, (Abingdon, Victoria Road)	<p>20mph Speed Limit - Support Pedestrians and cyclists need priority within the town. It's difficult to cross roads. Drivers need to be less aggressive.</p> <p>20mph Speed Limit - Support Houses nearby and safety is comprimised by 40.</p> <p>Travel change: Yes - cycle more</p>
(262) Member of public, (Abingdon, Lovelace Close)	20mph Speed Limit - Support

	<p>Having lived here for 20+ years, I have become aware of how much more traffic there is in the area, and also how many motorists exceed the current speed limits. I feel that 20mph in many areas will greatly reduce the risk of injury/death to pedestrians, cyclists & animals as well as reduce pollution.. I think that the introduction of 30mph limit on the Abingdon ring road is essential for safety for both road users & pedestrians with the new housing developments along these roads.</p> <p>20mph Speed Limit - Support I live adjacent to Dunmore Road, currently many motorists drive at speeds of 50mph or more, especially at night. Trying to drive on to the Dunmore Road from Boulter Drive has been a challenge for many years. especially in the rush hours, and at this particular junction the scene of a significant number of motor vehicle accidents. I believe a reduction to 30 mph will be necessary given that we are currently having 900+ houses being built alongside the Dunmore Road & with a very welcome frequent bus service to/from Oxford introduced.</p> <p>Travel change: Yes - cycle more</p>
(263) Member of public, (Abingdon, River Close)	<p>20mph Speed Limit - Support 1. Cars and other vehicles cannot easily react for a child jumping on the road, this drives parent a necessary constant attention to them. 2. Cars are noisy at larger speed 3. Fast cars drives tends not to respect security distances overtaking cyclist 4. Fast cars tends to pick the risky choice of overtaking cyclist or other cars when it should have stoped to avoid slowing down. For example there is cyclist on both sides of Wilsham road (no space for overtaking them with more than 1 m) but the car choose to overtake. 5. These remarks are aggravated when raining (for some reason) 6. Lower speed lowers the amount of acceleration and hence reduce the city carbon footprint. 7. There only a million reasons to reduce the speed of the cars to add space to people in our cities!</p> <p>20mph Speed Limit - Support This limit feels less important than the previous 20 mph as cyclist and pedestrian are safely separated from the road. But I am still strongly in favour of it as it will benefit in noise reduction, make the road crossing safer and reduce the carbon footprint of individuals</p> <p>Travel change: Yes - cycle more</p>

(264) Member of public, (Abingdon, Compton Drive)	<p>20mph Speed Limit - Support An easy individual response to the health and climate crisis is to cycle more. Most people are discouraged from cycling by the perception that it is dangerous. When public highways are safer, people will cycle, so it is incumbent on the Council to LEAD on this.</p> <p>20mph Speed Limit - Support 30mph is often an aspirational limit, when the new developments are occupied and Aldi is open, that will become even more the norm. When the new developments are occupied the 'ring road' will not be a ring road, it will be much closer to a regular street and I would argue for 20mph on that basis. For those who wish to get from one end of Abingdon to the other in a hurry, they will soon have the full junction on Lodge Hill.</p> <p>Travel change: Yes - cycle more</p>
(265) Member of public, (Abingdon, Orpwood Way)	<p>20mph Speed Limit - Support Within a residential area, I don't feel there is any reason to be traveling at more than 20. It would hopefully discourage people from using residential roads as shortcuts, make roads safer, and decrease noise and actual pollution within those areas which are often populated with older people or families.</p> <p>20mph Speed Limit - Support It isn't a road I use frequently. I think it is currently 40? I would have no issue with it being 30 and perhaps with would make it safer for cyclists.</p> <p>Travel change: No</p>
(266) Member of public, (Abingdon, Thornley Close)	<p>20mph Speed Limit - Support Safer for cycling. Also may encourage local distance car users to switch to other forms of travel</p> <p>20mph Speed Limit - Support Safer for pedestrians crossing the roads</p> <p>Travel change: Yes - cycle more</p>

<p>(267) Member of public, (Abingdon, Lindsay Drive)</p>	<p>20mph Speed Limit - Support I want the roads to feel safer for myself and my family. I also want to reduce noise and pollution. It is hard to cross the "ring road" right now with the current 40mph speed limit, which many drivers treat as motorway and drive much above this. My daughter is scared of going near the ring road because it is so fast and loud.</p> <p>20mph Speed Limit - Support It is hard to cross the ring road at the current speed limit. It is also very loud and polluted. My daughter is scared of going near the ring road because it is so fast and loud. Some drivers treat it like a motorway.</p> <p>Travel change: Yes - cycle more</p>
<p>(268) Member of public, (Abingdon, Turberville Close)</p>	<p>20mph Speed Limit - Support There are so many children walking and cycling to school who I want to be safe</p> <p>20mph Speed Limit - Support by having it a faster route, drivers may choose the ring road rather than coming through the town centre</p> <p>Travel change: Yes - cycle more</p>
<p>(269) Member of public, (Abingdon, Ock Street)</p>	<p>20mph Speed Limit - Support Vehicles, particularly cars and motorbikes, routinely significantly break the speed limit on Ock Street where I live (near Domino's Pizza), sometimes at 60 mph, usually 40+ mph. Several people have been killed here, including a 20 yr old man outside my home. I was nearly run down by a car doing 60 mph. Every effort should be made to stop this dangerous behaviour.</p> <p>20mph Speed Limit - Support Most vehicles routinely break the speed limit. Reducing it to 30 mph would help to ensure most drivers at least slow down, even if they don't comply with the limit. To ensure that there is greater compliance, traffic calming measures like speed bumps and speed cameras will be needed throughout Abingdon. Even then, many drivers would seek to break the limit by for instance driving fast over speed bumps.</p> <p>Travel change: Yes – walk/wheel more</p>

(270) Member of public, (Abingdon, Chestnuts)	<p>20mph Speed Limit - Support No material impact on travel times in the town, but safer and less pollution</p> <p>20mph Speed Limit - Support As above</p> <p>Travel change: Yes - cycle more</p>
(271) Member of public, (Northcourt, Darrell Way)	<p>20mph Speed Limit - Support We live on Darrell Way between all the schools and the college. We have a single lane road due to cars parked on the road, but regularly have cars racing around our quiet road as a cut through. There are schoolchildren walking through here all the time, crossing the road and the speeding cars are DANGEROUS. We need a reduction of the speed limit AND speed bumps.</p> <p>20mph Speed Limit - Support With all the new housing going up in the north, there will be more pedestrians crossing the roads. Also slowing the traffic will reduce emissions.</p> <p>Travel change: No</p>
(272) Member of public, (Abingdon, Eason Drive)	<p>20mph Speed Limit - Support Almost all traffic using Audlett Drive and Twelve Acre Drive exceeds 40mph. In particular motor bikes seem to be at full throttle! The speed camera is switched off/does not work. I have never known/seen a police speed check.</p> <p>20mph Speed Limit - Support Almost all traffic, and especially motor bikes, appears to ignore the 40mph limit. Indeed, unless the 30mph limit is policed I fear the 30mph will never be adhered to.</p> <p>Travel change: Yes - cycle more</p>

(273) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - Support There is too much fast traffic in Abingdon</p> <p>20mph Speed Limit - No opinion I don't use that road</p> <p>Travel change: No</p>
(274) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - Support We live on Spring Road, the traffic here goes way too fast as it is a long straight road, the speed of cars needs to be reduced considerably. So many children have to cross or walk along Spring Road to get to school and it is incredibly dangerous. I would also support a pelican crossing level with the entrance to Park Road to ensure the road can be crossed safely when needed.</p> <p>20mph Speed Limit - No opinion I have no issue with the current speed limit in the ring road</p> <p>Travel change: No</p>
(275) Member of public, (Abingdon, Appleford Drive)	<p>20mph Speed Limit - Support We regularly cycle with children in Abingdon and are aware of the improvements to safety from a 20mph limit.</p> <p>20mph Speed Limit - No opinion Given the increase in junctions off the ring road, this seems appropriate. Improved segregated cycle pathways would help reduce the need for a lower limit.</p> <p>Travel change: Yes - cycle more</p>
(276) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - Support</p>

	<p>So many schools with lots of kids walking and cycling to and from. so would be much safer. We need safer roads!!! Talking from personal heartache of watching my best friend being hit by a taxi at 18 and being brain damaged ever since...</p> <p>20mph Speed Limit - No opinion Abingdon ring roads should be 30</p> <p>Travel change: Yes - cycle more</p>
(277) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - Support Supporting.</p> <p>20mph Speed Limit - No opinion support</p> <p>Travel change: Yes - cycle more</p>
(278) Member of public, (Abingdon, Harcourt Way)	<p>20mph Speed Limit - Support Make it safer and promote active travel</p> <p>20mph Speed Limit - No opinion Given the bike lanes, leaving the 40mph limit may make the 20s more palatable to drivers with minimal difference.</p> <p>Travel change: No</p>
(279) Member of public, (Cholsey, Charles Road)	<p>20mph Speed Limit - Support Improved safety for pedestrians and cyclists.</p> <p>20mph Speed Limit - No opinion Seems appropriate if well enforced.</p> <p>Travel change: Yes - cycle more</p>

(280) Member of public, (Abingdon, Abbott Road)	<p>20mph Speed Limit - Support Improve car driver awareness of pedestrians and cyclists</p> <p>20mph Speed Limit - No opinion No view, already many cycle paths available</p> <p>Travel change: Yes - cycle more</p>
(281) Member of public, (Abingdon, Larkhill Road)	<p>20mph Speed Limit - Support As an Abingdon resident, I am strongly in favour of these proposals. It is abundantly clear that many drivers pay little heed to the current 30mph limit and I have lost count of the number of near misses I have witnessed in the town involving pedestrians. The proposed changes would at least begin to redress the current imbalance between traffic and pedestrians.</p> <p>20mph Speed Limit - No opinion I have no pressing worries regarding the current 40mph limit on the ring road. However, I believe it is right that the views of residents of the area concerned be prioritised.</p> <p>Travel change: Yes - cycle more</p>
(282) Email response, (unknown)	<p>Concerns – Why is Oxford Rd excluded? This is a busy, fast main road which, with all the new build north of Abingdon and the proposed opening of the new A34 slip roads, will probably become busier.</p> <p>It is very intimidating and dangerous for anyone choosing to cycle and will become worse. Surely the few minutes lost by slightly slower traffic is worth it. The only reasons why there aren't more accidents are that some choose to cycle in the pavement and others just won't use bikes on that road.</p> <p>Unless you plan to create a proper cycle route (not paint in the gutter) 20mph limit is essential.</p>
(283) Email response, (unknown)	<p>Concerns – I consider that the ring road 12 acre drive/ Dunmore road etc were originally built to draw traffic away from the centre of town. It would be a waste of time and money to reduce this to 30 There is only one crossing</p>

	<p>Immediately after the Dunmore road roundabout. Which is the only area that I would consider needing attention at this time. As for the town the traffic goes so slowly anyway there is no need to drop the speed limit until the bridge is fixed and the additional one built .Any apparent danger is caused by these works. It would be wiser to use the money to open the Abbey Meadows Swimming pool when it is hot in the late spring.</p>
<p>(284) Email response, (Abingdon)</p>	<p>Support – I am a resident of Abingdon and strongly support the proposals set out in the consultation. Lower speed limits in Abingdon will help address the climate change emergency by reducing carbon emissions and encouraging people to use other modes of transport i.e. walking and cycling. Walking and cycling will be safer if there are lower speed limits. The evidence suggests that with vehicles travelling at 40mph there is a 90% fatality rate for pedestrians; this reduces to 50% at 30mph and 10% at 20mph. The lower speed limits will reduce accidents by increasing reactions times for road users whilst reducing the impact of accidents. These factors outweigh the inconvenience which I might, as a motorist, feel from slightly longer journey times within the town. The proposed lower speed limits will also greatly improve the environment. I understand that government policy is somewhat lagging in terms of the ability of councils to enforce 20mph limits but would hope that government catches up although i know that this is not in the control of the county council.</p>

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Divisions affected: Otmoor

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

AMBROSDEN: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Ambrosden as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 29 September and 28 October 2022. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District

Council, the local District Cllrs, Ambrosden & Blackthorn parish councils, and the local County Councillors representing the Otmoor and the Ploughley divisions.

Statutory Consultee Responses:

7. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and again wish their response to be considered as 'having concerns' rather than an outright objection.
8. Stagecoach Bus Company objected on the grounds that they viewed the proposals to be unnecessarily extensive, and its safety benefits will not be equally achieved over the extent of the proposed Order, while the cumulative effect of so extensive an approach will be to threaten the reliable operation, and ultimately the financial sustainability of the bus services in the village, and to the neighbouring village of Arncott and Bullingdon prison in particular. The full response can be found in **Annex 3**.

Other Responses:

9. Two responses were received from members of the public, both living in Oxford; one supportive, and one raised a generic objection that officers consider irrelevant to this consultation (see para 12).
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

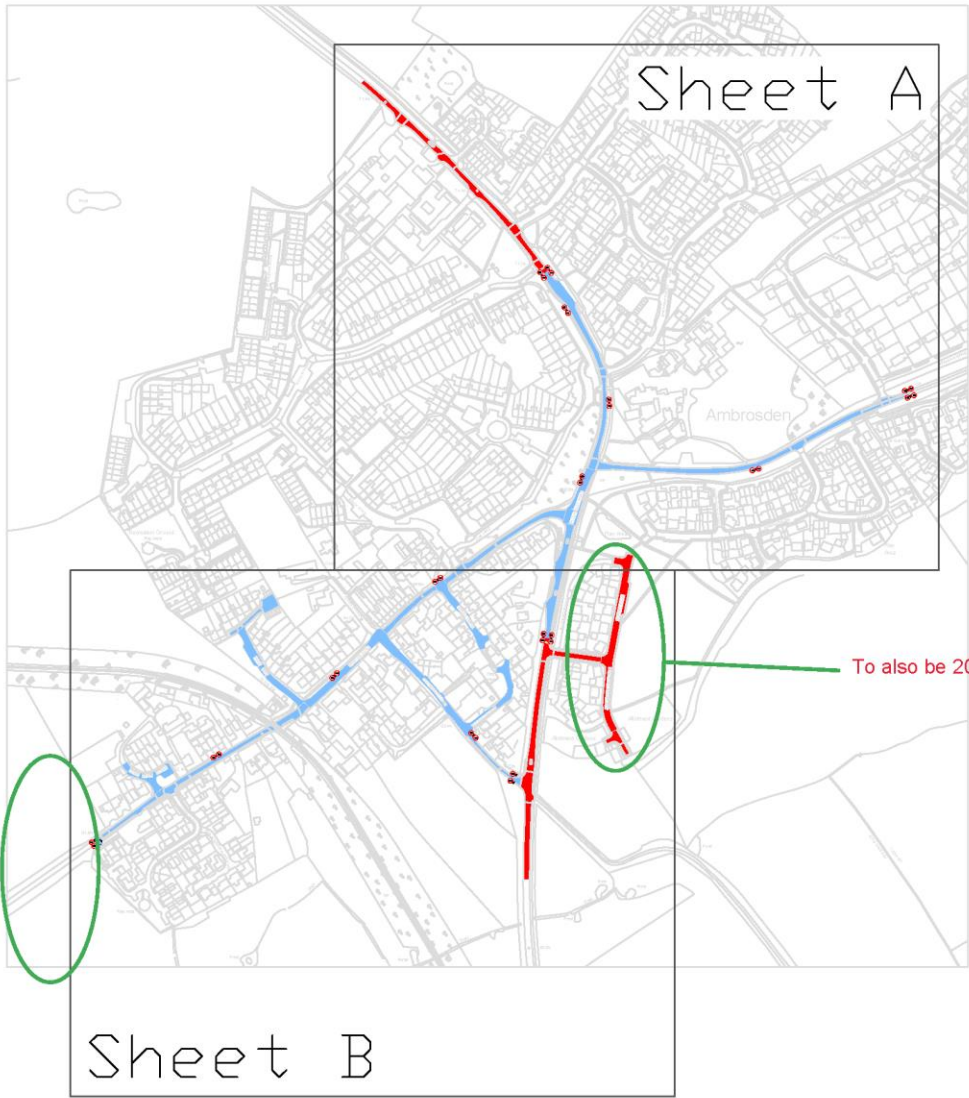
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. Officers will monitor and work with the bus companies to ensure that there is no negative impact on the services that they have mentioned within their objection.
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses
 Annex 3: Stagecoach full response

Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07392 318869

November 2022



Drawing No.			Revision		
Notes:					
<div><div></div> Proposed new 20mph</div> <div><div></div> Existing 30mph limit</div>					
<small>© Crown Copyright and Database rights 10023343 2017</small>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div><div></div><div>Bill Collan Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 0845 310 1111</div></div>					
Project title					
Ambrosden 20mph Limit					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.			Revision		

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	Object – [See Annex 3 for full response]
(3) Member of public, (Oxford, Banbury Road)	<p>Object – 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>
(4) Member of public, (Oxford, Richards Lane)	<p>Support – I would like to see Oxfordshire become a car free; and bike and pedestrian friendly city.</p> <p>Travel change: Yes - cycle more</p>



Stagecoach West
Third Floor
65 London Road
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GL1 3HF

September 30th 2022

By e-mail only: christian.mauz@oxfordshire.gov.uk

Traffic Regulation Team for the
Director for Environment & Place,
Oxfordshire County Council,
County Hall
New Road
Oxford
OX1 1ND.

Dear Sirs,

Ref: CM/12.6.105 Proposed Ambrosden Speed Limits Order Amendments

1. Background

I am writing with regard to the proposed amended Traffic Regulation Order published on 29th September 2022 and referenced above.

Stagecoach West operates the vast majority of bus services in Cherwell District, including to from and within the towns of Banbury and Bicester, and the diverse substantial communities closer to the City of Oxford. Our network serves Ambrosden Village and has done for several decades. The settlement has a very distinct character and function reflecting its enlargement to serve the large military facilities in the locality.

Ambrosden lies between the much larger town of Bicester, to which it has historically looked for services, on a route that has long been used as a direct route towards the eastern side of Oxford. In particular, this area hosts important travel destinations around Headington including the John Radcliffe Hospitals. In the late 1980s and 1990s the introduction of minibuses allowed bus frequencies to rise and over time Ambrosden became an integral part of the wider Bicester route group, served as a terminal extension to the 55. ~~More~~ recently and in partnership with Oxfordshire county Council, we have extended the Bicester-Ambrosden service south of the village via Merton and Islip direct to Headington providing an entirely new facility to all communities on the line of route. This H5 service runs hourly alongside a new local service 29, that together provide a combined half-hourly service between Ambrosden and Bicester.

This level of service exceeds anything that the village has enjoyed in the past, to our knowledge. This too reflects not only the growth of the village but much more so, the much larger strategic development at Graven Hill.

These services have been run largely commercially, without public subsidy, for many decades. The County's own revenue support budget for unremunerative but socially necessary services was entirely withdrawn in Summer 2016. In the case of Ambrosden services H5 and 29, these are partly funded through the County Council, with funding agreed and required under s106 of the Town and Country Planning Act 1990 (as amended) and the Community Infrastructure Regulations 2010 (as amended), with a view that those services should become financially self-sustaining in the foreseeable future through passenger fares.

Oxfordshire County Council policy recognises that Cherwell District is highly dependent on bus to meet mobility needs and that, furthermore, any meaningful measures to materially reduce car dependence, congestion and carbon emissions from transport, will depend on not only maintaining, but over time greatly improving the relevance, reliability, efficiency and journey time of bus services across the District. Any actions that the Council takes that have either an intended or unintended consequences of:

- Making bus journeys slower
- Making bus journeys more unreliable
- Raising the cost of operating bus services
- Making the use of bus materially less attractive in comparison with private car use

should be considered to seriously prejudice the County's wider transport policy objectives.

Stagecoach has considered the proposals set out in the draft Order. These involve, very simply, reducing the speed limit of virtually all the roads within in the village currently under a 30 mph limit to 20mph, irrespective of their function and the immediate context along the lengths concerned. This proposal therefore directly affects the operation of bus services 29 and H5 to and through Ambrosden.

2. Stagecoach position of the proposed Order

Stagecoach objects to the proposed Order.

In essence this is because it is unnecessarily extensive, and its safety benefits will not be equally achieved over the extent of the proposed Order, while the cumulative effect of so extensive an approach will be to threaten the reliable operation, and ultimately the financial sustainability of the bus services in the village, and to the neighbouring village of Arncott and Bullingdon prison in particular.

The intent of the 20mph is, of course to improve the safety and attractiveness of active travel. The Stockholm Declaration principles on which the County's policy is based, applies to:

- Built up areas
- Where there is a degree of "planned mixing" of motorised traffic with more vulnerable users
- Is explicitly to be focused on areas of more intense activity, such as where there are commercial and other service uses, where the safety risks of this mixing are elevated.

Stagecoach well recognises the validity of the logic that lies behind the Declaration. Safety is at the heart of all our operating systems and processes. The bus industry in general represents one of the safest modes of personal mobility of all, reflecting this.

The historic village of Ambrosden is a very long established small community that had evolved slowly over centuries. The period after 1945 saw very rapid development of extensive areas of military housing, all set within extensive areas of open space a very good distance from the public highway. Much of this housing is designed on "Radburn" urban design principles, which intentionally segregates motor vehicles from walking and cycling routes even within the wider built form. Most recently, the village has continued to expand mostly to the east, by several incremental expansions, that have been designed on "landscape led" principles on the village margins. This has seen existing hedgerows alongside the highway generally retained and parallel walking and cycling routes provided behind them physically segregating these routes from passing through traffic. The character of the majority of the village is therefore exceptionally heterogeneous alongside the extensive lengths of the road covered by the current 30 mph limits and proposed for reduction to 20 mph. Most of the village has been intentionally designed to minimise and actively discourage the "planned mixing" of vulnerable road users with motorised traffic, especially on the main Ploughley Road and Blackthorn Roads, which represent three of the four through routes through the village. In fact

there is a high level of planned segregation. This is a quite unusual situation. In addition by virtue of their width, character and alignment, there are few if any features that would support or otherwise encourage the self-enforcement of a speed limit of less than 30 mph along these routes.

We accept that there are parts of the historic village core that are both more intensively built up, and where the character of the through roads are such that a lower speed limit of 20mph is justified. These oldest parts of the village evidently lie west of the junction with Ploughley Road along the Merton Road.

There are some side streets and this is where service and facilities including the Post Office, Turners Arms and some other businesses are found. Parts of the road are narrower with built frontage directly adjoining, and the footway is discontinuous over part of the length. Walking and cycling routes from recent and ongoing development west of the village to the primary school must use this stretch. This is an area where “planned mixing” of traffic with vulnerable users is evident. There is significant on-street parking and the character of the road already tends to reduce safe speeds below 30 mph. Thus, a 20mph limit will be credibly self-enforcing on this length.

Services 29 and H5 uses Ploughley Road, and Merton Road.

It is essential that the application of such limits is targeted to those stretches of road where its positive benefits are most appropriately achieved, in all the settlement concerned, including this one, to avoid the service becoming inoperable without adding expensive additional operating resource. Slowing buses down also hardly encourages greater use. It is also directly contrary to national and local policy.

Stagecoach considers a 20mph limit is appropriate in most of the village especially in residential side roads, which in the most recent developments are designed and built to this end in any case.

We also recognise that the principles of the Stockholm Declaration are reasonably applicable to the include the village core along Merton Road to the junction with Ploughley Road. The presence of the Primary school east of Ploughley Road might also justify the extension of the 20mph limit through the main junction up to the pedestrian crossing serving the school, and a very short distance east on Blackthorn Road.

We urge that the existing 30mph limit is retained along the remaining lengths of Ploughley Road, and Blackthorn Road, the latter because we can see a case to divert bus service along Blackthorn Road in the future dependent on how demands evolve in the area. We consider that this reflects an appropriate interpretation of the logic of the Stockholm Declaration and its application to the context of the village.

This advice reflects that presented to the Council in letters with respect to Orders in Witney of June 29th 2022, and a joint operators’ letter to the Corporate Director and Cabinet Portfolio Holder of August 5th 2022.

Finally with regard to the potential cumulative impacts, to be more specific, if the approach taken to application of 20mph proposed here is equally extensively pursued in Merton, Islip, and Barton Village, we can advise that the Company would be likely to serve notice on the Council to cease operating service H5, as this would be operationally infeasible in its current form. Service 29 would no longer have time to extend to Arncott and Bullington Village. There would clearly not be enough time to run the timetable within currently allocated resource.

3. Conclusion

As you and the wider Council are aware, we are of the view that there are substantial risks arising from an indiscriminate “blanket” approach to the application of 20mph limits without detailed consideration of the local context or potential deleterious impacts on public transport. While we have objected to the submitted Order this has been on the basis of careful consideration and the experience of decades of bus operation through the village.

As our letter makes clear, we have no objection to the vast majority of the Order proposals through the Parish. However, we consider an approach following the logic and advice above will lead to the appropriate balance being pursued between a number of important transport policy objectives across the County. We therefore urge the Council to pay due regard to the advice set out heretofore.

Yours sincerely

Nick Small

Head of Strategic Development and the Built Environment

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Divisions affected: *Banbury Grimsbury and Castle*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

BANBURY - NEW RESIDENTIAL DEVELOPMENT WEST OF A423 SOUTHAM ROAD: PROPOSED 20MPH LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed speed 20mph.

Executive summary

2. This report presents responses received to a statutory consultation on proposed 20mph speed limits on the new residential roads to the west of the A423 Southam Road as shown in **Annex 1**.

Financial Implications

3. The cost of the consulting on the proposal and its implementation if approved will be funded by the developers of the land.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposal will improve the safety of all road users including pedestrians and pedal cyclists.

Consultation

6. Formal consultation was carried out between 22 September and 21 October 2022. A notice was published in the Banbury Guardian newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators,

countywide transport, access & disabled peoples user groups, Banbury Town Council, Cherwell District Council, the local District Cllrs, and the local County Councillors representing the Banbury Grimsbury & Castle, and the Banbury Hardwick divisions.

7. 18 responses were received during the formal consultation, comprising of 13 objections two expressions of concern and two in support and one non-objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

9. Thames Valley Police raised no objection but did raise concerns that speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Stating that changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds.
10. Stagecoach Bus Company raised concerns about the possible impact on bus services noting that the link road between the A423 Southam Road and Dukes Meadow Drive is scheduled to be used by buses. Noting this concern, the length of the link road – being under 200 metres – is very short and in this case the impact on bus journey times of the proposed 20mph limit as compared to a 30mph limit would in absolute terms be very low.
11. Cherwell District Council expressed no objection.
12. The Hanwell Fields Development Action Group expressed an objection both to the development and the proposed 20mph speed limit, citing lack of need both within the development and also concerns that proposals for 20mph limits may be extended to include the established Hanwell Fields residential area, with the group also expressing strong reservations on 20mph speed limits in general noting that there appear to be no resources to monitor and/or enforce such limits. Noting these latter concerns, all proposals for 20mph speed limits are subject to statutory consultation which will provide an opportunity for all interested parties to provide their comments for consideration.
13. The remain responses were from members of the public comprising twelve objections and two expressions of support; the objections cited concerns including over the need for and effectiveness of the proposals and wider concerns relating to parking, traffic movements and priorities for traffic measures in the area.

Bill Cotton
Corporate Director, Environment and Place

Annexes

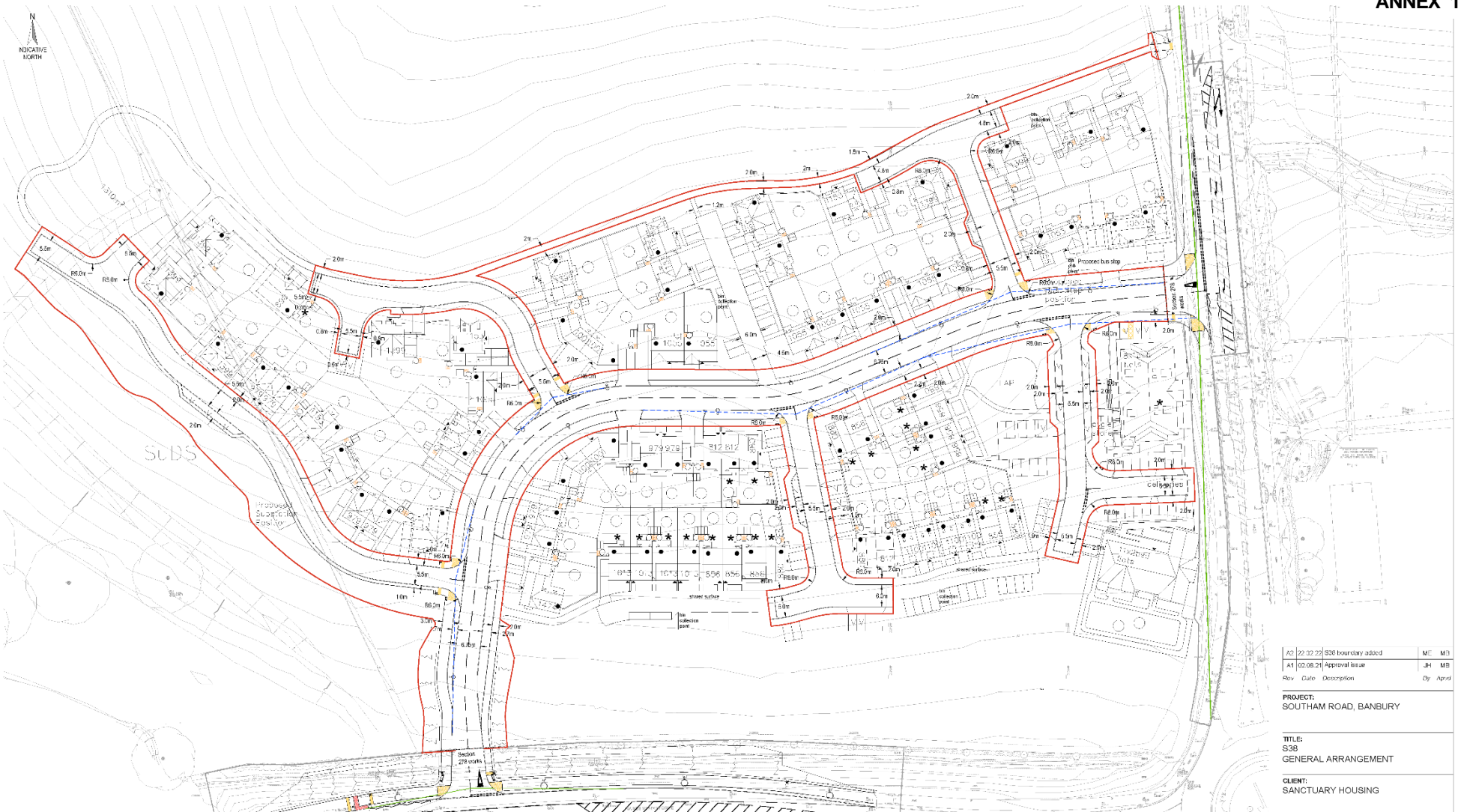
Annex 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545
Anthony Kirkwood 07392 318871

November 2022

- 2 Highway layout taken from the CDC highway record
- 3 visibility play section in N75-30C
- 4 This drawing is to be read in conjunction with the following drawings:
 - 19-902, 150 - location plan
 - 19-902, 177 - Access on plan
 - 19-902, 177 - Proposed finished view
 - 19-902, 173 - Proposed section sheet 1
 - 19-902, 174 - Proposed section sheet 2
 - 19-902, 175 - Proposed section sheet 3
 - 19-902, 176 - Proposed cross sections sheet 1
 - 19-902, 177 - Proposed cross sections sheet 2
 - 19-902, 178 - Proposed cross sections sheet 3
 - 19-902, 179 - Proposed cross sections sheet 4
 - 19-902, 180 - Refuse tracking
 - 19-902, 277 - Janage
 - 19-902, 220 - Pavement layout
 - 19-902, 221 - Highway construction details
 - 19-902, 1120 - Kutting layout sheet 1
 - 19-902, 1121 - Kutting layout sheet 2
 - 19-902, 1122 - Kutting layout sheet 3
 - 19-902, 1123 - Kutting layout sheet 4
 - 19-902, 1220 - Marking and signage



A2	22.02.22	S36 boundary added	ME	MB
A1	02.08.21	Approval issue	JH	MB
Rev	Date	Description	By	Appld

PROJECT:
SOUTHAM ROAD, BANBURY

TITLE:
S38
GENERAL ARRANGEMENT

CLIENT:
SANCTUARY HOUSING

SCALE@A1:
1:250

PROJECT REF:
19160
DRAWING No:
171

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



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21 James Court, 21 James Parade, Bristol R31 2JH +44(0)17 37 201 8285

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)</p>	<p>Concerns – Unlike the great majority of the statutory consultations underway in respect of the Council's 20mph policy, the consultation is in respect of new roads yet to be constructed and adopted. This is the first such consultation we are aware of - certainly in recent times - involving a new development and a street intended for use by buses.</p> <p>The development was consented in Outline a very considerable time ago and reserved matters have been approved for some time.</p> <p>Stagecoach has no objection at all to new residential side streets, access and collector roads, including shared accessways and other adopted spaces to be used by vehicle, being under a formal 20 mph limit. In fact, it is in practice almost impossible to exceed that speed in any event due to width, alignment and parked vehicles.</p> <p>Where there are new streets intended for use by buses, these will be aligned and tracked in such a way that typically two large vehicles can comfortably pass. Accordingly, these are streets that will be those where passive control of traffic speeds is harder. As our nationally published guidance makes clear - implicitly endorsed by the Chartered Institution of Highways and Transportation by a national award - traffic calming on such streets needs to be considered very carefully.</p> <p>In addition, as we have already made clear to the Council, assuming all bus routes should operate at speeds no higher than 20 mph within urban areas has such profound implications for the operating costs, relevance and utility of bus services, that this risks very seriously compromising the medium to long term viability and sustainability of such services.</p>

	<p>The spine road through this development is designed to accommodate a bus route. We thus need to consider the implication of this specific proposal, but also having regard to first principles.</p> <p>I would stress that creating a bus route through this development is not something we have either sought or endorsed at any stage - rather the contrary. It was proposed entirely unilaterally by the developer promoting the land both east and west of Southam Road, which initially was progressed as a single application where as many as 240 dwellings were originally to be sited in the broad location of this development. This quantum was cut subsequently to just 90 dwellings.</p> <p>The significant diversion of any bus service to serve just 90 dwellings is entirely beyond what we would normally expect to do, especially when stops exist or could be added immediately adjoining the development on the existing route. In this instance it ostensibly involves extending a service to operate a curious figure-of-8 loop that is neither readily understandable and sets up long one-way journeys - for example from this site, sitting on a bus for 7-10 minutes first heading out of town, where the destination is the town centre, or vice versa. Thus, from first principles, notwithstanding the design intent, we are very sceptical of the merit and relevance of diverting a bus service through the site.</p> <p>Irrespective making this stretch of street, would no doubt hinder the reliable operation of the service on an extended loop. As it is the Hardwick Hill section of the existing route in effect already acts as a 20 mph zone. Achievability would need to be looked at in due course should we be instructed by the County Council to divert the Southam Road service in this manner as part of our current or any future contract for operating service B4.</p> <p>Given this background, it would be disproportionate to raise a formal objection in this instance. This response should be treated as informative.</p> <p>We would however certainly do so, where much longer lengths of spine road are likely to accommodate regular bus services, especially where the development concerned is en-route rather than at or close to a terminus.</p> <p>As such, this response if the information of officers and starts to outline the basis for our position on the Council's approach in this area of concern. For this reason I have copied in some relevant colleagues in the Council and at Go-Ahead, as well as internally.</p>
(3) Cherwell District Council, (Development Management)	<p>No objection – Upon review of the information forming part of the consultation, we confirm that Cherwell District Council has no objections and no observations to make with regard to the above.</p>

(4) As part of a group/organisation, (Hanwell Fields Development Action Group)	Object - we oppose this development in its entirety, and anything associated with it. 20mph is far too slow, it increases pollution in an area that has already seen pollution levels rise to worrying levels. It will also set a precedent in the surrounding area which is not needed. There are no credible reasons to implement such a speed limit. There are also no resources to monitor and/or enforce this limit. OCC is incapable of providing the service, nor are the police. So far, all planned speed-reducing measures have failed in the area. Why bother?
(5) Member of public, (Banbury, Bismore Road)	Object - I object to the new speed limit due to this causing people to park on the roads in question and causing congestion.
(6) Member of public, (Banbury, Lord Fielding Close)	Object - Too many cars in the area, slower speed limit increases the number of houses and therefore more vehicles
(7) Member of public, (Banbury, Lapsley Drive)	Object – No comments.
(8) Member of public, (Banbury, Ashmead Road)	Object - This road is a bottle neck as it is let alone with all the new houses planned. 20mph is just ridiculous traffic is bad enough without slowing it down even more. Someone from the council needs to be out in the roads when it's busy to see where improvement traffic flow can be made not trying to slow it all down!
(9) Member of public, (Banbury, Wardington road)	Object - It'd be ridiculous, I live opposite a school and there's no speed limit there, priorities are wrong
(10) Member of public, (Banbury)	Object - Living on an estate that will be impacted I object to a 20mph speed limit. There are no houses on the road and there is a controlled crossing. Removing beautiful grass for housing is bad enough for us that see it every day
(11) Member of public, (Banbury, Noral Close)	Object - I object to the change, I live just by there, the speed limit is fine with very few accidents
(12) Member of public, (Banbury, Winston Drive)	Object - This would mean a far greater amount of parking on Dukes Meadow Drive and we are already suffering from too many cars badly parked. I don't want to live in an area jam packed with cars. People do not use their allocated parking spaces they insist on parking as near as possible to their front doors which results in very narrow roads being

	blocked by overcrowded parking. It becomes a nightmare. Then we have to factor in visitors and deliveries, it becomes a nightmare. So no 20mph speed limit please and the cramming in of houses as a consequence of it.
(13) Member of public, (Oxford, Banbury Road)	Object - 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.
(14) Member of public, (Banbury, Sir Henry Jake Close)	Object - I live on Hanwell Fields off of the first roundabout at the bottom of the hill so drive on this part of Dukes Meadow Drive daily. The introduction of new houses on the opposite side of the ride is bad enough as there are already an obscene amount of new houses in this area, but to lower the speed limit would cause increased congestion which is already awful during rush hour and would also increase pollution in the area.
(15) Member of public, (Banbury, Sir Henry Jake Close)	Object - Lower speed limit has shown to increase pollution and congestion
(16) Member of public, (Banbury, Noral Close)	Object - Will cause a back log of traffic off of a very busy road. Absolute ridiculous idea.
(17) Member of public, (Banbury, Noral Way)	Support - Driving slower will save lives
(18) Member of public, (Banbury, Hart Close)	Support - Any traffic calming i. This area is desirable

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Divisions affected: Woodstock

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

BLADON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Bladon as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 29 September and 28 October 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West

Oxfordshire District Council, the local District Cllrs, Bladon parish council, and the local County Councillor representing the Woodstock division.

7. 62 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit	28 (45%)	1 (2%)	33 (53%)	-	62

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

Travel Change	Number
Yes – walk/wheel more	9 (15%)
Yes - cycle more	11 (18%)
No	38 (61%)
Other	4 (6%)

9. Additionally, five emails were received from: Thames Valley Police, West Oxfordshire District Council, Stagecoach Bus Company, the Local County Cllr representing the Woodstock division, and one member of the public.

Statutory Consultee Responses:

10. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20 mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The local member has registered his support, and the bus operator and District Council have raised no objections.

Other Responses:

11. 60 responses were received from members of the public with 31 supporting, 1 expressing concerns and 28 objecting; 3 objectors live in Bladon, 3 live some distance away and 21 live on potential commuting routes through the village. Most objections were generic, and officers consider them irrelevant to this consultation (see para 14). 1 objector cited increased emissions and 3 mentioned worse congestion.
12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
14. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.



Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Geoff Barrell 07392 318869
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November 2022



Drawing No.			Revision		
Notes:					
 Proposed new 20mph					
<small>© Crown Copyright and Database rights 10023943 2017</small>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL <small>Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>					
Project title Bladon 20mph Limit					
Drawing title General Layout					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.			Revision		

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>Before this limit is progressed there is an issue : The proposed TRO states 20mph is from a point 26 metres northeast of its junction with Home Farm Close, the fixed camera is approx.68 metres northeast of junction with Home Farm Close.</p> <p>If this is correct, I suggest housing will need to be removed as change of speed limit, 30mph to 20mph, will be in middle of the secondary check marks. This would be confusing for drivers and likely draw complaints.</p> <p>I have spoken to the Project Team regarding this as I understand the Parish are eager to retain the Safety Camera.</p>
<p>(2) Stagecoach Bus Company, (Head of Strategic development & the Built Environment)</p>	<p>No objection – We have evaluated the proposed implementation of a 20mph limit along the A4095 through Bladon.</p> <p>Stagecoach operates the 233 service every 30 minutes through the village in each direction. The service has always been tightly timed. This substantially increases the sensitivity to significant speed limit reductions along extensive lengths of the route.</p> <p>The proposals affect the core of the village, where we recognise that a number of factors impinge that make the stretch more hazardous to vulnerable road users. Footways are much narrower, forward visibility reduces in some places, and there is a generally more intimate built form. In practice our buses, and general traffic, is operating more slowly through this area in any case especially at busier times. This also gives us grounds to concur that the measures will be largely self-enforcing.</p>

	<p>Thus the proposals appear to us to be proportionate and justifiable. Accordingly Stagecoach presents no objection to the proposals.</p> <p>However, we need to highlight to the 20 mph team that the approach taken elsewhere on the 233 route needs to take an especially careful evidence-based approach, including in Long Hanborough and North Leigh. Given the 20 mph commitments in Witney there is little or no increase in scheduled running time that could be accommodated without adding substantial operating resource, or, alternatively, truncating/straightening the service elsewhere - probably west of Witney Town Centre.</p>
(3) County Cllr, (Woodstock division)	Support
(4) County Cllr, (Witney North & East division)	<p>Support - This particularly difficult stretch would benefit from speed reductions. I also note the existing higher limits beyond the village, which I also support.</p> <p>Travel change: Yes - cycle more</p>
(5) West Oxfordshire District Council	No objection – provided any signage and associated works are kept to a minimum
(6) Local Cllr, (Bladon Parish Council)	<p>Support - After extensive consultation with the parish (meetings, polls, leaflets) Bladon PC applied for 20mph. I support implementation in the proposed area.</p> <p>Travel change: No</p>
(7) Member of public, (Long Hanborough, Main Road)	<p>Object - Because the nature of the road already provides that cars travel slowly in the most dangerous sections. All that will happen is that people will speed more due to frustration in the other sections.</p> <p>Travel change: No</p>
(8) Member of public, (Oxford, Banbury Road)	

	<p>Object - 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>
(9) Member of public, Prefer not to say)	<p>Object - Not necessary</p> <p>Travel change: No</p>
(10) Member of public, (Bladon, Grove Road)	<p>Object - I live in Bladon and think this will cause huge problems for local residents. The change is unnecessary. Traffic is already substantial on the main road and I cannot see this helping the problem. Traffic does not need slowing down. If any changes should be made, it should be for an adequate cycling lane and more pedestrian crossings. There is not enough happening on the roads to maintain people's attention at 20mph and I can only see it being more dangerous and frustrating. The placing of this speed limit is inappropriate and seems to be not thought through.</p> <p>I have just gone ahead to see this is linked to encouraging more active transport. This speed change is not the solution. Provision for cycling and scooting is inadequate. Accidents will still happen at 20mph without sufficient space to overtake or for cyclists and drivers to coexist.</p> <p>Travel change: No</p>
(11) Member of public, (Witney, Crundel Rise)	<p>Object - I use the main road daily and see no need for a 20mph zone there. It's difficult to get past bicycles anyway and 20 mph will prevent this entirely</p> <p>Travel change: No</p>
(12) Member of public, (North Leigh, Ladywell Close)	<p>Object - There have been very little if any fatal or bad collisions in Bladon that have been down to the speed limit. 30 is the perfect amount through that village and any longer would cause mass build up which we already struggle with enough in the area with the limit changes as you go through the villages. The speed camera prevents people from speeding as well as common sense.</p>

	Travel change: No
(13) Member of public, (Long Hanborough, Witney Road)	Object - Would slow me down greatly for my commute Travel change: No
(14) Member of public, (Freeland, Oakland Close)	Object - Not necessary, and a waste of money. I have walked down this road plenty of times, and with the speed camera, drivers speeds are really not a problem Travel change: No
(15) Member of public, (New Yatt, New Yatt Lane)	Object - Where are the statistics, numbers of accidents, figures to support a change of speed? This is such a waste of funds that could surely be better spent in the county. I have seen NO supporting documents to justify this change let alone the cost of this suggestion. This is an A road - 20 mph is madness. Travel change: No
(16) Member of public, (Freeland, Wroslyn Road)	Object - Totally unnecessary, Road is plagued with slow moving traffic already. There is a crossing place, cycle lane and 30mph is perfectly acceptable Travel change: No
(17) Member of public, (Woodstock, Manor Road)	Object - 20mph zones cause dangerous driving More traffic queues and puts people off using the roads that are 20MPH Travel change: No

(18) Member of public, (North Leigh, Church) Road	<p>Object - Truly pointless and ridiculous waste of time and money. No one polices the 30mph, so why do they think making it a 20mph zone will make any difference? Speeders will speed no matter what. Speed cameras and mobile units is the only thing to slow them down. Get the police doing the job we pay our council tax for them to do if it's such a big issue. Innocent and speed abiding drivers will suffer yet again.</p> <p>Travel change: Other No because I have no other option than to go through that village on my daily commute</p>
(19) Member of public, (Bladon, Grove Road)	<p>Object - The A4095 is a trunk road that runs over a considerable distance - none of it should be made 20. It is nevertheless reasonable to make the side roads 20. It would also make sense to introduce pedestrian crossings at each end of the village</p> <p>Travel change: Other It will mean I avoid the area driving further adding to greenhouse gasses</p>
(20) Member of public, (Long Hanborough, Bolsover)	<p>Object - The traffic is already very slow and reducing it further will cause the air quality to be even poorer</p> <p>Travel change: No</p>
(21) Member of public, (Witney, Colwell Drive)	<p>Object - I object, whilst 20mph speed limits can make places safer, in the context of Bladon it will make no difference and be a massive waste of the tax payers money, further to this, it will increase congestion and lead to more near misses if not accidents coming from Hanborough side, as 50mph down to 20 is a very steep drop, not only is that unsafe in its self, but before Bladon the road is full of twists and turns so from the time you see the speed limit sign to the time you go past is very short. In conclusion making Bladon a 20mph speed limit will increase the likelihood of accidents and lead to more congestion at the tax payers expense.</p> <p>Travel change: No</p>

(22) Member of public, (Witney, Northfield Farm Lane)	Object - I believe our council taxes can be spent on better things. Travel change: No
(23) Member of public, (Long Hanborough, Marlborough Crescent)	Object - There is no justification for it and it will be ignored by the majority of people anyway, causing road rage issues. Cyclists won't have to stick to it and there will be no enforcement. There is no safety case for it to be reduced to a 20mph zone other than a war against the motorist, and is just a waste of money. If speeding is a problem, put in physical traffic calming measures such as speed bumps. Travel change: No
(24) Member of public, (Long Hanborough, Regent Drive)	Object - 30mph is reasonable, particularly as there are traffic lights and choke points and a speed camera. We don't need additional methods such as a reduced speed, this will only add to traffic and make school run commutes more difficult and it won't improve safety Travel change: No
(25) Member of public, (Long Hanborough, Church Road)	Object - 20mph is too slow I will more tail back Travel change: No
(26) Member of public, (Long Hanborough, Hurdeswell)	Object - Total waste of money. There are so many more things our community needs to be spending money on than a pointless speed limit change. There are not enough accidents or incidents on that road to cause the change - ridiculous waste of money! Travel change: No
(27) Member of public, (Hanborough, Hurdeswell)	Object - The A4095 along the busy route between Witney and Woodstock should not have enforced bottle necks. 20 mph zones should only be at segments where there is a clear safety risk such as lack of pavement.

	Travel change: No
(28) Member of public, (Long Hanborough, Regal Lane)	Object - Traffic calming measure should be installed. Not a speed limit restriction. Those that offend will take no notice. Travel change: No
(29) Member of public, (Millwood End)	Object - It's not wanted and not necessary. Travel change: No
(30) Member of public, (Long Hanborough , Evenlode Drive)	Object - I think 20 mile limits work best on twisty rounds. Agree with the part of blazon which is already 20 but would not like it extended Travel change: No
(31) Member of public, (Long Hanborough, Main Road)	Object - Modern cars have excellent brakes. A 20 mph limit is good outside schools but ONLY at arrival and departure times or at KNOWN accident black spots. Travel change: No
(32) Member of public, (Hanborough, Regent Drive)	Object - This is the worst idea I've seen in a long time. There are already relevant traffic controlling measures in place, and 20mph is way too slow. Travel change: No
(33) Member of public, (Carterton, Birchwood)	Object - I do not see the changes necessary after driving through Bladon for years and not noticing a dangerous impact of it being a 30mph limit. 20mph would be more likely to cause problems than solve anything. I dont feel there

	<p>is a problem to be solved though with most people adhering to the speed limit. There is a speed camera there as a measure to determine depending and I think this has an impact.</p> <p>Travel change: No</p>
(34) Member of public, (Bladon, Grove Road)	<p>Object - I believe there are positive steps that could be taken for improving traffic in Bladon, but a 20mph limit will have very little of no effect. Will be unnecessary expense and provide more confusing clutter for the road user.</p> <p>Travel change: No</p>
(35) Email response, (unknown)	<p>Object – To be very clear I have absolutely no intention of ever complying with your pathetic 20mph speed limit in Bladon.</p> <p>I will continue to go 30mph under all circumstances, increase tailgating and hold my horn down if held up and overtake if necessary.</p> <p>I will never comply with any new 20mph zone under any circumstances.</p> <p>So far i have ignored all 20 zones and continued to go 30mph. (Witney, Chipping Norton, Middle Barton, Charlbury, Burford). I also flatly refuse to comply with the 30mph on the a361 in Shipton u Wychwood and continue to go 40)</p> <p>This will be repeated and deliberate refusal to comply under all circumstances</p>
(36) Member of public, (Bladon, Park Close)	<p>Concerns - I believe a 20mph limit between Manor Road and the White House pub is a great idea. This is an accident blackspot, and clear warnings should be in place. The speed camera helps to remind drivers to slow down, and another traffic camera at the Bladon Chains end of the village would be helpful, as would a pedestrian crossing. A blanket 20mph throughout the village is unnecessary, as side roads are very narrow and unlikely to suffer from high speeds of vehicles. A blanket limit would incur unnecessary expense with repeater signage erected where they are not needed.</p> <p>Travel change: No</p>

(37) Member of public, (Wolvercote, Home Close)	Support - I support because I cycle on the road through Bladon, and a lower speed limit will make it safer. Travel change: Yes - cycle more
(38) Member of public, (Bladon, Park Street)	Support - Traffic speeds through village Travel change: No
(39) Member of public, (Bladon, Heath Lane)	Support - Cars often drive too fast through the village and there are some very narrow turns. Travel change: Yes – walk/wheel more
(40) Member of public, (Bladon, Heath Lane)	Support - The road through Bladon has become increasingly busy and there are lots of pedestrians and cyclists coming through the village as well as children in and around the school area at the key morning and evening times. I think as a whole the village will benefit from cars slowing down. My preference would have been for the whole length of Bladon to be included which is a shame that it's just the areas outlined as cars come off the Woodstock roundabout very quickly. Travel change: No
(41) Member of public, (Bladon, Church Mews)	Support - The roads in Bladon are not suited to driving any faster than 20mph. There are frequent accidents because of cars and trucks going faster than is safe. Travel change: No
(42) Member of public, (Bladon, Church Mews)	Support - Safety and noise Travel change: Yes - cycle more

(43) Member of public, (Bladon, Grove)	<p>Support - Traffic is very heavy in Bladon and our children are constantly at risk. The noise/disturbance is also very high spoiling the life of our beautiful village. The whole village should have 20mph, from the roundabout to the exit towards Hanborough</p> <p>Travel change: No</p>
(44) Member of public, (Bladon, Grove Road)	<p>Support - Supporting, but would prefer the 20mph speed limit to be extended to cover Grove Rd up to the end of the residential area.</p> <p>There are many families with young children living on Grove Rd and many HGV travelling close to the kerbside frequently making a 30mph speed limit inappropriate for this end of the village too. Please can the 20mph limit be continued throughout Bladon?</p> <p>Travel change: Other</p> <p>More active travel for my family of 4. 2 children will be more safely able to cycle, walk & scoot more but only if the 20mph limit is extended to include Grove Rd towards Woodstock where we live (no 63) and where the pavement is too narrow to make this safe given the HGvs that frequently travel on this road too.</p>
(45) Member of public, (Bladon, Cassington Road)	<p>Support - Make roads safer for people and animals</p> <p>Travel change: Yes - cycle more</p>
(46) Member of public, (Bladon, Manor Road)	<p>Support - We live on Manor Road by the main road through the village. Even though we are still in the 30mph zone, the 30mph sign on entering the village from Long Hanborough is almost constantly lit throughout the day and particularly in the evening. The main from between lamb lane turning at the end of the village exiting to Long Hanborough has constant stream of vehicles accelerating above 30 (often already at 40/50 mph) before they reach the exit. A 20mph speed limit will stop the number of accidents and Lamb lane and also slow down the traffic going past Manor Road which is a dangerous exit for cars/bikes/pedestrians when most vehicles are going over the 30mph speed limit. I would go as far to say that the speed limit between Long Hanborough and Bladon needs to be reduced to 40mph considering the number of accidents and bends in road.</p> <p>Travel change: Yes – walk/wheel more</p>

(47) Member of public, (Bladon, Manor Road)	<p>Support - This main road is very dangerous</p> <p>Travel change: Other I motorcycle and near the White House narrows have been forced into the hitter by oncoming lorries on numerous occasions.</p>
(48) Member of public, (Bladon, Park Street)	<p>Support - I own a house on the main road in Bladon, I personally find the main road quite dangerous when its busy.</p> <p>Travel change: Yes - cycle more</p>
(49) Member of public, (Bladon, The Green)	<p>Support - safety</p> <p>Travel change: No</p>
(50) Member of public, (Bladon, Park Street Bladon)	<p>Support - Safety, health, air quality will benefit. Two head on collisions in Park Street already this year. Active travel impossible at present. 12000-16000 vehicles a day along Park Street, 5-7%hgv. Children will be able to walk to school.</p> <p>Travel change: Yes – walk/wheel more</p>
(51) Member of public, (Bladon, Park Street)	<p>Support - I live on Park Street Bladon and can't walk out of my own front door without being frightened by the speed of the traffic racing past within inches of me</p> <p>Travel change: Yes – walk/wheel more</p>
(52) Member of public, (London, Hurren Close)	<p>Support - I grew up in Bladon and my parents still live there, the traffic gets worse every year and people speed through making the pavement dangerous and dominating the village.</p>

	Travel change: Yes – walk/wheel more
(53) Member of public, (Bladon, Park End)	<p>Support - I live in Bladon and we no longer feel safe walking our children alone the main road of our village after being close to two accidents (17th September 2020, 22nd September 2022) where cars mounted pavements. Whether these accidents were caused by speed is irrelevant- 'accidents happen' after all. The issue for me is the damage and risk caused when those inevitable accidents happen is the issue. Cars mounting pavements is for me an entirely unacceptable risk and it's sad to see my children scared to walk through their village</p> <p>Travel change: Yes - cycle more</p>
(54) Member of public, (Bladon, Home Farm Close)	<p>Support - Far too many HGV's and 8-wheeler 'muck-away' trucks pass through Bladon at inappropriate speeds and without due regard for the narrowing section at Park Street. Walking along the pavement from Home Farm Close to the Park Lane is unpleasant and potentially dangerous. Speeds must be reduced in Bladon before there is a fatal accident.</p> <p>Travel change: Yes – walk/wheel more</p>
(55) Member of public, (Long Hanborough, Regal lane)	<p>Support - Traffic noise and safety</p> <p>Travel change: No</p>
(56) Member of public, (Long Hanborough, Renown Court)	<p>Support - The narrowest part of the A44 in Bladon, where it goes uphill and then downhill around bends, also has narrow pavements. HGV traffic in particular, of which there is unfortunately a lot, seems dangerous at 30 mph.</p> <p>Travel change: No</p>
(57) Member of public, (Bladon, Manor Road)	<p>Support - Better for safety of residents and pets, noise pollution and particulate pollution</p> <p>Travel change: No</p>

(58) Member of public, (Bladon, Heath Lane)	<p>Support - Heath Lane is somewhat prone to reckless driving by people coming down the hill</p> <p>Travel change: No</p>
(59) Member of public, (Bladon, Heath Lane)	<p>Support - I think the main road 30mph through Bladon is fine but large vehicles like lorries often aren't travelling at 30mph and are instead driving much faster. The roads off the main road in bladon, in particular heath lane should be 20mph. They are narrow, residential and often have parked cars and some people speed far too fast down them. Given there is not a proper pavement in parts, this is a significant concern for small children walking to school, dog walkers etc</p> <p>Travel change: Yes – walk/wheel more</p>
(60) Member of public, (Bladon, Manor Rd)	<p>Support - Firstly safety - pedestrians and cyclists are much safer when traffic is going slower; people have to cross the A4095 (currently only one crossing in the village) and this is much safer when traffic is slower; school children regularly have to cross the road; there is a narrow bend which already has an advisory 20mph limit on it and is dangerous. The needs of pedestrians and cyclists should come first.</p> <p>Secondly, there are too many vehicles on the A4095 and maybe an enforced 20mph limit will stop some drivers using it as a rat run.</p> <p>Travel change: Yes - cycle more</p>
(61) Member of public, (Bladon, Park Street)	<p>Support - I live in the proposed 20 mph zone as the point at which Park Street is narrowest. The speed of vehicles which pass my house is regularly over 30 mph as they move West towards Long Hanborough and begin to accelerate out of the village. I hope to 20 mph zone will help with both noise pollution and with safety. Crossing the road to the Bladon Methodist Church and even standing on the pavement outside my house on Park Street are fraught with risk. In particular large lorries travelling at 30 mph + are a genuine risk.</p> <p>Travel change: Yes - cycle more</p>

(62) Member of public, (Bladon, Church Street)	<p>Support - The proposed area has very narrow, curvy roads with very narrow pavements and many pedestrians, including schoolchildren. It is an A road with a lot of lorry and farm machinery traffic, as well as visitors to Blenheim Palace who are not regular users of the road. Many of the cars travel far too fast. There have been two head-on collisions within the past six months and I am prepared to support anything we can do to help prevent further incidents.</p> <p>Travel change: Yes - cycle more</p>
(63) Member of public, (Bladon, Manor Road)	<p>Support - Safety of pedestrians and cyclists where the road is narrow and twisting through the village from the pedestrian crossing to the junction of the A4095 with Manor Road. West-bound vehicles begin to accelerate when they pass the junction with Lamb Lane and ignore the 30 mph repeater sign which is often hidden by vegetation. Pedestrians/cyclists exiting Manor Rd have to cross the A4095 to reach the west-bound pavement/cycle path to the station and Hanborough, and the east-bound bus stop.</p> <p>Lower vehicle speeds would reduce pollution, noise and vibration to the many buildings (including the primary school) close to the road through most of this section. The number of HGVs on the A4095, which in places cannot pass without mounting the pavement on this section of the road, has increased markedly in recent years and seems likely to increase further with the developments proposed for the area.</p> <p>Travel change: Yes – walk/wheel more</p>
(64) Member of public, (Bladon, Grove Road)	<p>Support - anything that slows the traffic on the A4095 is good, but I think the 20mph zone should be extended further towards the Woodstock roundabout.</p> <p>Travel change: No</p>
(65) Member of public, (Bladon, Park Street)	<p>Support - The main road running through Bladon (A4095) has become progressively busier and more dangerous over the past 10 years, and there have now been 3 collisions within the last 2-3 years, 2 of them in the past 12 months. It is only a matter of time until a pedestrian, cyclist, or car passenger is seriously injured. I therefore greatly welcome these</p>

	<p>proposals. However I would also like to see the 50mph limit at Main Road reduced to 30mph between there and Long Hanborough to keep a consistent speed limit in drivers' minds along the whole stretch from the far side of Hanborough right through to Bladon's new 20mph stretch. Switching from a 50mph limit to a 20mph coming from Hanborough will be difficult without additional speed calming measures eg speed bumps, and coming from the other direction (ie from the roundabout and towards Hanborough) problems arise due to drivers seeing the 50mph sign as they round the bend and speeding up to hit 50mph as soon as they get there. This makes exiting Manor Road, and crossing the road there, very dangerous. If one is walking or cycling to eg the station from Bladon, to reach the recently widened footpath on the far side of the road one has to cross the main road there, access via the pavement from Bladon on that side of Park Street being dangerous as it is extremely narrow.</p> <p>However, the proposed 20mph limit is very welcome.</p> <p>Travel change: Yes – walk/wheel more</p>
(66) Member of public, (Bladon, Church Street)	<p>Support - Safety reasons. I live in Bladon and have witnessed a number of car accidents/near misses on two of the corners where the road is narrow due to the high volume of traffic including lorries. More concerningly in the last fortnight I have seen three cars drive through a red light on the pedestrian crossing to the school - I think the risk of this happening and children being injured would be reduced if there was a lower speed limit.</p> <p>Travel change: Yes - cycle more</p>
(67) Member of public, (Bladon, Heath Lane)	<p>Support - My children cycle to school along these roads - there are no alternatives. They should be able to do so safely.</p> <p>Travel change: Yes - cycle more</p>

Divisions affected: Burford & Carterton North

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

BRIZE NORTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Brize Norton as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Brize Norton by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 28 September and 28 October 2022. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Brize Norton parish

council, and the local County Councillors representing the Burford & Carterton North, and the Carterton South & West divisions.

7. Five responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit	4	-	1	-	5

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

Travel Change	Number
Yes – walk/wheel more	1
No	4

9. Additionally, five emails were received from: Thames Valley Police, West Oxfordshire District Council, the local County Councillors representing the Burford & Carterton North, Brize Norton Parish Council, and Stagecoach Bus Company.

Statutory Consultee Responses:

10. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20 mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The local member registers his support; the Parish and District Councils have no objections.
11. Stagecoach Bus Company objected on the grounds that they viewed the proposals to be unnecessarily extensive, and its safety benefits will not be equally achieved over the extent of the proposed Order, while the cumulative effect of so extensive an approach will be to threaten the reliable operation, and ultimately the financial sustainability of the bus service in the village. The full response can be found in **Annex 3**.

Other Responses:

12. Four responses were received from members of the public with one supporting and four objecting, most objections were generic, and officers consider them irrelevant to this consultation (see para 15).
13. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments




14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
15. Officers will monitor the impact on the bus journey times at this location and work with the bus companies given the concerns that they have raised as part of the consultation.
16. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses
	Annex 3: Stagecoach full response

Contact Officers:	Tim Shickle 07920 591545
	Geoff Barrell 07392 318869

November 2022

Drawing No.		Revision	
Notes:			
		Proposed new 20mph	
		Existing 40mph limit	
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Rev.	Date	Purpose of revision	Drawn
 OXFORDSHIRE COUNTY COUNCIL Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title			
Brize Norton 20mph Limit			
Drawing title			
General Layout			
Drawing Status			
Scale @ A3	Drawn by ER	Checked by	Approved by
	Date drawn	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	

Sheet A

Sheet B

Sheet C

Sheet D

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

	<ul style="list-style-type: none"> • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Brize Norton Parish Council	<p>No objection – We also note the reference to the 40mph speed limits in the Parish of Brize Norton which will remain on the B4477 Monahan Way, Norton Way and Carterton Road. However, the Parish Council wishes to place on record, their concerns, along with some residents of Brize Meadow, regarding the number of hazards present on Monahan Way between the north roundabout (entry into Brize Meadow) and the middle roundabout (entry to Sports Pavilion and continuation of Norton Way) relative to the current 40mph speed limit.</p> <p>Could you please update the Parish Council regarding the current 30mph speed limit within the Brize Meadow development which, according to OCC requirements, should be a 20mph speed limit?</p>
(3) West Oxfordshire District Council	<p>No objection – We raise no objections to the proposals provided any signage and associated works are kept to a minimum.</p> <p>We agree that the existing 40mph speed limit on the B4477 Monahan Way/Norton Way and Carterton Road should remain in place when considering the current road environment. We wonder if a 30mph phased section would assist motorists rather than the 40mph limit immediately abutting the proposed 20mph speed limit.</p>
(4) County Cllr, (Burford & North Carterton division)	<p>Support – I would support the Brize Norton Parish Council with this request.</p>

(5) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	Object – [See Annex 3 for full response]
(5) Member of public, (Long Hanborough, Main Road)	Object – There is no need. Traffic passes through the village at a reasonable speed due to the existing speed calming measure. Travel change: No
(6) Member of public, (Oxford, Banbury Road)	Object – 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car. Travel change: No
(7) Member of public, (Witney, Crundel Rise)	Object – Another unnecessary 20mph zone without any evidence of the need or success of other zones. It seems to be a blanket 20 mph requirement without any proper research all over Oxfordshire Travel change: No
(8) Member of public, (Brize Norton, Chichester Place)	Object – This is defined as a “Clearway” route in the event of any major incident at RAF Brize Norton. Whilst the emergency services have an exemption from speed limits they all have policy which defines how much they may exceed the speed limit. A 20 mph speed limit would inevitably lead to a delay in emergency services attending incidents both in the village and surrounding areas. In addition there is no evidence to support the need for a 20mph speed limit. Collisions that have occurred in the village have been attributed to impairment of alcohol, drugs or sight and have not been attributed to speed. In addition to this who is going to enforce the speed limit? Data from the police have confirmed that there has not been a speeding ticket issued in Station Road since 2014 and the only speed enforcement undertaken in Brize Norton is focussed on the Burford Road and Carterton Road and not through the main route through the village. The parking of vehicles on the road already negates vehicles speeding through the village and on this basis it is not in the public interest to invest in a 20mph speed limit.

	Travel change: No
(9) Member of public, (Brize Norton, Burford Road)	<p>Support – My reason is specifically for the Burford Road stretch. The road is heavily worn and in some places in such poor repair that its effectively single track. To make the road safer for pedestrians and cyclists the road needs to be 20 Mph.</p> <p>Travel change: Yes – walk/wheel more</p>



Stagecoach West
Third Floor
65 London Road
Gloucester
GL1 3HF

September 29th 2022

By e-mail only: christian.mauz@oxfordshire.gov.uk

Traffic Regulation Team for the
Director for Environment & Place,
Oxfordshire County Council,
County Hall
New Road
Oxford
OX1 1ND.

Dear Sirs,

Ref: CM/12.6.143 Proposed Brize Norton Speed Limits Order Amendments

1. Background

I am writing with regard to the proposed amended Traffic Regulation Order published on 27th September 2022 and referenced above.

Stagecoach West operates the vast majority of bus services in West Oxfordshire, including to from and within the towns of Witney and Carterton, also serving Brize Norton village. The village lies between these two much larger towns and has benefited from bus services as a result for many decades, since the village otherwise has entirely too little population to support a regular bus service arising from the demand arising within it.

These services have been run largely commercially, without public subsidy, for many decades. The County's own revenue support budget for unremunerative but socially necessary services was entirely withdrawn in Summer 2016. To the degree that some services remain funded through the County Council, these are supported by developer funding agreed and required under s106 of the Town and Country Planning Act 1990 (as amended) and the Community Infrastructure Regulations 2010 (as amended), with a view that those service should become financially self-sustaining in the foreseeable future through passenger fares. Service 233 running through Brize Norton since 28th August 2022 is one such service, operating broadly every hour Monday-Saturday.

Oxfordshire County Council should therefore already be broadly aware, across all its transport and highways functions, that the District is highly dependent on bus to meet mobility needs and that, furthermore, any meaningful measures to materially reduce car dependence, congestion and carbon emissions from transport, will depend on not only maintaining, but over time greatly improving the relevance, reliability, efficiency and journey time of bus services across the District. Any actions that the Council takes that have either an intended or unintended consequences of:

- Making bus journeys slower
- Making bus journeys more unreliable
- Raising the cost of operating bus services
- Making the use of bus materially less attractive in comparison with private car use

should be considered to seriously prejudice the County's wider transport policy objectives.

Cheltenham & Gloucester Omnibus Co. Ltd. trading as Stagecoach West
Registered Office: One Stockport Exchange, 20 Railway Road, Stockport, SK1 3SW (Registered in England & Wales No. 01713578)

Stagecoach has considered the proposals set out in the draft Order. These involve, very simply, reducing the speed limit of all roads within the village under a 30 mph limit to 20mph, irrespective of their function and the immediate context along the lengths concerned. This proposal therefore directly affects the operation of bus services in Brize Norton.

2. Stagecoach position of the proposed Order

Stagecoach objects to the proposed Order. In essence this is because it is unnecessarily extensive, and its safety benefits will not be equally achieved over the extent of the proposed Order, while the cumulative effect of so extensive an approach will be to threaten the reliable operation, and ultimately the financial sustainability of the bus service in the village.

The intent of the 20mph is, of course to improve the safety and attractiveness of active travel. The Stockholm Declaration principles on which the County's policy is based, applies to:

- Built up areas
- Where there is a degree of "planned mixing" of motorised traffic with more vulnerable users
- Is explicitly to be focused on areas of more intense activity, such as where there are commercial and other service uses, where the safety risks of this mixing are elevated.

Stagecoach well recognises the validity of the logic that lies behind the Declaration. Safety is at the heart of all our operating systems and processes. The bus industry in general represents one of the safest modes of personal mobility of all, reflecting this.

Brize Norton is a very long established community that has evolved slowly and organically over centuries and its linear form reflects this history. The character of the village is quite heterogeneous alongside the extensive lengths of the road covered by the current 30 mph limits and proposed for reduction to 20 mph.

We accept that there are parts of the village core that are both more built up, and where the character of the through roads are such that a lower speed limit of 20mph is justified. The most densely populated and built up part of the village, evidently lies south of the junction between Carterton Road, Manor Road and Station Road. There are numerous side streets and this is where service and facilities including the Primary School are found.

However, a larger part of the village and its environs covered by this Order are very much less urbanised. The Order covers roads that exhibit only sporadic development, with no wider development behind, and in effect representing quite discontinuous development in the countryside. In fact, we dispute that it is reasonable to describe the character of the village north of the Carterton Road mini-roundabout as a "built up area". At its south end, the high stone wall on the east side of the road nearer the mini-roundabout provides a high degree of enclosure – and helps to reinforce the passive enforceability of the current 30mph limit through "visual friction". There are a number of private drives serving repurposed former agricultural complexes and some large properties but these are well set back from the road, relatively few in number and allow cars to enter and leave in forward gear. There are relatively ample footways, in the case of the eastern side, where it exists closer to the village set well back from the carriageway behind a substantial verge.

The approach to the village along Carterton Road is not dissimilar, until one reaches the newly-installed buildout before the Church. The existing 30mph starts in open countryside a considerable distance – about 200m further west of the build-out so this buffer zone would still be sufficient to allow ~~traffic~~ to decelerate progressively to the point the 20mph might appropriate take effect. In fact for the 20mph to be credibly complied with from the point of the proposals it would probably be necessary to reduce the speed limit on the entire section between Carterton and the

existing change, and that would clearly require enforcement and traffic calming measures – potentially quite aggressive ones - to achieve this outcome.

At its furthest northern extent on Elm Grove and on Minster Road there are short extents of linear development with a number of private driveways, but it is apparent that a footway exists on one side of the road, verges are ample, and so are sight lines.

Manor Road does tighten up at its north end and the footways are both lost for a short distance of about 60m approaching the mini-roundabout, north of the junction with Chapel Hill as far as Burford Road. In this immediate locality it is clear that there is “planned mixing” of vulnerable users with traffic, albeit levels of walking and cycling in this area are not very high. The nature of this locality itself tends to reduce speeds substantially. A 20mph limit south of the mini-roundabout area could formalise this situation and more clearly direct driver behaviour.

Service 233 uses Minster Road, Manor Road and Carterton Road. Elm Grove is no longer served by regular bus services. The linear extent of the Order affecting the 233 route is a little less than 1km. this is sufficient to add up to 1 minute to operating running time in both directions. On its own this is relatively inconsequential. However, as the service runs through other settlements, including Witney and Bladon, where 20mph are being introduced, or likely to be, it is essential that the application of such limits is targeted to those stretches of road where its positive benefits are most appropriately achieved, in all the settlement concerned, including this one, to avoid the service becoming inoperable without adding expensive additional operating resource. Slowing buses down also hardly encourages greater use. It is also directly contrary to national and local policy.

Stagecoach considers a 20mph limit is appropriate in most of the village include the village core around the junction of Carterton Road with Station Road, extending west to the existing build-out, and northwards for a short distance along Manor Road. There is a case for a second 20mph inset between the immediate approaches to the mini-roundabout on Minster Road, including Chapel Hill and extending south along Manor Road 60-80m through the narrow throttle, which in any case should tend to slow traffic below the existing limits by its character.

We urge that the existing 30mph limit is retained along the remaining lengths of Minster Road, Manor Road and Carterton Road, used by the 233 service. We consider that this reflects an appropriate interpretation of the logic of the Stockholm Declaration and its application to the context of the village.

This advice reflects that presented to the Council in letters with respect to Orders in Witney of June 29th 2022, and a joint operators’ letter to the Corporate Director and Cabinet Portfolio Holder of August 5th 2022.

Finally with regard to the potential cumulative impacts, to be more specific, if the approach taken to application of 20mph proposed here is equally extensively pursued in Long Hanborough, North Leigh, and Minster Lovell, we can advise that the Company would serve notice on the Council to cease operating service 233, as this would be operationally infeasible in its current form. There would clearly not be enough time to run the timetable within currently allocated resource.

3. Conclusion

As you and the wider Council are aware, we are of the view that there are substantial risks arising from an indiscriminate “blanket” approach to the application of 20mph limits without detailed consideration of the local context or potential deleterious impacts on public transport. While we have objected to the submitted Order this has been on the basis of careful consideration and the experience of decades of bus operation through the village.

As our letter makes clear, we have no objection to the vast majority of the Order proposals through the Parish. However, we consider an approach following the logic and advice above will lead to the appropriate balance being pursued between a number of important transport policy objectives across the County. We therefore urge the Council to pay due regard to the advice set out heretofore.

Yours sincerely

Nick Small

Head of Strategic Development and the Built Environment

Divisions affected: Witney West & Bampton

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

CLANFIELD: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Clanfield as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 28 September and 28 October 2022. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West

Oxfordshire District Council, the local District Cllrs, Clanfield parish council, and the local County Councillor representing the Witney West & Bampton division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The bus operator and District Council offer no objections and the Parish Council support the proposal.

Other Responses:

8. A single generic objection was raised that officers consider irrelevant to this consultation (see para 11).
9. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors

Response to objections and other comments

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Geoff Barrell 07392 318869
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November 2022

Sheet A

Sheet B

Sheet C

Drawing No.		Revision	
Notes:			
<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: #007bff; margin-right: 5px;"></div> Proposed new 20mph </div>			
<small>© Crown Copyright and Database rights 10023943 2017</small>			
Rev.	Date	Purpose of revision	<div style="display: flex; justify-content: space-between;"> <div>Drawn</div> <div>Checked</div> <div>Approved</div> </div>
		<small> Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111 </small>	
Project title			
Clanfield 20mph Limit			
Drawing title			
General Layout			
Drawing Status			
Scale @ A3	Drawn by ER	Checked by	Approved by
	Date drawn	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)</p>	<p>No objection – Stagecoach has no objection the proposed Order. The following should be treated as an informative note.</p> <p>This is because the roads covered by the speed limit reduction used by bus services, including the County Council contracted service 19 represent a minority of the classified through roads covered by the order and the practical direct impact on the route, which also operates at low frequency, would in this case be de minimis.</p> <p>However, we urge the Council, in strong terms, to continue to take great care to ensure that the cumulative impact of such actions in multiple settlements do not have the perverse consequence of leading to the substantial reduction, and in some extreme cases total withdrawal, of the scheduled public transport offer from the communities concerned.</p> <p>The village has seen substantially more bus service in the relatively recent past, prior to the point that the entire Council budget for supported unremunerative bus services was withdrawn in Summer 2016. We would advise that any business case to restore services in Clanfield and along the service 15 corridor is bound to be adversely affected by the cumulative impact of this and other orders laid, including those across Witney town, Bampton and Aston.</p> <p>This advice reflects that presented to the Council in letters with respect to Orders in Witney of June 29th 2022, and a joint operators' letter to the Corporate Director and Cabinet Portfolio Holder of August 5th 2022.</p> <p><u>Conclusion</u></p>

	While in this instance Stagecoach West has no objection, we are of the view that substantial risks remain that an indiscriminate “blanket” approach to the application of 20mph limits without detailed consideration of the local context or potential deleterious impacts on public transport, will led to an inappropriate balance being pursued between a number of important transport policy objectives across the County. We therefore urge the Council to pay due regard to the advice set out heretofore.
(3) Clanfield Parish Council	Support – I confirm on behalf of the Parish Council that we wish to go ahead with the scheme. The Parish Council has previously consulted residents through the local magazine and the website in order to seek opinion.
(4) West Oxfordshire District Council	No objection – provided any signage and associated works are kept to a minimum.
(5) Member of public, (Oxford, Banbury Road)	<p>Object – 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again, this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>

Divisions affected: Otmoor

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

HORTON-CUM-STUDLEY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Horton-cum-Studley as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Horton-cum-Studley by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 01 September and 30 September 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell

District Council, the local District Cllrs, Horton-cum-Studley parish council, and the local County Councillor representing the Otmoor division.

7. 53 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit	6 (11%)	3 (6%)	43 (81%)	1 (2%)	53

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

Travel Change	Number
Yes – walk/wheel more	20 (38%)
Yes - cycle more	9 (17%)
No	22 (41%)
Other	2 (4%)

9. Additionally, two emails were received from: Thames Valley Police, and Stagecoach Bus Company.

Statutory Consultee Responses:

10. Thames Valley Police re-iterate their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The bus operator considers their comments as 'informative' and having concerns; these focus on the need to keep the proposed 20 limits to the core built-up village areas to enable suitable progress on rural routes already struggling financially.

Other Responses:

11. 53 responses were received from members of the public with 43 supporting, 3 expressing concerns, and 6 objectors who all live in the village. 1 objection cites increased fuel use but the remainder were generic and officers consider them irrelevant to this consultation (see para 14).
12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

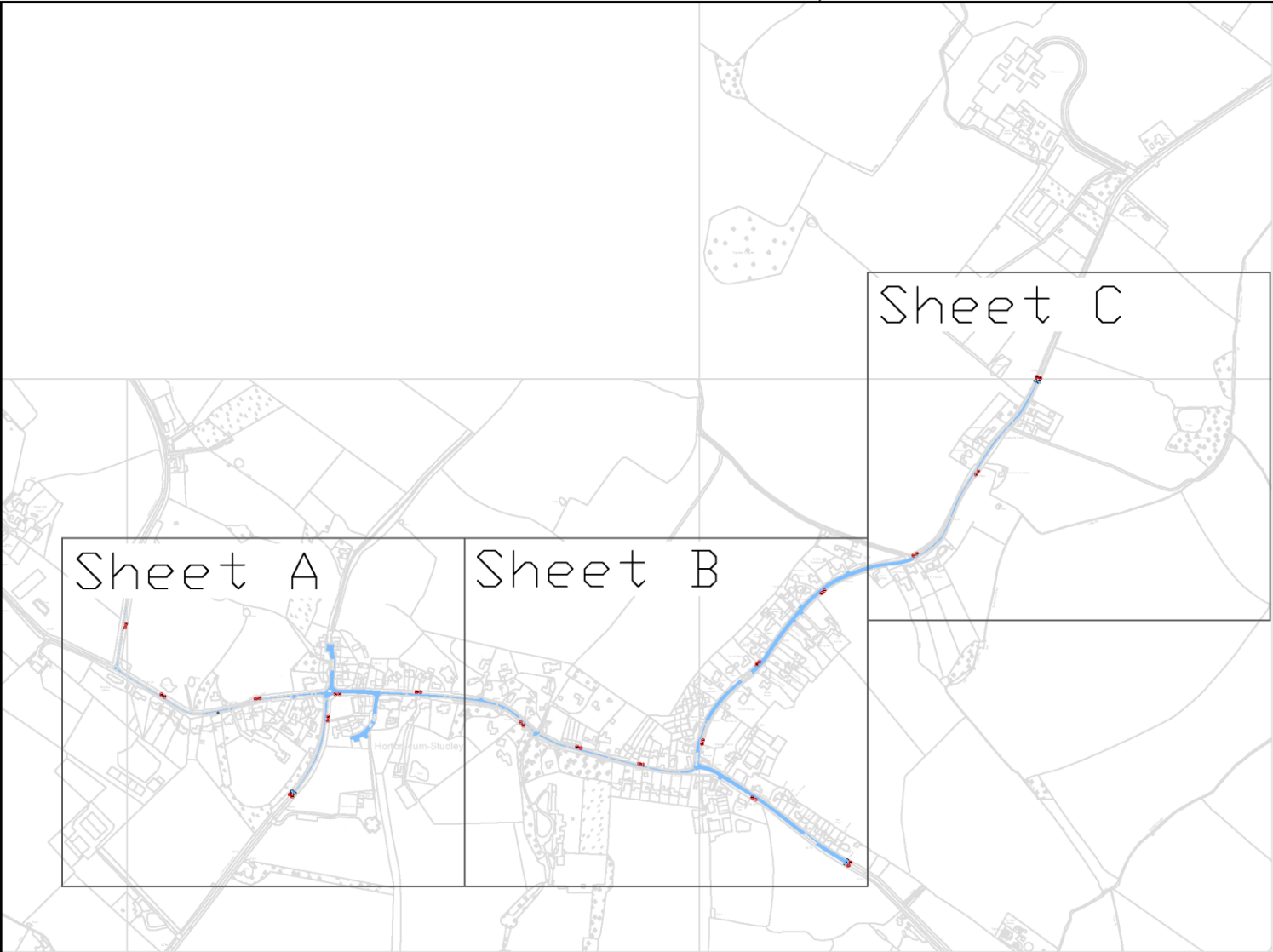
13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
14. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.


Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07392 318869

November 2022



Drawing No.		Revision			
<p>Notes:</p> <p> Proposed new 20mph</p>					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div><div>OXFORDSHIRE COUNTY COUNCIL</div><div><small>Bill Cotton Director of Community Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small></div></div>					
<p>Project title</p> <p>Horton-cum-Studley 20mph Limit</p>					
<p>Drawing title</p> <p>General Layout</p>					
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	Date drawn		Date checked	Date approved	
<p>Oxfordshire Project No. & File Ref</p>					
Drawing No.				Revision	

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(2) Stagecoach Bus Company, (Head of Strategic development & the Built Environment)</p>	<p>Concerns – The following comments should be received as informative rather than as a formal objection. We recognise and respect the decision of the Parish Council to progress this on behalf of the community.</p> <p>This village is unserved by bus services, though Stagecoach has seriously considered it as a possible route in the past, between Lower Arcott and Headington, on a longer route between Bicester and Oxford serving the hospitals and employment in the Headington area. The very poor standard of the route north of the Village (much in Buckinghamshire) was the main reason we elected not to pursue this option.</p> <p>We note that the extent of the proposed limit is for about 2km, much of it through area towards the north east on Brill Road that lie somewhat beyond what could be described as having a village or built-up area character. This particular road is not lit either.</p> <p>The approach taken here seeks to maximise the length of 20 mph limits. If this logic is applied to localities where buses currently or might more regularly operate, have a very substantial negative impact on the ability to operate a cost-effective and relevant bus service.</p> <p>Outside the village core, we also wonder how enforceable this could be. There will be an immediate transition form the national sped limit (derestricted) to 20 mph as well and to fully comply with this would require a substantial length of road along which a vehicle should be decelerating in advance of the 20 mph limit. There are no visual cues, formal or informal, that would have this effect as currently proposed. There is a strong argument that outside the village on its approaches, progressive speed reduction measures should be investigated.</p>

	We have made these points to Council officers in broad terms - this however is another relevant exemplar
(3) Member of public, (Horton-cum-Studley, Horton Hill)	<p>Object - Unnecessary considering the current 30mph speed limit is NOT enforced after 14years in this village. Simply enforcing this 30mph limit would be more beneficial than causing disruption to existing traffic.</p> <p>Travel change: No</p>
(4) Member of public, (Horton-cum-Studley, Brill Road)	<p>Object - There is a 30mph limit in place already. Restricting further on the steep Horton hill road will lead to fuel waste and unnecessary brake wear going downhill and dangerous issues uphill with rolling back when the road is icy in the winter. There is simply no need to change the existing 30mph limit!</p> <p>Travel change: No</p>
(5) Member of public, (Horton cum Studley, Horton Hill)	<p>Object - The present speed limit is more than adequate. We have no schools or public facilities which warrant a 20 mile speed limit</p> <p>Travel change: No</p>
(6) Member of public, (Horton-cum-Studley, Main Street)	<p>Object - Much more important to make motorists obey the existing 30mph speed limit. I don't think that reducing limit to 20mph will improve drivers' observance of limit. Not enough pedestrians in the village to warrant 20mph, but the impact of vehicles travelling well above 30mph is horrendous.</p> <p>Travel change: No</p>
(7) Member of public, (Horton cum Studley, Priory Close)	<p>Object - Driving at 20mph up Horton Hill will generate more emissions and noise than at 30mph.</p> <p>Travel change: No</p>

<p>(8) Member of public, (Horton-cum-Studley, Horton Hill)</p>	<p>Object - Pointless when existing speed limit is not enforced. 20mph will NOT work, especially going down a steep hill at ~20% gradient. This will not increase local transport use either, and most buses or transport vehicles will not abide to 20mph limit either.</p> <p>Travel change: No</p>
<p>(9) Member of public, (Horton Cum Studley, Forge Close)</p>	<p>Concerns - Its unenforceable when drivers won't stick to the current limit, traffic calming would be a better solution</p> <p>Travel change: No</p>
<p>(10) Member of public, (Horton cum Studley, Priory Close on Horton Hill Road)</p>	<p>Concerns - Concern about vehicles safely negotiating a steep hill, at a lower speed this would create more noise as you would be in a lower gear. Also I really do not want any more speed bumps to contend with.</p> <p>Travel change: No</p>
<p>(11) Member of public, (Horton-cum-Studley, Mill Lane)</p>	<p>Concerns - Believe a 20 MPH speed limit will have little or no affect and therefore a waste of money, better signage and traffic calming that doesn't require street lights would be better as well as more traffic/speed controls.</p> <p>Travel change: No</p>
<p>(12) Member of public, (Horton-cum-Studley, The Old Post Mews on Horton Hill)</p>	<p>Support - There is terrible and very frequent speeding in the village at the same time as there are a growing number of elderly and young children residents, as well as pets and wildlife. With a lower speed limit I hope it would actually make people think and slow down. I've seen an elderly neighbour have to wildly gesture to a car to slow down whilst escorting his frail wife across the road. The car in question had to screech it's breaks on. I have also had one of my cats hit by a speeding van. The police regularly catch speeding cars in our village and this had made the Oxford press before as it was so bad. I fear for our residents, walkers, cyclists etc. please support the application for 20mph speed limit.</p> <p>Travel change: Yes – walk/wheel more</p>

(13) Member of public, (Horton Cum Studley, Brill Road)	<p>Support - I live on Brill Road. Just coming into the village from Bicester direction round the first bend. Cars speed past my house constantly. Including very large lorries and waste removal lorries which often exceed the speed limit. When I drive through at 30mph, I nearly always have a tailback of anxious drivers behind me then they overtake once on the straight mile at speed. I am constantly worried about the horse riders who pass my house. It is so risky for them. It is not nice walking my dog on the narrow pavement at far end of Brill Road and also near top of Horton Hill. Also no footpath beyond my home so have to walk on Brill Road round the bend when verge is long. Cars and their wing mirrors are so close to me. Please reduce the speed.</p> <p>Travel change: Other No. The straight mile towards Oxford is too dangerous to cycle or walk. Would love to cycle to Oxford but cars must drive at 70 mph along there they drive so fast as no limit there.</p>
(14) Member of public, (Horton cum Studley, Ventfield Close)	<p>Support - Living in HCS and very close to the main road I have to listen to the cars speeding through the village. In August 2021 a car ended up in my garden narrowly missing the house and it worries me every time I hear a speeding car!</p> <p>Travel change: No</p>
(15) Member of public, (Horton cum Studley, Horton hill)	<p>Support - No one likes to be slowed down whilst driving anywhere, but are more than happy to have others slowed down where they live. I fall into that category.</p> <p>Travel change: No</p>
(16) Member of public, (Horton cum Studley, Brill Road)	<p>Support - The current speed limit is too fast for the corners</p> <p>Travel change: Yes – walk/wheel more</p>
(17) Member of public, (Horton-cum-Studley, Brill Road)	<p>Support - My family and I live in Horton-cum-Studley and regularly experience drivers speeding through the village. Our home is on the outskirts just before the speed limits changes to/from 30mph and, with no pavement by our house, walking into and out of the village is quite frankly scary especially with 2 young boys.</p>

	<p>I wholly support the move to a 20mph limit as has just been implemented in Islip which also has problems with “rat run” drivers</p> <p>Travel change: No</p>
(18) Member of public, (Horton cum Studley, Horton hill)	<p>Support - People regularly speed through the village and children walk up and down the road all the time. Even 30 doesn't feel safe at all.</p> <p>Travel change: Yes – walk/wheel more</p>
(19) Member of public, (Horton cum studley, Church Lane)	<p>Support - Because we live in the village and cars appear to be frequently speeding through</p> <p>Travel change: Yes - cycle more</p>
(20) Member of public, (Horton cum studley, Horton Hill)	<p>Support - The road is a very busy and dangerous road ,The speed they drive is scary .</p> <p>Travel change: Yes – walk/wheel more</p>
(21) Member of public, (Horton cum Studley, Horton Hill)	<p>Support - Speeding traffic is a huge issue in our village. It makes walking around the village dangerous, especially with children and for those of us with health conditions. The pavements are generally narrow and near the road which adds to the problem. Reducing the speed will allow more villagers to walk safely and so connect the village more. The reduction in speed should also have a positive effect on emissions in the village, which would also be very welcome as many people use the village a cut through to get to Oxford and the M40. I'm unclear from the plan what measures will be in place to enforce the new limit - speed limit signs at the entrances of the village and repeaters throughout I can see, but will there be any additional infrastructure at the village entrances (chicanes with priority to traffic leaving the village) to slow traffic down, as there is in Islip, for example. Also I imagine lowering the speed limit on the straight mile and up Woodperry hill to the t-junction would help support the 20mph zone. Lowering this to 50mph would be in keeping with the road to Stanton and Islip and would help with the dangerous sharp corner at the top of Woodperry Hill. Very in support of the village scheme though, hope it goes ahead!</p> <p>Travel change: Yes – walk/wheel more</p>

(22) Member of public, (Horton--Cum-Studley, Church Lane)	<p>Support - People use the main road through the village as rat run into Oxford. They go very fast and drive dangerously through the village. A lot of the footpaths are quite narrow and only on one side of the road. This means you need to cross the road to stay on the footpath. There are pLenny of children in the village and reducing the speed limit would make it much safer.</p> <p>Travel change: Yes – walk/wheel more</p>
(23) Member of public, (Beckley, Common Road)	<p>Support - Centre of a village used as a throughway by speeding motorists</p> <p>Travel change: No</p>
(24) Member of public, (Oxford, Raleigh Park Road)	<p>Support - Child and pet safety</p> <p>Travel change: No</p>
(25) Member of public, (Horton-cum-Studley, Horton Hill)	<p>Support - Constant drivers spending through the village and concerns for childrens and others safety</p> <p>Travel change: Yes – walk/wheel more</p>
(26) Member of public, (Horton-Cum-Studley, Mill Lane)	<p>Support - I have two children who I do not feel safe walking up or crossing Horton Hill. There is a speed sign on the Hill which is constantly set off but has no effect. Cars often clip the kerb on the corner of Mill Lane and Horton Hill as they enter the village too fast. Recently a van crashed in to a house at this location having taken the corner too fast. A few minutes before a group of school children were on the pavement the van crossed over before crashing in to the house.</p> <p>Travel change: Yes - cycle more</p>

(27) Member of public, (Horton-cum-Studley, Brill Road)	<p>Support - Our children and animals loves are being put at risk due to many many people driving too fast through our village.</p> <p>Travel change: Yes – walk/wheel more</p>
(28) Member of public, (Horton-cum-Studley, Horton Hill)	<p>Support - Safety</p> <p>Travel change: No</p>
(29) Member of public, (Oxford, Rawlinson Road)	<p>Support - Cars speed up and down Horton Hill with no regard for pedestrians or locals</p> <p>Travel change: Yes – walk/wheel more</p>
(30) Member of public, (Horton cum Studley, Church Lane)	<p>Support - Safety and noise are main concerns. The village has many horses and walkers as well as dwellings oppressed by current noise levels. The long stretches of road within the village encourage thoughtless driving. Reducing the speed limit will bring average speeds down even if some drivers exceed the new limit.</p> <p>Travel change: Yes - cycle more</p>
(31) Member of public, (Horton cum Studley, Horton Hill)	<p>Support - The volume of speeding traffic through the village is dangerous to road users, pedestrians, cyclists and horse riders. I fully support OCC's new 20mph campaign. It's the single biggest issue parishioners talk about all the time.</p> <p>Travel change: Yes – walk/wheel more</p>
(32) Member of public, (Horton-cum-Studley, Brill Road)	<p>Support - Cars are speeding through the village. Walking on the roads where there is no pavement is dangerous. A 20mph speed limit would help residents, especially children to safely walk through the village. During rush hours cars and lorries constantly speed through the village. The speed limit would calm this down. A speed limit of 50mph approaching the village would help drivers.</p>

	Travel change: Yes – walk/wheel more
(33) Member of public, (Horton cum Studley, Church Lane)	Support - I am a resident of horton cum studley who lives near the hair pin bend at the bottom of the hill Travel change: No
(34) Member of public, (Horton Cum Studley, Ragnalls Lane)	Support - The village is really busy, I have to ride horses through the village to get to bridleways and it is becoming increasingly dangerous as the cars speed through at more than the current 30mph. Often they do not adhere to horse riders making slowing down signs either. Also I cycle a lot and it's scary out there Travel change: Yes – walk/wheel more
(35) Member of public, (Horton-cum-Studley, Brill road)	Support - The village has a number of young children walking or cycling within the village, there are areas in the village with no walkway which means you have to walk in the road. Children also use bus services to and from school and cross the road regularly, cars speeding through the village make this very dangerous for young children. Travel change: Yes – walk/wheel more
(36) Member of public, (Horton-cum-Studley, The Green)	Support - Regular speeding occurs as shown on speed monitoring devices. Recent traffic incidents involving vehicles, vehicle fires and collisions with houses. Insufficient & unsafe footpath provision for pedestrians and those with limited mobility. Rural environment without street lighting increases risk to all road users. Need to protect horse riders & horses using highways within the village. Increasing volume of traffic with significant developments (e.g. 100 bed hotel just north of village) and more use as a 'rat-run' for commuters in expanding housing areas around Oxfordshire. Travel change: Yes - cycle more

(37) Member of public, (Horton Cum Studley, Oxford, Church Lane)	<p>Support - The Speed through the village is crazy</p> <p>Travel change: Yes – walk/wheel more</p>
(38) Member of public, (Horton-cum-Studley, Oxford, Brill Road)	<p>Support - A 20 mph in our village will reduce speeding.</p> <p>Travel change: Yes - cycle more</p>
(39) Member of public, (Horton cum studley, Church Lane)	<p>Support - There have been too many near misses and the road has become dangerous. There are children who cross this road regularly and are in danger due to the regularly speeding traffic.</p> <p>Travel change: Yes - cycle more</p>
(40) Member of public, (Horton-Cum-Studley, Mill Lane)	<p>Support - My children walk alongside the road to park and also from the school bus. A few weeks ago a transit van went into the corner of a house on Mill lane, if my children were there they would have probably died.</p> <p>Travel change: Yes – walk/wheel more</p>
(41) Member of public, (Horton cum Studley, Horton Hill)	<p>Support - Can reduces noise, pollution, the rate and severity of accidents, and also cuts fuel consumption.</p> <p>Travel change: Yes - cycle more</p>
(42) Member of public, (Oxford, Rawlinson)	<p>Support - I have family living in Horton-cum-Studley including 2 small children. Traffic races up the hill through the village, making it unsafe and difficult to cross the road. As the playground is on the other side of the road, getting to it with a baby in a buggy and a small child on a bicycle is difficult and often dangerous. It's also a popular cycling route, tempting impatient drivers to overtake cyclists with poor visibility ahead. A 20 mph speed limit should remind drivers that this is a village with people living on the road, not a highway for speedsters.</p> <p>Travel change: Yes – walk/wheel more</p>

(43) Member of public, (Horton-Cum-Studley, Horton Hill)	<p>Support - A vast amount of vehicles are diving at high speeds coming down Horton Hill, many in excess of forty miles plus per hour.</p> <p>Travel change: No</p>
(44) Member of public, (Horton cum studley, Church lane)	<p>Support - There is an increasing problem of speeding vehicles in the village and I believe a 20mph scheme may reduce some incidence of this in the area</p> <p>Travel change: Yes - cycle more</p>
(45) Member of public, (Horton cum Studley, Oakley Road)	<p>Support - Traffic, both cars and farm traffic, races along the roads, in the case of farm traffic (contractors, not village residents) the blare their horns continuously as they do so in some kind of effort to get people out of the way. It needs to be stopped.</p> <p>Travel change: No</p>
(46) Local group, (St Barnabas Church)	<p>Support - A 20 mph speed limit throughout the village is a very sensible proposal. I have witnessed how fast some vehicles drive through Horton-cum-Studley and I know that there have been a number of accidents recently that are result of speeding. Most of the streets in Oxford are now limited to 20 mph and this has made a huge difference to the accidents and injuries. It will not be an inconvenience to drivers to reduce their speed to 20 mph through the village as it would make very little difference to their overall journey time.</p> <p>Travel change: Yes – walk/wheel more</p>
(47) Member of public, (Bicester)	<p>Support - I regularly use the roads around Horton Cum Studley as a Horse Rider and find that the current speed limit of 30mph isn't adhered to. Which can make it dangerous for not only equestrians, all road users and pedestrians.</p>

	<p>Travel change: Other</p> <p>I ride my horse on the roads - this will not change especially in the winter when the bridleways are unrideable.</p>
(48) Member of public, (Horton cum Studley, Oakley Road)	<p>Support - Fed up with dangerous speeding</p> <p>Travel change: No</p>
(49) Member of public, (Horton cum Studley, Brill Road)	<p>Support - Too many people pay no attention to the speed limit in the village, especially at the entry/exit points, even the speed activated signs have little or no effect. Without action, someone is going to be seriously injured, if not worse, very soon!</p> <p>Travel change: No</p>
(50) Member of public, (Horton-cum-Studley, Horton Hill)	<p>Support - I am supporting the 20 mph proposal as the village suffers from speeding drivers and terrible rat run traffic due to Bicester expansion. Village roads are unsafe especially for vulnerable road users.</p> <p>Travel change: Yes – walk/wheel more</p>
(51) Member of public, (Horton-cum-Studley, Horton Hill)	<p>Support - Most drivers drive at excessive speeds through the village especially down Horton Hill approaching the bend by the church</p> <p>Travel change: Yes – walk/wheel more</p>
(52) Member of public, (Horton cum Studley, Brill Road)	<p>Support - The proposed 20 mph limit will make crossing the road safer for children in the village and will reduce traffic noise and disturbance for those living alongside the road.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(53) Member of public, (Horton cum studley, Church lane)</p>	<p>Support - The approaches to Horton cum studley are frequently made at high speed and it is dangerous for cyclists and pedestrians trying to get the the village hall or golf club as cars are travelling too fast</p> <p>Travel change: Yes - cycle more</p>
<p>(54) Member of public, (Horton cum Studley, Horton Hill)</p>	<p>Support - I live in the village and have issues getting out of my driveway because of the speed of traffic in the village</p> <p>Travel change: No</p>
<p>(55) As a business, (Stanton St John, Pound lane)</p>	<p>No opinion - I am not fully aware of the speed of the traffic although I do drive there</p> <p>Travel change: No</p>

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Divisions affected: Charlbury & Wychwood

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

IDBURY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Idbury and Foscot as shown in **Annex 1 & 2**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Idbury and Foscot by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 15 September and 14 October 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West

Oxfordshire District Council, the local District Cllrs, Idbury, Bould & Foscot parish meeting, and the local County Councillor representing the Charlbury & Wychwood division.

7. Six responses were received during the course of the formal consultation, and these are summarised below.

Statutory Consultee Responses:

8. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20 mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The bus operator responded citing no observations or representations; Idbury Parish Meeting welcomed the proposals with a reminder that while the hamlet of Bould was too small for speed limits we had agreed to boost road-markings. The District Council have no objections.

Other Responses:

9. A generic objection was raised that officers consider irrelevant to this consultation (see para 12). Support was expressed by a member of the Idbury Road Safety Group.
10. The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

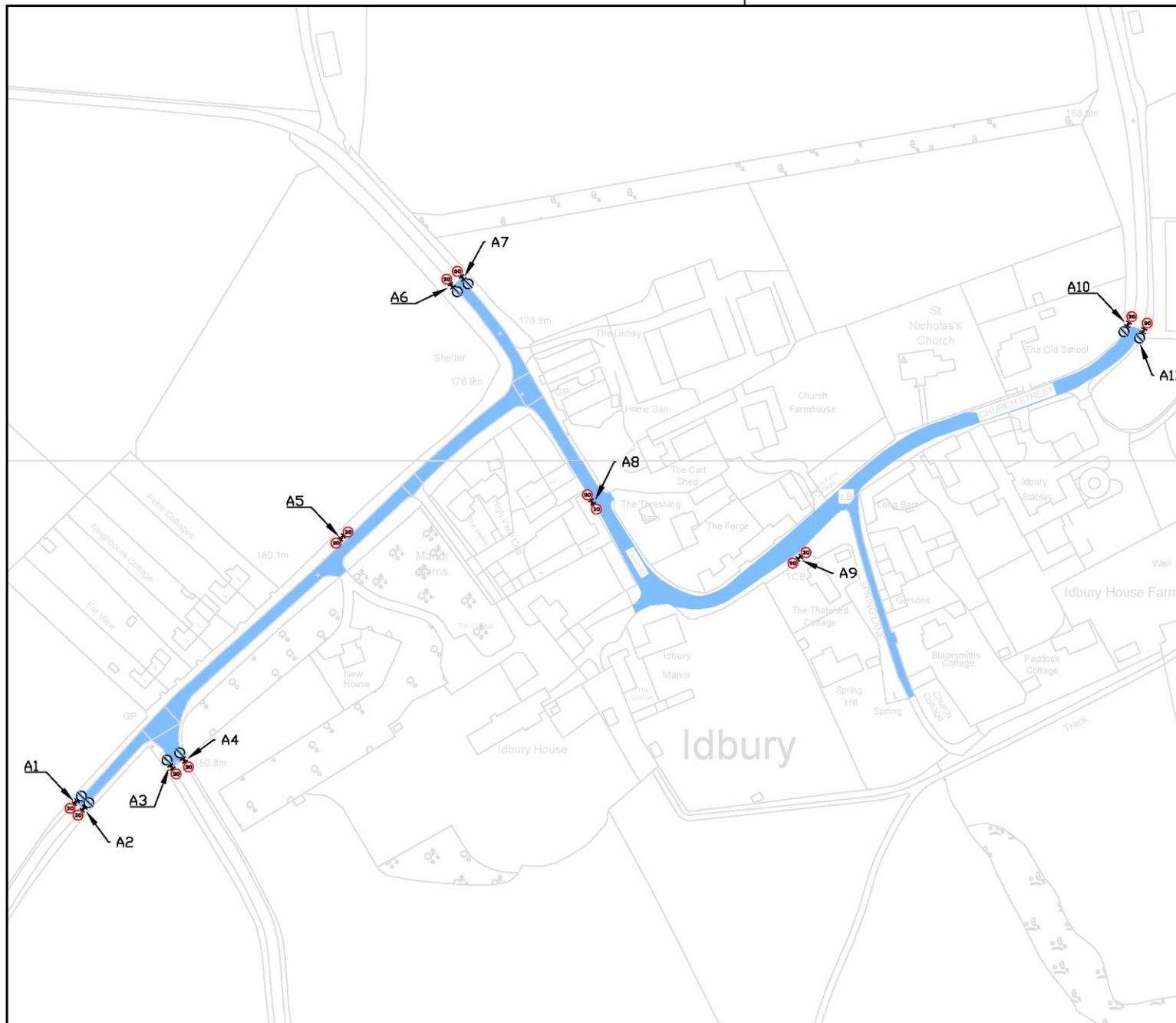
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1-2: Consultation plans Annex 3: Consultation responses
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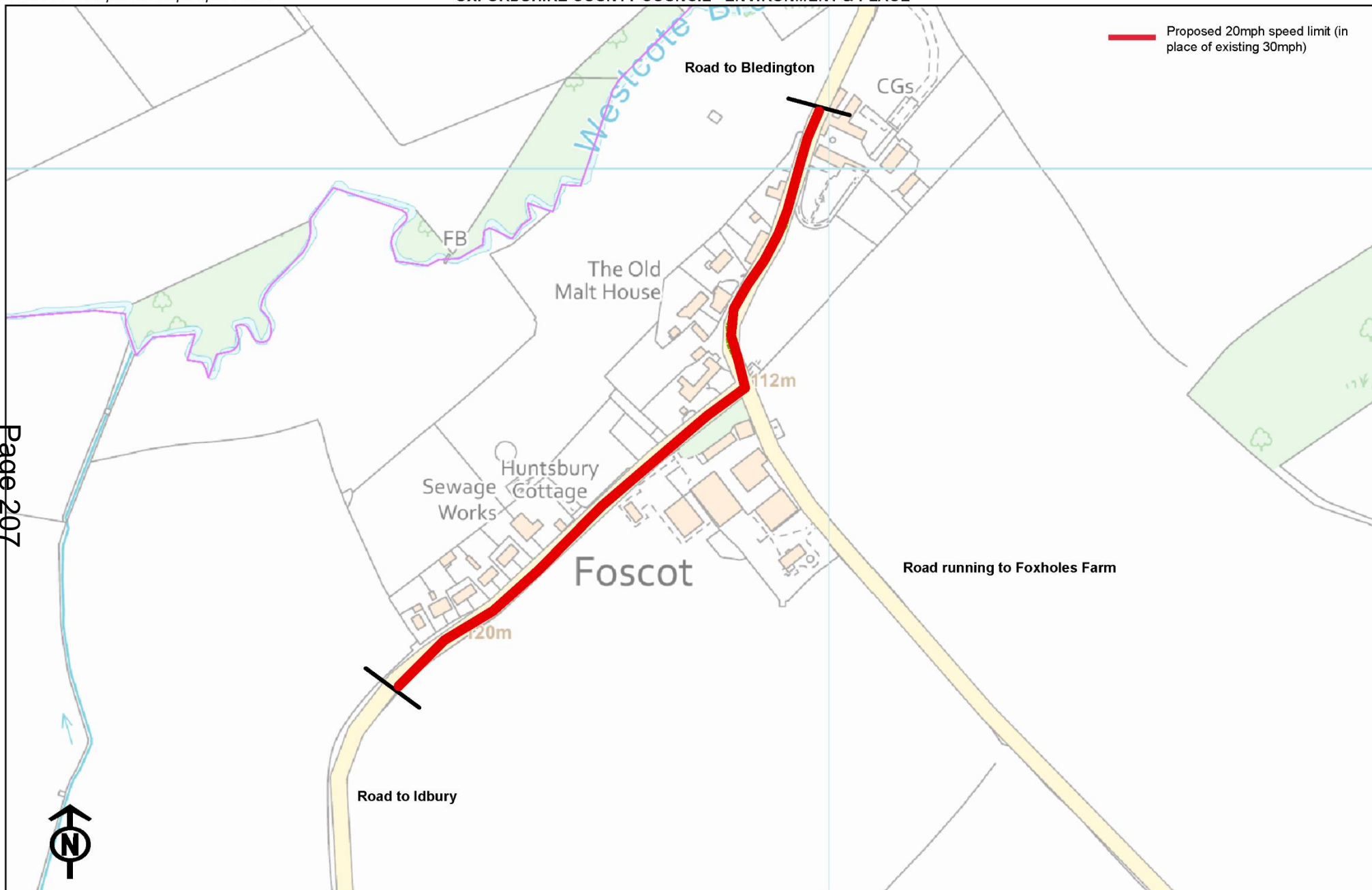
Contact Officers: Tim Shickle 07920 591545

Geoff Barrell 07392 318869

November 2022



Drawing No.		Revision	
Notes:			
<div style="background-color: blue; width: 20px; height: 10px; display: inline-block;"></div> Proposed new 20mph			
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Rev.	Date	Purpose of revision	Drawn
Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
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	Date drawn	Date checked	Date approved
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Idbury Parish Meeting	<p>Support – Thank you for the steady progress towards our 20MPH speed limits.</p> <p>Can I remind you that Bould is included in this parish and although we know it can't have a speed limit they would very much like the white lines and SLOW warnings redone all in the interest of road safety.</p>
(3) West Oxfordshire District Council	<p>No objection – provided any signage and associated works are kept to a minimum.</p>
(4) Stagecoach Bus Company, (Head of Strategic development & the Built Environment)	<p>No objection – Stagecoach has no observations of representations to make in this instance.</p>
(5) Local group/organisation, (Idbury Road Safety Group)	<p>Support – In 2020, Idbury residents concerned about the speed, size and volume of traffic through our village from and to the A424, Chipping Norton, Daylesford and Kingham Station formed Idbury Road Safety Group (IRSG) to raise these issues with Oxfordshire County Council (OCC). OCC have been supportive in providing traffic surveys, renewed lining and enhanced signing prior to the introduction of the 20mph initiative. During this period, the IRSG has contacted villagers regularly for input and they have been assured from inception of the intention to apply for a reduced speed limit due to the narrow roadway without pavements with three blind bends, used by horse riders, cyclists and walkers sharing with HGVs, tractors, trailers, vans and commuter and visitor vehicles. IRSG welcomes this plan by OCC and believes that it will help to alert drivers to these risks and to improve safety for all in our village.</p>

	<p>Foscot is subject to similar traffic issues and highway restrictions as is Idbury and therefore the various points made in the Idbury submission are equally relevant.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(6) Member of public, (Oxford, Banbury Road)</p>	<p>Object – 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>

Divisions affected: Otmoor

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

MERTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Merton as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 15 September and 14 October 2022. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District

Council, the local District Cllrs, Merton parish council, and the local County Councillor representing the Otmoor division.

7. Four responses were received during the course of the formal consultation, and these are summarised below.

Statutory Consultee Responses:

8. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20 mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The bus operator also cites their response as informative rather than an objection; they support the ideal of 20 limits but warn that any undue extent beyond immediate built-up areas can compromise already financially precarious rural bus services.

Other Responses:

9. A single generic objection was raised that officers consider irrelevant to this consultation (see para 12). Support was expressed by a member of the public who regularly cycles through Merton and believes the lower limit will make it more pleasant to do so.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

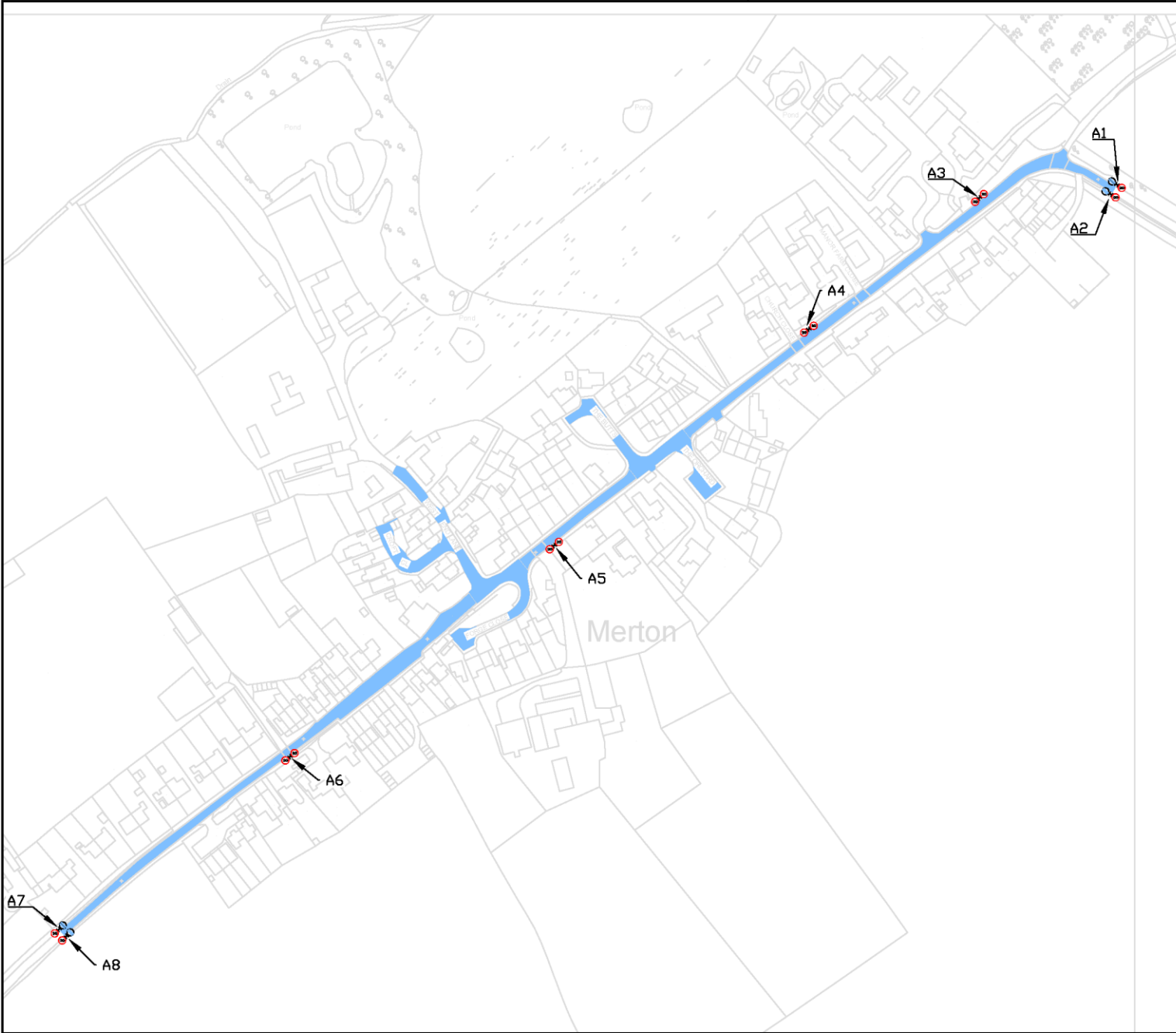
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.


Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07392 318869

November 2022



Drawing No.		Revision			
<p>Notes:</p> <p> Proposed new 20mph</p>					
<p>© Crown Copyright and Database rights 10023943 2017</p>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<p> OXFORDSHIRE COUNTY COUNCIL</p> <p>Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>					
<p>Project title</p> <p>Merton 20mph Limit</p>					
<p>Drawing title</p> <p>Sheet A</p>					
<p>Drawing Status</p>					
Scale @ A3	Drawn by	ER	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
<p>Oxfordshire Project No. & File Ref</p>					
Drawing No.				Revision	

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic development & the Built Environment)	<p>No objection – Stagecoach currently operates the H5 bus services through Merton, between Bicester and Headington. The route is partly supported by Oxfordshire County Council. The section south of Ambrosden is in effect a commercial venture, and intended to provide a regular direct link between Bicester and the Headington area, in particular the John Radcliffe Hospital. In so doing Merton benefits from the most regular bus service it has ever had both to Bicester and to the Oxford urban area, where there are a range of frequent connections throughout much of the city.</p> <p>The service is exceptionally precarious, as it is still in a developmental phase. Since the tail-off of Government support during COVID, greatly growing the level of patronage on the service will be critical to its continuation.</p> <p>The service is also relatively tightly timed. The imposition of this limit over an extensive stretch in Merton Village is of itself not sufficient to create a problem - perhaps a minute would be lost in each direction on around-trip - but in combination with similar measures in Ambrosden, and Islip, and conceivably elsewhere, it could well be. Since the service needs a regular clock-face timetable to be marketable, should it prove to no longer be reliably operable within the current level of vehicle resource, in line with the requirements of the Transport Act 1985 (as amended) we would have little choice but to abandon the route, certainly south of Ambrosden. We can barely justify sustaining current losses on the route, and adding another bus to the cycle would in effect increase the operating resource involved south of Ambrosden by 50%.</p> <p>Thus this response should be received as an informative rather than as an objection per se.</p>

	<p>In line with our wider correspondence with the Council in recent weeks and months, we urge the Council's officers to take a particularly careful view of the approach taken in other villages on the H5 route, and elsewhere buses regularly operate, especially the much more extensive village of Ambrosden, having regard to the full text of the Stockholm Declaration and applying proportionate evidence based principles, in particular about the amount and intensity of "planned mixing" of vulnerable road users with motorised traffic.</p> <p>It is important that the general approach to 20mph zones, which we broadly support, does not have the perverse outcome of leading to the substantial reduction of the scheduled rural bus network, or present the Council with the need to create a very substantial budget to back-fill these services with scarce public funding.</p>
(3) Member of public, (Oxford, Banbury Road)	<p>Object – 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>
(4) Member of public, (Oxford, Home Close)	<p>Object – I support because I cycle through Merton, and a reduced speed limit should make it safer and more pleasant.</p> <p>Travel change: Yes - cycle more</p>

Divisions affected: Otmoor

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

PIDDINGTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Piddington as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 15 September and 14 October 2022. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District

Council, the local District Cllrs, Piddington parish council, and the local County Councillor representing the Otmoor division.

7. Six responses were received during the course of the formal consultation, and these are summarised below.

Statutory Consultee Responses:

8. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20 mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The bus operator responded citing no observations or representations.

Other Responses:

9. A single generic objection was raised that officers consider irrelevant to this consultation (see para 12). Three Piddington residents expressed support.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

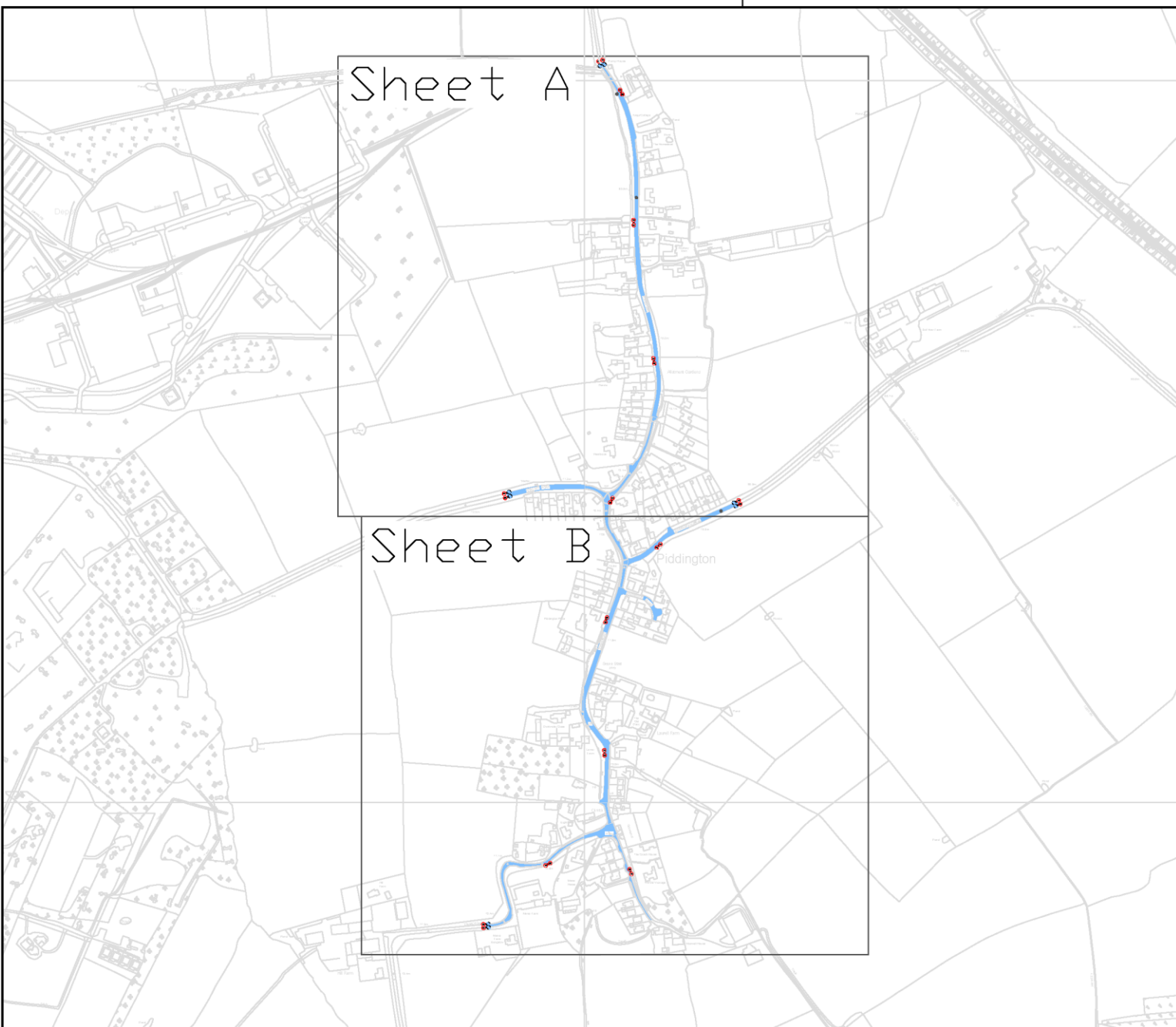
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.



Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Geoff Barrell 07392 318869
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November 2022



Drawing No.			Revision		
Notes:					
 Proposed new 20mph					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title					
Piddington 20mph Limit					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.			Revision		

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic development & the Built Environment)	No objection – Stagecoach has no observations of representations to make in this instance.
(3) Member of public, (Oxford, Banbury Road)	<p>Object – 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>
(4) Member of public, (Piddington, Thame Road)	<p>Support – As most of the Village lacks footpaths, 20mph would be far safer for pedestrians.</p> <p>Travel change: No</p>
(5) Member of public, (Piddington, Thame Road)	<p>Support – Piddington is a narrow winding lane, 20 mph is more than fast enough. The blind corners could do with double yellow lines and no parking signs. Most people have private parking spaces.</p> <p>Travel change: No</p>

<p>(6) Member of public, (Piddington, Lower End)</p>	<p>Support – I support the 20mph speed limit because our village has no pavement, several bends in the road and cars drive much too fast for these conditions.</p> <p>Travel change: Yes – walk/wheel more</p>
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Divisions affected: Sonning Common

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

SONNING COMMON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Sonning Common as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Sonning Common by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 23 September and 21 October 2022. A notice was published in the Henley Standard newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Sonning Common, Kidmore

End, and Rotherfield Peppard parish councils, and the local County Councillors representing the Goring, and Sonning Common divisions.

7. 21 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit	2 (9%)	1 (5%)	18 (86%)	-	21

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

Travel Change	Number
Yes – walk/wheel more	3 (14%)
Yes – cycle more	10 (48%)
No	8 (38%)

9. Additionally, three emails were received from: Thames Valley Police, Stagecoach Bus Company, and one member of the public.

Statutory Consultee Responses:

10. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20 mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The local bus operator did not reply but Stagecoach stated informally that our proposals in Sonning Common gave encouragement that the correct balance was close to being identified.

Other Responses:

11. Two objections were received; one generic that officers consider irrelevant to this consultation (see para 14) and the other a local resident concerned at the sign clutter and who believes it will be ineffective with police enforcement required instead. Concerns were raised by one person who supported the proposals but sought the inclusion of an additional junction, which is outside the parish. 7 Local or County Councillors and 12 members of the public supported the proposals.
12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
14. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07392 318869

November 2022



Drawing No. Sonning Common Overview		Revision 1.0	
Legend			
Proposed 20			
Existing 20			
Existing 30			
Existing 40			
Existing 50			
Existing NSL			
Not Public Highway			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
1.0	15.06.22	First Draft	C.R.
<div style="display: inline-block; font-size: x-small; vertical-align: middle;"> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111 </div>			
Project title: Sonning Common 20mph Scheme			
Drawing title: Sonning Common 20mph Scheme			
Sheets A3 to D5			
Drawing Status			
Scale @ A3	Drawn by: C.R.	Checked by	Approved by
	Date drawn 15.06.22	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No. 1.0		Revision 1.0	

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<p>No objection – Stagecoach has no formal comments or observations to make in this instance. Reading Buses is the operator in the area as you may be aware and I trust that they will make a response.</p> <p>Informally - for what it's worth - the approach taken here seems pretty sensible from an initial glance and gives me some broader encouragement that the right balance is close to being found.</p>
(3) Member of public, (Sonning common, Crowsley Way)	<p>Object - I don't see that changing the area to 20mph will have any effect on the speed that drivers do on the roads around Sonning common, we need police back in the village to make sure people stick to doing 30 around the village which will have a far greater outcome, also it creates loads of unnecessary signage around the village ruining the natural beauty of the area.</p> <p>Travel change: No</p>
(4) Member of public, (Oxford, Banbury Road)	<p>Object - 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>

(5) Member of public, (Peppard Common, Gallowstree Road)	<p>Concerns - I fully support the 20mph limits, however I am concerned they do not appear to have been proposed for one of the most accident laden junctions, just off your map, but the roads leading to it are red, IE staying at current 30mph, the junction is the crossroads between Gallowstree Road and the Stoke Row Road. After some very serious collisions there surely this should be a 20mph zone?</p> <p>Travel change: No</p>
(6) Local Cllr, (Rotherfield Greys, Shepherds Green)	<p>Support - Evidence shows that reducing speed reduces the risk of death and serious injury from road crashes. Sonning Common as a rural community has a great many residential streets where people and traffic mix in close contact. Children making their ways to school, people popping across the road from the Co-Op to the pharmacy, families going for a walk, all face the stress and danger of being in close proximity to fast-moving motor vehicles. I support Sonning Common Parish Council in its efforts to make Sonning Common a safer, more enjoyable place to live for all residents, including walkers, cyclists, children going to school and those whose lives are blighted by speeding cars.</p> <p>Travel change: Yes - cycle more</p>
(7) Local Cllr, (Sonning Common, Kennylands Rd)	<p>Support - Make the village a safer place for pedestrians and cyclists</p> <p>Travel change: Yes - cycle more</p>
(8) Local Cllr, (Sonning Common Parish Council, Woodlands Road)	<p>Support - I think installing this zone across Sonning common is critical to help manage speeds through the village which are concerning along Kennylands Road and particularly near schools on Reades lane and Grove road</p> <p>Travel change: Yes - cycle more</p>
(9) Local Cllr, (Sonning Common, Kedge Road)	<p>Support - I have serious concerns about the traffic speed in Sonning Common. Particularly around schools and parks eg. Reades Lane.</p> <p>Travel change: No</p>

(10) Local Cllr, (Sonning Common, Westleigh Drive)	<p>Support - It is the natural evolution for urban traffic safety</p> <p>Travel change: Yes - cycle more</p>
(11) Local Cllr, (Sonning Common, Woodlands Road)	<p>Support - Safety, Air and noise pollution reduction.</p> <p>Travel change: Yes – walk/wheel more</p>
(12) Local Cllr, (Sonning Common, Kennylands Road)	<p>Support - Speeding throughout Sonning Common and the surrounding feed routes such as Kennylands Road has to be addressed before there is a serious incident. Too many motorists treat Kennylands road as a long fast main road when in fact it is made up of many residential properties whose driveways and gardens do not have a safety barrier of a footpath.</p> <p>Travel change: Yes – walk/wheel more</p>
(13) Member of public, (Sonning Common, Newfield Road)	<p>Support - Because the vehicles are being driven far too fast around the village putting residents, walkers and cyclists at risk, especially the elderly and children. Some roads are used like a rat race!</p> <p>Travel change: No</p>
(14) Member of public, (Sonning Common, Kennylands Road)	<p>Support - Cars drive too fast through the village and there is a lot of traffic by the shops in Wood Lane. It is very dangerous trying to cross the road. We also have children walking to both a primary school and a secondary school</p> <p>Travel change: No</p>

(15) Member of public, (Peppard Common, Shiplake Bottom)	<p>Support - Great idea, I hope it works. Please can you add Shiplake Bottom to the 20 zone. Lots a people use it as a cut through and drive over 30mph on this residential road.</p> <p>Travel change: No</p>
(16) Member of public, (Sonning common, Blounts Court Road)	<p>Support - Why not include the length of Blounts Court Road instead of a minimal section?</p> <p>Travel change: Yes – walk/wheel more</p>
(17) Member of public, (Sonning Common, Kidmore Lane)	<p>Support - I support the proposed 20mph speed limit as it will improve the safety of pedestrians, walkers, cyclists and horse riders - as well as vehicles - who use the roads in the village. The entry roads to the village, particularly Kidmore Lane, are narrow with blind corners and so the lower the speed, the better for all road users.</p> <p>Travel change: Yes - cycle more</p>
(18) Member of public, (Sonning Common, Westleigh Drive)	<p>Support - Make walking and cycling safer. Too many drivers don't even keep to 30 limit!</p> <p>Travel change: Yes - cycle more</p>
(19) Member of public, (Sonning Common, Wood Lane Close)	<p>Support - Despite pandemics and the conflict in Ukraine, the climate crisis is undoubtedly the one defining problem facing us and future generations. We can't fix it overnight but must begin to take the first steps NOW. Anything which reduces pollution in our village, encourages active travel around it, and creates a more pleasant atmosphere in the village centre, can be nothing but beneficial to all, whether residents, retailers or visitors. Increased safety will be a beneficial by-product.</p> <p>The Dutch have managed it (not “because it is flat” but because they wanted it) we must follow their example.</p> <p>Travel change: Yes - cycle & walk more</p>

(20) Member of public, (Sonning Common, Wood Lane Close)	<p>Support - As a cyclist who is finding the bike easier than my arthritic walking across the living room, its use is my salvation. Increasing dangers of speeding and of reckless and insensitive motor use, are severely hampering my security and freedom. The shopping focus of the village is particularly dangerous with its history of illegal, greedy parking. Reduction of motoring speed could partly ameliorate the potentially lethal hazard for pedestrians, cyclists and other traffic. Wood Lane in Sonning Common is a particular rat-run. A 20mph speed limit might deter eager roadhogs. Cutting speed can significantly reduce emissions of pollutants, particularly reducing NOx and particulate matter (PM) output from diesel vehicles. (The safety gains from slower driving are also indisputable.)</p> <p>I know SEVERAL people who would cycle around the village, but for their fear of its dangers. The elderly, disabled, infirm, the very young....; ALL would benefit.</p> <p>With reference to Question 4: I would employ several modes of access through the village, i.e. walking, cycling and very occasional motoring (the person who drives me barely uses the car and cycles rather than do so.)</p> <p>When I wheeled my mother along Wood Lane, the many cars parked partly on pavements along its length, forced me on to the road in the face of oncoming traffic. We sometimes dived with death. On a similar principle, looking at question 4 in this survey, there may come a point when a mobility scooter becomes essential for me. The prospect of negotiating this road (off which I live), is rather frightening; the lower speed of traffic would make it less unsafe.</p> <p>Travel change: Yes - cycle more</p>
(21) Member of public, (Sonning Common, Kennylands Road)	<p>Support - I think it will help in reducing the overall speed of traffic in the village.</p> <p>Travel change: Yes - cycle more</p>
(22) Member of public, (Sonning Common, Westleigh Drive)	<p>Support - The village is now a very busy one and I am concerned about the amount of traffic and speed through the village. There are lots of children walking about and 2 schools in the village so it will increase safety. There aren't any zebra crossings in the village at all so speeds need to be reduced. We definitely need traffic calming measures in the village to protect children and the elderly who are very slow to cross the road.</p> <p>Travel change: No</p>

<p>(23) Member of public, (Sonning Common, Wood Lane)</p>	<p>Support - The area is well-built and has schools. Therefore, the area is used by many children walking/cycling to school.</p> <p>Travel change: Yes - cycle more</p>
<p>(24) Member of public, (Sonning Common, Blount Courts Road)</p>	<p>Support - As a father of 2 young children, I've had serious concerns about the increase in the traffic and speed of the vehicles travelling in and around Sonning Common and particularly Blounts Court Road of which I'm a resident. So I whole heartedly back the reduction in speed limit to 20mph that is being proposed across the Parish.</p>

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Divisions affected: Kennington & Radley

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

SUNNINGWELL: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Sunningwell and Bayworth as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Sunningwell and Bayworth by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 21 September and 21 October 2022. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South

Oxfordshire District Council, the local District Cllrs, Sunningwell, and Wootton parish councils, and the local County Councillor representing the Kennington & Radley division.

7. Three responses were received during the course of the formal consultation, and these are summarised below.

Statutory Consultee Responses:

8. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20 mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The bus operator responded citing no observations or representations.

Other Responses:

9. A single generic objection was raised that officers consider irrelevant to this consultation (see para 12).
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

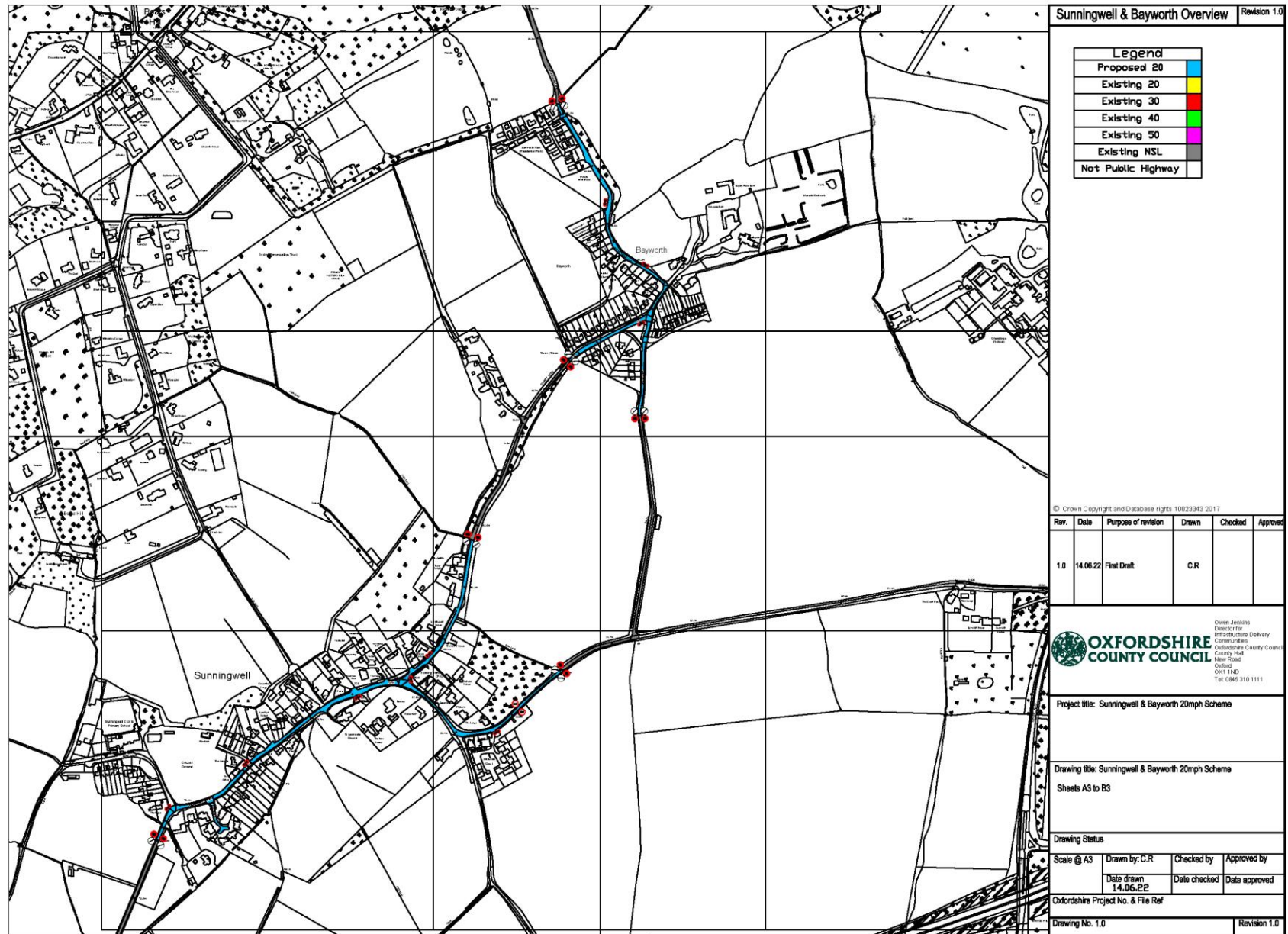
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Geoff Barrell 07392 318869
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November 2022



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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<p>No objection – Stagecoach has no observations of representations to make in this instance.</p>
(3) Member of public, (Oxford, Banbury Road)	<p>Object – 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>

Divisions affected: *Benson and Cholsey; Berinsfield and Garsington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

BENSON - A4074 AND OXFORD ROAD: PROPOSED 40MPH & 30MPH SPEED LIMITS

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 40mph and 30mph speed limits as advertised on the A4074 and Oxford Road at Benson as advertised.

Executive summary

2. This report presents responses received to a consultation on the proposed introduction of introduction of 40mph and 30mph speed limits as on the A4074 and Oxford Road at Benson as shown at **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the **Benson relief road project**, who will also fund their implementation if approved

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 29 September and 28 October 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Benson & Warborough Parish Councils, South Oxfordshire District Council, the local District Cllrs, and

the local County Councillors representing the Benson & Cholsey, and the Berinsfield & Garsington divisions.

7. Nine responses were received during the formal consultation, comprising of one objection, one expression of concern (from Thames Valley Police), five in support and two non-objections from local bus operators.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

9. Thames Valley Police expressed a generic concern over the reliance of providing speed limit signs alone for achieving compliance with speed limits and observe that their resources for enforcement are finite; noting this concern, it is accepted that it would be unrealistic to anticipate that police resources will be available for enforcement here but nevertheless the proposals are deemed to be consistent with national guidance on setting local speed limits.
10. Oxford Bus Company and Stagecoach Bus Company expressed no objection.
11. Benson Parish Council expressed support for the proposals as did a South Oxfordshire District Councillor representing this area.
12. One objection was received from a member of the public (not a resident of the area) on the grounds of a lack of need.
13. Expressions of support were received from three members of the public, two being residents of the area.

Bill Cotton
Corporate Director, Environment and Place

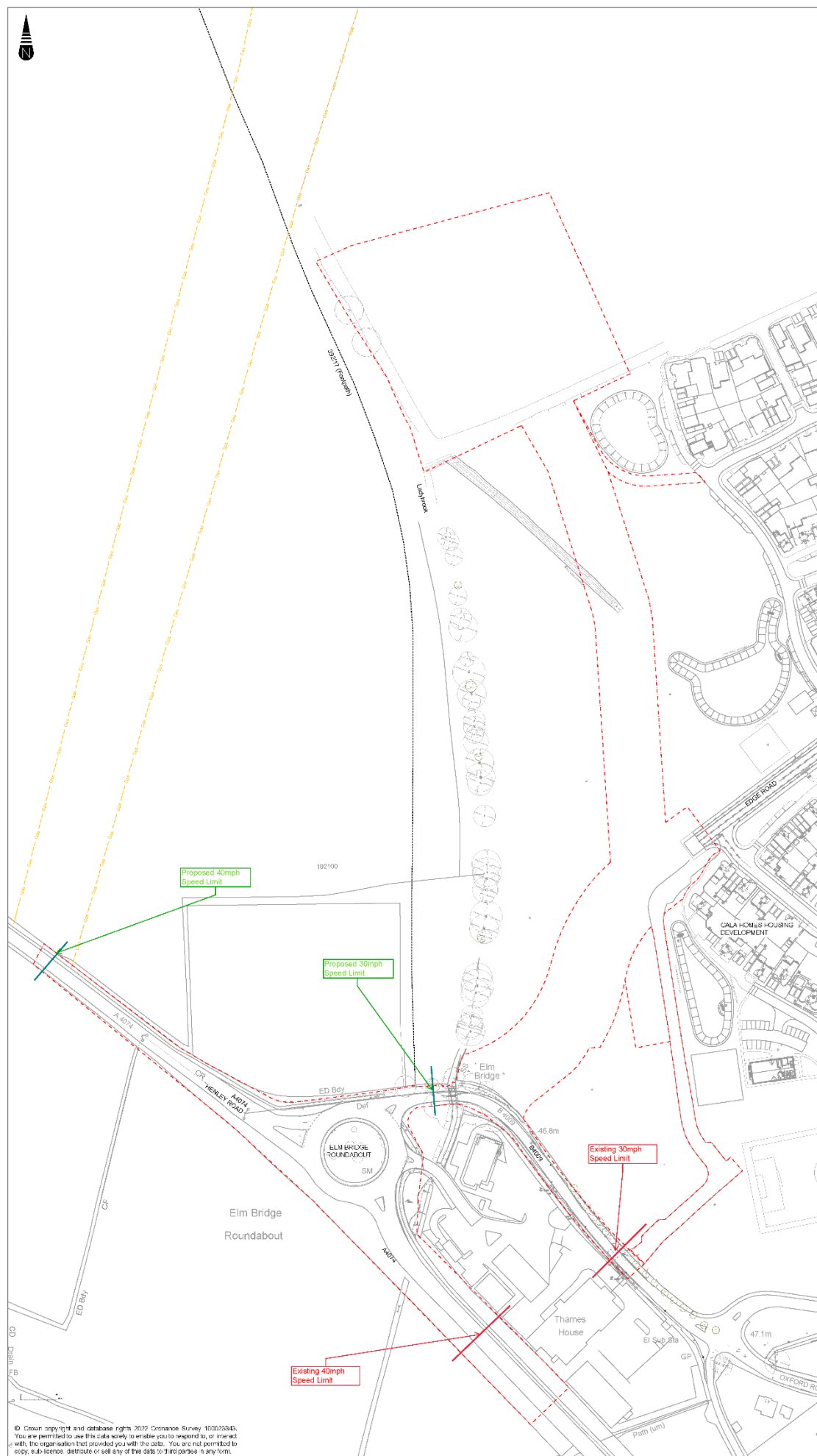
Annexes	Annex 1: Consultation Plans Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Anthony Kirkwood 07392 318871
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November 2022

KEY:

- CALA HORNED HALL ROAD
 --- Ops --- NATIONAL GRID GAS MAIN
 PUBLIC RIGHTS OF WAY
 SITE EXTENTS



D02	10-06-22	Drawing update	CA	MG	AP
D01	14-06-22	Final Issue	CA	AP	EX
Rev	Date	Description	Des	Chk	App
Revisions					



Drinking Water and

MILESTONE
INFRASTRUCTURE
A part of **McGraw-Hill Construction Services**

Worcester Court, Humber Road,
Ecclesfield, Buckinghamshire, HP8 2BP

DETAILED DESIGN

Arise, Awake,
and Shine!

BENSON RELIEF ROAD

EXISTING SITE LAYOUT

Sheet Size	Scale	Drawn by	Checked by	Approved by
A1	1:1000	CA	AP	EA
		Drawn Date	Checked Date	Approved Date
		26-11-21	11-02-22	14-02-22

201930-MIL-HGN-ZZ-DR-CH-0003	D	02
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RESPONDENT	COMMENTS
(1) Thames Valley Police, (Traffic Management Officer)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement.</p> <p>Compliance is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<p>No objection – It concerns a key junction on a very important inter-urban bus corridor. While we do not operate the services in question, we are maintaining a close interest in the approach taken by Council to speed limit reduction, and in particular in this kind of context.</p> <p>While of course we recognise and hold in great regard the safety rationale of the policy of reducing speed limits, it is essential that measures taken are effective, proportionate, and do not serve to unnecessarily damage the efficiency, relevance and attractiveness of bus services. Trunk inter-urban routes like the "River Rapids" route group, are critical to securing the County's wider transport policy objectives, set out in LTCP5.</p> <p>We leave it to colleagues at Thames Travel as operator to respond. We offer no objection but we trust that officers will give any concerns raised by the operator very great weight.</p>
(3) Oxford Bus Company, (Interim Managing Director)	No objection
(4) Benson Parish Council	Support – for road safety reasons.
(5) Local Cllr, (South Oxfordshire)	<p>30mph – Support 40mph – Support</p> <p>I support any plans to reduce speeding on these roads which are so close to housing, schools and busy junctions.</p>

	Given the proximity to the roundabout, it is unlikely that cars would be able to travel much above 40mph anyway, and at such a busy junction speeds to be kept to the minimum to improve road safety.
(6) Member of public, (Oxford, Banbury Road)	<p>30mph – Object 40mph – Object</p> <p>Unnecessary changes. The current speed limits are prohibitive enough and the road is perfectly adequate and safe to support traffic at the current speeds. Again it is clear the motivation for this change is simply the council's fundamentally anti-car agenda.</p>
(7) Member of public, (Benson, St Helen' Avenue)	<p>30mph – Support 40mph – Support</p> <p>I support this proposal as it simplifies the current mix of speed limits.</p>
(8) Member of public, (Benson, Castle Square)	<p>30mph – Support 40mph – Support</p> <p>I am strongly in favour of reducing speed limits into, through and within Benson to improve road safety, reduce congestion and enhance residents' daily lives. This speed limit proposal addresses just one aspect of this and I hope other speed limits will soon be added - specifically a 20mph zone on key roads within the village and rationalisation of the speed limits on the A4074 and the Elm Brook Roundabout</p>
(9) Member of public, (Oxford, Richards Lane)	<p>30mph – Support 40mph – Support</p> <p>I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p>

Divisions affected: *Sonning Common*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

SHIPLAKE - A4155: PROPOSED 30MPH SPEED LIMIT & TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
 - a) The proposed 30mph speed limit in place of the current 40mph speed Limit
 - b) The following proposed traffic calming measures:
 - Visual road narrowing achieved using white lining and coloured textured surfacing at one new location south of the development entrance
 - Renewal of existing red coloured textured surfacing area.
 - A new vehicle activated sign (VAS)
 - 'SLOW' road markings
 - 30mph roundel on the carriageway

Executive summary

2. This report presents responses received to a consultation on a proposed 30mph speed limit and traffic calming measures on the A4155 at Shiplake as shown in **Annex 1**.
3. The applicant for the retirement village is required, through obligation clause 2.3 set out in Unilateral Undertaking (Annex 1), to meet the costs of the Council in promotion, consultation and making of order to reduce speed limit from 40mph to 30mph and to meet cost of signage etc.
4. Additionally, the developer proposes the following traffic calming measures (reduced in scope from previous proposal having taken account of consultation responses and considering design parameters of MFS2 i.e. reduction in street clutter):
 - Visual road narrowing achieved using white lining and coloured textured surfacing at one new location south of the development entrance
 - Renewal of existing red coloured textured surfacing area.

- 'SLOW' road markings
 - 30mph roundel on the carriageway
 - A new vehicle activated sign (VAS)
5. Planning permission for the Retirement development was granted by the Planning Inspectorate following appeal by the applicant to decision by South Oxfordshire District Council to refuse planning permission.
 6. Speed reduction from 40mph to 30mph will improve safety and amenity for pedestrians using the proposed 1.5m wide footway from the Retirement Village into Shiplake. The existing carriageway is narrow and vehicles passing close to pedestrians at 40mph is not ideal and does not accord well with OCC Vision Zero aspiration. The development of retirement village, two new adjacent dwellings and introduction of new footway, changes the nature of the place in this location and as such the speed of the road should reflect this.
 7. This report comes before Cabinet Member for Highways Management further to its deferral at cabinet Member Decision meeting of 13th October 2022.
 8. Additional information requested through deferral is provided below as follows:
 - Provision of recent speed surveys (see item 20-21)
 - Explanation of visibility splays and impact on trees (see item 22-26)
 - Explanation of legal weight and context of Unilateral Undertaking (see items 27-29)
 - Provision of clear and up-to date engineering drawings (**Annex 2 & 3**)
 - Confirmation that FOI submitted by Shiplake PC has been returned
 9. The current 40mph speed limit was introduced in August 2019 following approval at the Cabinet Member for Transport decisions meeting on 25 April 2019 to increase the speed limit from 30mph at the request of Shiplake Parish Council due to their concerns that the existing 30mph speed limit, which ran through largely open countryside, was poorly respected and resulted in undesirable behaviours and reduced respect for the 30mph speed limit on the A4155 in the more built-up parts of Lower and Upper Shiplake. The parish council funded both the consultation on and implementation of the 40mph speed limit. It is important to note that this revised speed limit came into operation through the Planning Appeal process for the Retirement Village.

Financial Implications

10. Funding for the consultation on the proposals and their implementation if approved has been provided and will be met by the developers of adjacent land.

Equality and Inclusion Implications

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

Sustainability Implications

12. The proposal if supported will contribute towards encouraging active travel modes from the new development through improved walking environment. This in turn will encourage use of Public Transport for onward journeys (both bus and train are within 15min walking distance) and contribute towards LTCP targets. Improved walking environment will also encourage access to green spaces including the Thames path.

Consultation

13. Consultation on the proposals was carried out between 26 August and 23 September 2022. A notice was published in the Henley Standard newspaper and emails were sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Shiplake Parish Council, South Oxfordshire District Council, and the local County Councillor representing the Sonning Common division.
14. Thirty-two responses were received during the course of the formal consultation, comprising of: 29 objections (85%), and 3 in support (15%).
15. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
16. Thames Valley Police objected to the proposal citing that the suggested 'soft calming' measures will not do anything to achieve compliance and that extending this limit could only weaken the existing 30 limits on this road, unless further engineering is included.
17. Councillor David Bartholomew, the local member and Shiplake Parish Council both objected to the proposal, emphasising the rationale behind the speed limit change made in 2019.
18. The remaining objections were received from members of the public, with the grounds of objection focussing on concerns over road safety, unwelcome urbanisation and the suitability of the approved development, with it being noted that planning consent was granted on appeal with the then 40mph speed limit.
19. Three members of the public expressed support for the proposals.

Officer response to objections/concerns

Speed survey information:

20. When comparing the most recent speed survey data (Oct 2021) against the data provided at the appeal hearing you can see that between 7am – 7pm over a seven-day period the 85th percentile speeds have increased by 1.1mph from 40.1mph to 41.2mph – see yellow highlighted results in table 1 below:

Table 1 Speed survey results below when compared against previous speed surveys

Survey Location / Date	Direction of Travel	Weekday 85 th percentile speeds (mph)		Seven Day 85 th percentile speeds (mph)
		1000 - 1200	1400 - 1600	0700 - 1900
Site Access - July 2016	Northbound	38.8	40.0	40.2
	Southbound	40.2	40.6	41.3
On Bend to South of Site Access - July 2018	Northbound	<u>39.5</u>	<u>34.2</u>	40.1
	Southbound	41.6	41.9	42.3
North of Site Access (40 mph limit) - October 2021	Northbound	37.9	38.6	38.5
	Southbound	40.1	40.0	40.2
South of Site Access (40 mph limit) - October 2021	Northbound	<u>40.6</u>	<u>41.3</u>	41.2
	Southbound	40.3	40.3	40.5

Table format taken from TPA's Transport Statement Ref: 1606-30/TS/02 dated September 2018.

21. The October 2021 speed survey results also indicates greater 85th percentile speeds between the quieter hours 10am and 12 noon of 1.1mph – see red underlined results, and between 2pm and 4pm of 7.1mph – see blue underlined results.

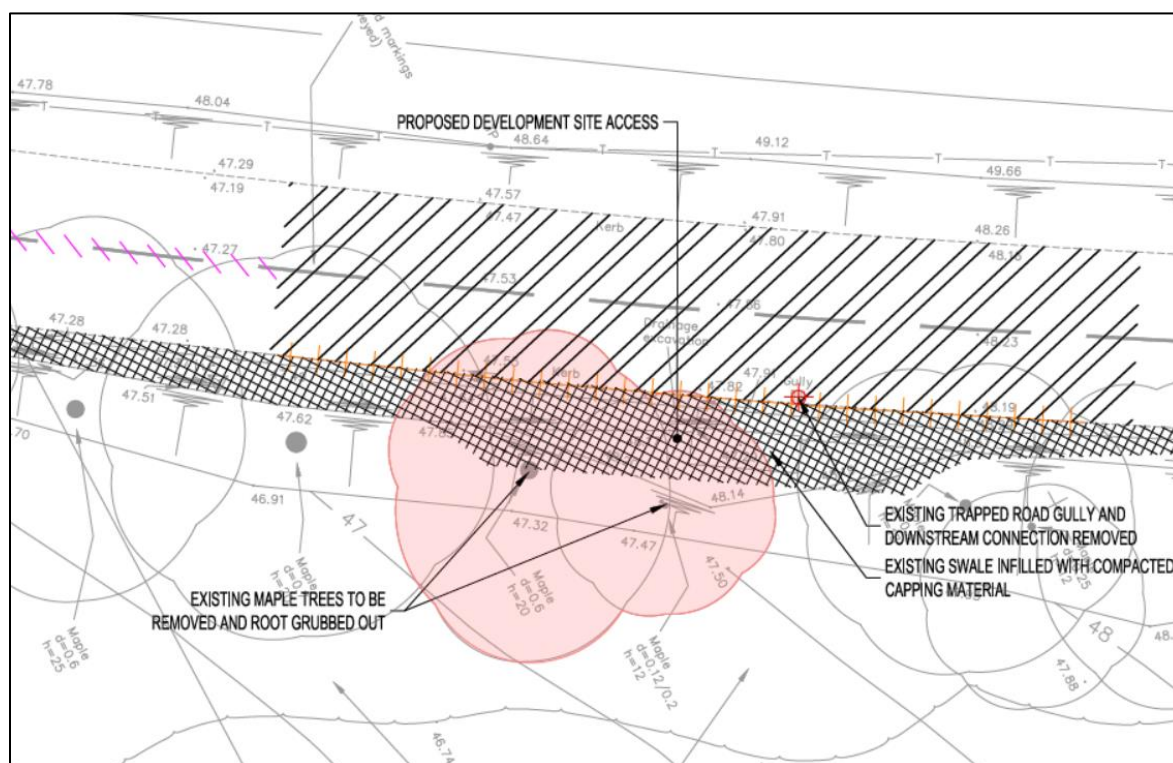
Visibility Splays:

22. An error was made in CMD report presented previously, in that the statement that the visibility splays were not suitable for a 40mph limit was incorrect. Visibility splay detail is set out in point 22.
23. At the proposed access the vision splays that can be achieved are 2.4m x 76m (offset from the nearside kerb line by 0.73m) to the south and 2.4m x 122.2m to the north.
24. When considering the visibility splays achieved against standards set out in both manual for street 2 (MFS2) and the design manual for roads and bridges (DMRB) it is confirmed that the visibility splays provided meet the required standards for a 40mph speed limit and the recorded speed survey results (average 85 percentile speed 40.1mph). It is considered that this location meets the criteria for MFS2 design parameters (with visibility distance requirement exceeded in both directions). However, given the edge of village location and fact that observed speed exceed 37mph, a further test of visibility

was made against DMRB (using 70kph (43.5mph) design speed). It is considered appropriate to apply permitted 2 step relaxation to visibility requirement, given fact that location is within scope of MFS2 parameters. To this end maximum visibility required is 2.4m x 70m.

Arboriculture information:

25. Planning approval allows for two of the existing Maple trees to be removed to facilitate the access and visibility splays – see below extract taken from the clearance plan:



26. The following statement was made in the appeal decision.

27. In terms of the visual effect and the appearance of the area again the strong containment created by vegetative cover on the principal site frontage of the A4155 would ensure that there would be limited views into the site. These features would be further strengthened with landscaping and managed, following development, ensuring any residual effect would be reduced. There would, self-evidently, be the loss of some trees on this frontage to facilitate the access which would provide for an opening up of views into the development at the access point but this would be limited in width and not dissimilar to other accesses and junctions in the vicinity of the site. The opening of views into the development would result in a negative effect that would be harmful however with no footways on the A4155 past or opposite the site the views would be from motorists or passengers in passing vehicles and would be for a limited duration.

Unilateral Undertaking:

27. The unilateral undertaking (UU) is a legal deed where the developer covenants (in this case to OCC) to perform planning obligations. The UU comes into effect when planning permission is granted. In this instance the developer covenants to undertake a number of obligations, with one being to seek TRO to reduce speed from 40mph to 30mph and to implement traffic calming measures in parallel with this. A copy of the UU can be found in **Annex 4**.
28. Planning inspectors' paragraph 72 concludes *'Whilst the UU includes provisions to secure these traffic calming measures, given that they are not necessary to make the development acceptable, I cannot have regard to them as a reason for granting permission.'* This means that, given the access design was considered acceptable to OCC, the TRO change referred to in UU and associated calming measures were therefore not considered required to make the application acceptable in planning terms. Nonetheless, the UU remains a legal document and as such the developer must proceed to implement the obligations therein.
29. Given that the obligation to implement TRO and calming measures is not considered necessary to make the development acceptable in planning terms, the developer is simply required to complete the process. If the decision is taken to not permit speed reduction, the UU obligation will be considered to have been met by virtue of process being undertaken.

Officer response to objections:

Planning given when road was 40mph, so why does it need to change?

30. Many of the correspondents refer to the fact that when the appeal was won the road was subject to the 40mph. This is correct, but recent speed surveys do show a slight increase in speed along this section of road. As noted in body of CMD report, the developer is required to seek TRO for speed reduction in line with Unilateral Undertaking. Highway safety is also a key consideration in seeking speed limit reduction, considering introduction of pedestrian link alongside the main carriageway from new retirement village.

Urbanisation of Shiplake

31. Concerns are raised in relation to the urbanisation of Shiplake and not agreeing with the District's local plan. The consultation has been undertaken to reduce the speed limit on Reading Road and comments regarding the wider developments within Shiplake
32. The public consultation has been carried out for the proposed speed limit change on Reading Road, it is not an opportunity for views to be put forward in relation to development within Shiplake or the District's local plan.

Nevertheless, I disagree with the comments that changing the speed limit of the section of road is urbanising Shiplake.

Motorists speeding when the road was 30mph, so 40mph is correct

33. Some of the objections mention that people were speeding on the road when it was subject to a 30mph and therefore 40mph is the correct speed, it should not be that speeding vehicles are accommodated by increasing speed limits, this is further supported by Oxfordshire County Council's 'Vision Zero' policy, which sets out to "Eliminate all fatalities and severe injuries on Oxfordshire's roads and streets, to have a safer, healthier, and more equitable mobility for all. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change".

Reading Road is a rural road

34. Objections are made on the grounds that this road is rural and therefore a 30mph speed limit is not appropriate. Whilst it may currently be a rural setting, there is adjacent consented development, together with requirement for new footway from Retirement Village alongside the reading Road. The nature of the place is changed, together with the addition of interface between pedestrians and vehicles as such 30mph limit is considered appropriate.

Safety issues with new 30mph speed limit

35. Objections are made on the grounds that this road is rural and therefore a 30mph speed limit is not appropriate. Whilst it may currently be a rural setting, there is adjacent consented development, together with requirement for new footway from Retirement Village alongside the reading Road. The nature of the place is changed, together with the addition of interface between pedestrians and vehicles as such 30mph limit is considered appropriate.
36. None of the objections provides any specific reasons for this comment, reducing the speed limit increases the safety of the new junctions and Reading Road for reasons contained in this report.
37. As noted in the report taken to the Cabinet Member for Transport decisions meeting on 25 April 2019 when the proposed increase to 40mph was being considered, there were no reported injury accidents when the 30mph speed limit was in place following its introduction in 1999 in place of a 50mph limit.
38. No injury accidents have been reported in the 40mph speed limit since its introduction in August 2019.

Effectiveness of proposed traffic calming measures

39. While accepting that the type of calming measures proposed will not provide as strong a control of speeds as may be achieved by road humps or chicanes

/ buildouts, they should still help reduce speeds sufficiently to achieve acceptable levels of safety.

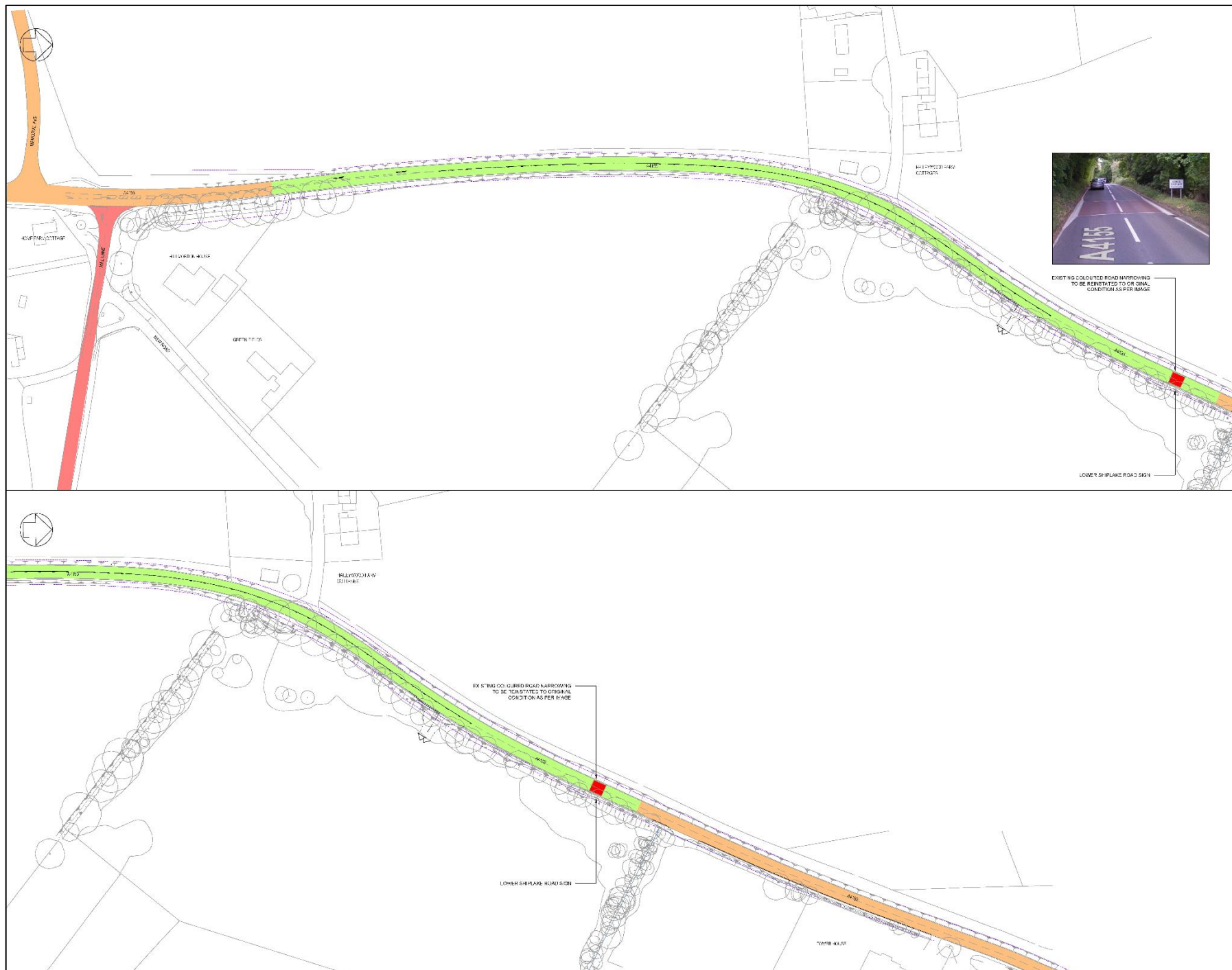
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan Annex 2: Planning approved internal layout Annex 3: S278 Technical drawing showing access & proposed 1.5m wide footway Annex 4: Consultation responses
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Additional documentation	Annex 5: Copy of Unilateral Undertaking
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Contact Officers:	Tim Shickle 07920 591545 Ryan Moore 07557 082568
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October 2022



ANNEX 1

ALL DIMENSIONS ARE IN METRES
UNLESS NOTED OTHERWISE

KEY

[Red Box]	EXISTING 20m ZONE
[Orange Box]	EXISTING 30m ZONE
[Green Box]	PROPOSED 30m ZONE (TO REPLACE EXISTING 40m ZONE)



EXISTING COLOURED ROAD NARROWING
TO BE REINSTATED TO ORIGINAL
CONDITION AS PER IMAGE

LOWER SHIPLEAKE ROAD SIGN

NOT FOR CONSTRUCTION

FOR CONSULTATION ONLY
NOT FOR CONSTRUCTION

Plan B

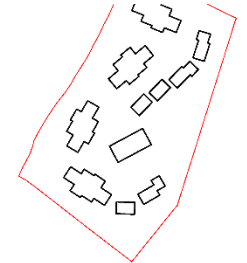
Land Use of Planning Board
Planning Board, County Wick, Wick
Planning Board, County Wick, Wick

TRO & Traffic Calming
Consultation Plan

Sheet	Date	Drawn
255	22.11.22	JLB
Project	Task	Version
Preliminary	52	P01
20095 - 21B - XX - ZZ - DR - H-002		

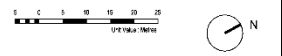


ANNEX 2



- Notes**
1. Contents of this drawing are the copyright of Nick Baker Architects.
 2. No dimensions to be scaled from this drawing.
 3. All dimensions to be verified on site prior to commencement of works. Any discrepancies shall be notified.
 4. All dimensions are in millimetres unless stated otherwise.
 5. All drawings to be read in conjunction with all scales, notes and schedules.
 6. All drawings to be read in conjunction with structural & M&E engineers drawings and schedules.
 7. All drawings to be read in conjunction with structural & M&E engineers drawings and schedules.

FOR PLANNING



Revisions in line with Landscape Officer comments from meeting held on 05/01/22 and coordinated with ACD Landscape Plan PR123282 10C

APPROVED AND PROPOSED GF LEVELS

Building	Approved GFL (m)	Proposed GFL (m)
A	44.50	45.50
B	47.00	46.35
C - GF	48.50	49.40
C - Lower GF	45.70	46.45
D	45.00-45.50	46.00
E	45.00-45.50	46.00
F	45.00-45.50	46.00
G	45.00-45.50	45.80
H	45.00-45.50	46.00
J	45.00-45.50	46.00
K	45.00	45.50
L	45.50	45.70

Note: Parameter Plan identifies tolerance of +/- 1m to approved GFL heights

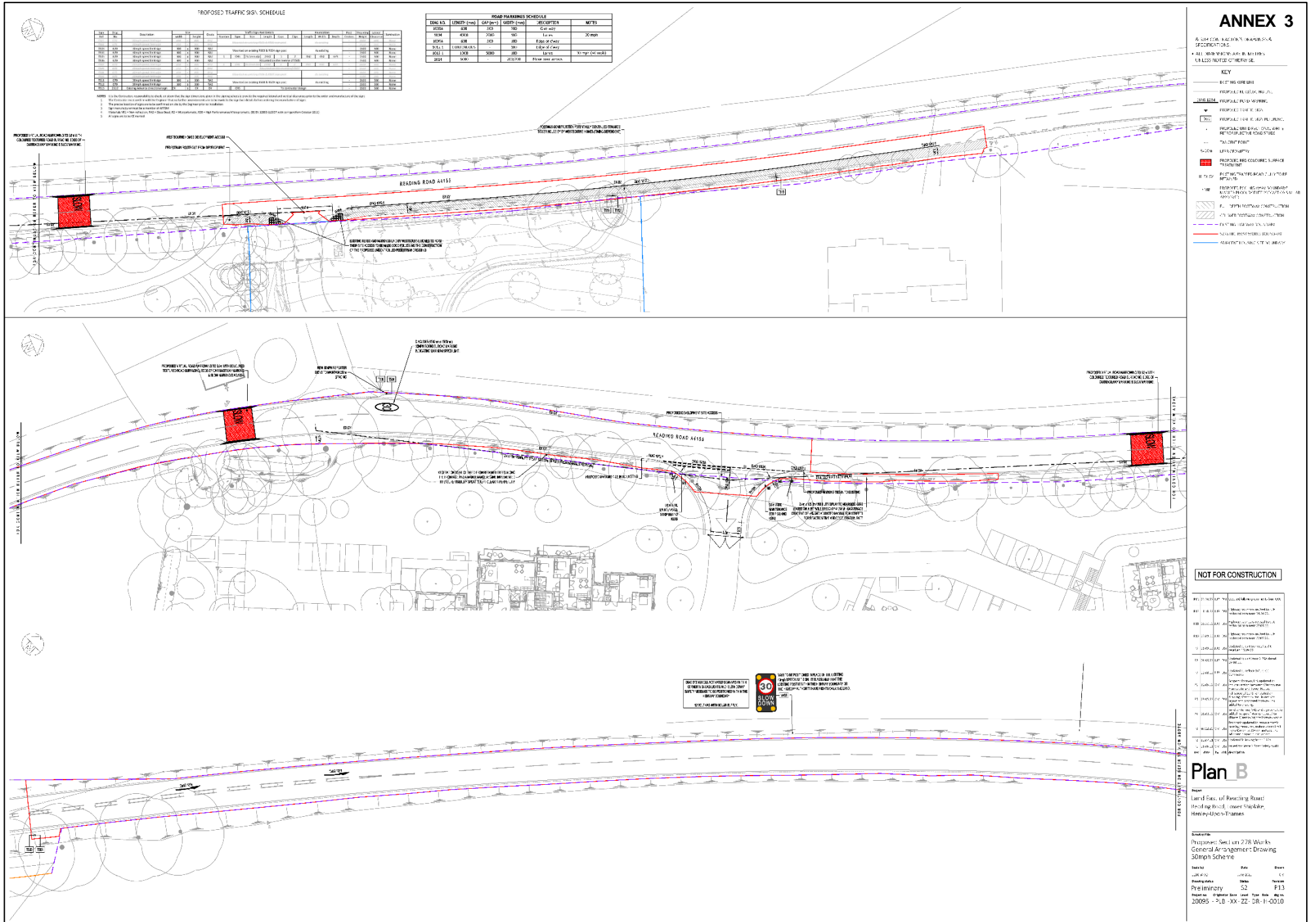
R3	10/01/22	Landscape Revision
R2	30/11/21	Officer Comment Revisions
R1	17/09/21	Reserved Matters Submission
R0	10/09/21	Reserved Matters Submission - Draft

Lower Shiplake
Project number: 2018
Proposed Masterplan

Scale @A1: 1 : 500
First Issue Date: 10/09/21

2018-NBA-Z-PA-A-000205

Nick Baker Architects



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with new speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing.. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment •

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring, future engineering and self-enforcement through Community Speed Watch .</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>I do not believe the suggested measures will do anything to achieve compliance and that extending this limit could only weaken the existing 30 limits on this road.</p> <p>I therefore object unless further engineering is included</p>
(2) County Cllr, (Sonning Common division)	<p>Object - I do not understand why this proposal has been put forward.</p> <p>It is only three years ago that a decision was made to increase the limit from 30mph to 40mph. This was taken with wide local support. You will find the detailed reasoning for the change in the relevant officer reports and consultation responses.</p> <p>The retirement village was given permission in the full knowledge that the speed limit was 40mph and this was deemed to be safe. In the context of the above, the draft reasons in the document make no sense.</p>
(3) Shiplake Parish Council	<p>Object - Shiplake Parish Council always has road safety at the forefront of its mind. We supported and paid for the change to 40mph specifically because OCC Highways advised that an increase to 40mph would improve traffic safety, in particular outside Shiplake College and at the junction between the A4155 and Mill Lane. There has been no material change in the intervening period so we are at a loss to understand why OCC now considers that the speed limit should be reduced to 30mph.</p>
(4) Member of public, (Shiplake, Crowsley Road)	<p>Object - Shiplake is a traditional rural village and the modern urbanising features are inappropriate and unsightly. The speed limit reduction is unnecessary and ironically will make drivers less cautious</p>

(5) Member of public, (Lower Shiplake, A4155)	Object - Increased urbanisation and safety concerns. This limit will be flouted .It is safer at 40mph on this rural stretch
(6) Member of public, (Shiplake, New Road)	<p>Object - I feel the reduction of the speed limit would decrease road safety for the reasons set out and agreed in the report CABINET MEMBER FOR ENVIRONMENT – 25 APRIL 2019 A4155 BETWEEN LOWER AND UPPER SHIPLAKE - PROPOSED 40MPH SPEED LIMIT.</p> <p>I so strongly object to the urbanising effects that the proposal would have. The village of Shiplake is being increasingly urbanised especially by highway changes along the A4155. This is a rural village and I, like many others, would like to keep it feeling that way.</p> <p>I except that some development is inevitable but I believe the effects should be mitigated as far as possible. Not future urbanising the A4155 in this location feels like an easy win.</p>
(7) Member of public, (Lower Shiplake, Baskerville Lane)	Object - safety and unwelcome urbanisation
(8) Member of public, (Shiplake Cross, Orchard Close)	Object - Planning approval for the retirement village was granted when the existing 40mph limit was in operation which was deemed to be safe.
(9) Member of public, (Lower Shiplake, Bolney Road)	Object - I object on safety given the reasoning for the 49mph limit being instigated only a couple of years ago and the unwelcome urbanisation of red road painting flashing LED Speed warning signs etc.
(10) Member of public, (Shiplake, Mill Road)	Object - Object on the grounds of safety and unwelcome urbanisation.
(11) Member of public, (Shiplake, Reading Road A4155)	Object - I live in one of the villages affected by this. It's another example of urbanization, that'll actually make the road more challenging to commute on

(12) Member of public, (Shiplake, Crowsley Road)	Object - Traffic will always exceed 30 mph on this piece of road and I can see no reason to change it. The developers of the retirement village knew that there was a 40 mph speed limit when they obtained planning permission and started construction and were clearly happy at that time; nothing has changed.
(13) Member of public, (Lower Shiplake, Mill Lane)	Object - The original decision to increase the speed limit on safety grounds was well founded and proved effective. The planning permission for the retirement village was granted on the basis that the 40 MPH. If this is no longer the case, the planning permission should be withdrawn.
(14) Member of public, (Shiplake, Crowsley Road)	Object - the current speed limits seem to be sensible and were approved in 2019. The planning for a retirement home was given KNOWING the current speed limit and was considered acceptable at that time.
(15) Member of public, (Shiplake, Lowes Close)	Object - The only additional properties on this stretch of road appear to be the recently approved care home. This planning permission was granted by an Inspector with full knowledge that the road speed was 40 mph. I cannot see why the sudden need to reduce the speed limit - it is not as if there will be many elderly people walking on foot to Shiplake and few methods for allowing them to do so
(16) Member of public, (Shiplake, Station Road)	Object - Current 40 mph space between the two Shiplake settlements confirms the rural nature of this area, currently under severe threat from overdevelopment. This proposal includes "traffic calming" measures indicating clutter and intrusion on a rural road. Speed limits should always be appropriate to the road situation and be seen to be reasonable. 40 mph is correct and would be for the entire village except past the school. The urbanisation of Shiplake is unwelcome and is resisted.
(17) Member of public, (Shiplake, Mill Lane)	Object - Shiplake is already being subjected to urbanisation and over development, which the local people and the approved Shiplake Neighbourhood Plan are strongly opposed to. The development on the Reading Road was not supported by local people, and it was approved when the speed limit was known to be changing to 40mph. Changing it back to 30mph and adding the additional urbanising features will further destroy the look and feel of Shiplake - which is a small, semi-rural village on the edge of an AONB - and it will encourage further applications for development on the A4155 in Shiplake. This is unnecessary, and not merited by the neighbourhood plan or by any wider-reaching

	development plans. It is not fair to the people or the wildlife/natural area of Shiplake, to risk further urbanisation and destroying its character further.
(18) Member of public, (Shiplake, Station Road)	Object - The road in this rural setting supports a 40 MPH limit safely. Cars will be more tempted to overtake if a car in front is travelling slower than this. The proposed old peoples home was deemed safe with a 40 limit. Please help us keep this a rural village without the further urbanising features proposed.
(19) Member of public, (Shiplake, Station Road)	Object - 40 mph is much more appropriate in this rural area.
(20) Member of public, (Shiplake, Bolney Road)	Object - Grounds of safety - when it was 30 mph several years ago, it caused lot of frustration and dangerous overtaking. 40 mph has proven successful. The developers and planning authorities knew it was 40 mph when applying for permission and granting it. Don't let this be yet another example of the tricks developers play knowing they will normally get things through retrospectively. Unwelcome urbanisation with the road changes near entrance, no doubt lighting, loss of trees/greenery let alone speed limit change.
(21) Member of public, (Lower Shiplake, Northfield Avenue)	Object - 40mph deemed safe as part of retirement village planning approval. Measures suggested of painting, narrowing, additional signage will worsen the increasing urbanisation of this country road.
(22) Member of public, (Lower Shiplake, Oaks Road)	Object - The 40mph limit was only introduced recently. It has had the effect of providing the more obvious gateway speed signs at each end of the A4155 through open countryside between the Shiplake villages. This in turn has reduced vehicle speeds, reduced dangerous overetaking, and relieved the frustration for drivers of an unnecessary speed limitation. It has certainly had the effect of changing my own driving behaviour for the better along this frequently-used stretch of road. Permission for the new development was granted in full knowledge of the existing speed limit. This application is yet another example of developers being granted planning under one set of terms, then coming back to change the deal at a later date to the detriment of local residents. This has happened with Thames Farm, and the retrospective proposal to cover the entire site with 15m of concrete; to the Wyevale site, initially granted B2 development status, but now applying for 65 domestic residences. And now this.

	<p>The developer should ensure that, instead of reneging on an agreed deal, access to their site is safely achieved under the conditions they were fully aware of when they made their initial application.</p>
(23) Member of public, (Lower Shiplake, Oaks Road)	<p>Object - I think the marked difference between the entrance and exit to our village is better served with the 30 zone markers and outside that (where this proposal is) should remain 40</p>
(24) Member of public, (Shiplake)	<p>Object - The large 40mph signs make it more obvious that drivers should slow down when approaching the 30mph signs at the Station Road/Woodlands Road crossroad heading north and the Mill Lane/Memorial Avenue crossroad when heading south. Drivers unfamiliar with the area are far less likely to attempt dangerous overtaking manoeuvres if cars in front are travelling at 40mph rather than 30mph.</p>
(25) Local organisation, (Thames Farm Action Group) & Member of public (Lower Shiplake, Reading Road)	<p>Object - This latest decision to seek the reduction in speed limit shows how poor and ill-prepared the County Council is when making consultations on planning applications. Nor does there appear to be any recognition of how damaging its actions and responses might be to the applications made for development.</p> <p>A very short while ago the Highways department concluded that this stretch of road should have a speed limit of 40mph which was done in response to local concerns/wishes. Subsequently, the Authority stated at the Appeal hearing for the Retirement Village that is now being constructed along this section of road that the development of the site was safe at the current limit of 40mph.</p> <p>The consent was then granted based on that consultation. Had the advice been that the development was not safe, it is quite likely that the Appeal here would have been rejected on the grounds of highway safety. To therefore find that a short time later the Highway Authority is stating that the changes are now proposed for reasons of highway safety makes a complete mockery of the Planning Consultation purpose and the advice provided by the Highway Authority at that time. This entire fiasco brings into question the competency and reliability of statements made by the Highway Authority and means that any knowledgeable party could reject/disclaim the Highway Authority's advice on Planning as wrong and meaningless.</p> <p>This proposal entirely undermines the reliability and Authority of the Highways Consultations. The road and speed limit is either safe or it is not this vacillation is very unhelpful and will have far-reaching consequences .</p>

(26) Member of public, (Shiplake, New Road)	<p>Object - 'Safety:</p> <ul style="list-style-type: none"> -The large 40mph signs that would replace the small 30mph repeater signs would make it more obvious that drivers should slow down when approaching the Station Road/Woodlands Road crossroad heading north and the Mill Lane/Memorial Avenue crossroad when heading south -Drivers unfamiliar with the area and local speed limits would be far less likely to attempt dangerous overtaking manoeuvres if cars in front were travelling at 40mph rather than 30mph. <p>Also the urbanising features in our rural setting. The retirement village is already a blot on the landscape and so why do we need to spoil the countryside environment further by having red roads etc.</p>
(27) Member of public, (Shiplake, Baskerville Lane)	<p>Object - Object due to safety and unwelcome urbanisation, and against the last survey and neighbourhood plan.</p>
(28) Member of public, (Lower Shiplake, Bolney Road)	<p>Object - The current speed limits work well and drivers slow down as they approach the Memorial, particularly coming from Reading. Permission for the Shiplake Meadows Retirement Village was granted knowing the speed limit was 40mph and it was deemed safe. Changing to a 30mph limit will open the floodgates for further development along this rural stretch of road and the urbanising features would be totally out of character here. I strongly object to any change.</p>
(29) Member of public, (Lower Shiplake, Bolney Road)	<p>Object - The current speed limits work well and drivers slow down as they approach the Memorial, particularly coming from Reading. Permission for the Shiplake Meadows Retirement Village was granted knowing the speed limit was 40mph and it was deemed safe. Changing to a 30mph limit will open the floodgates for further development along this rural stretch of road and the urbanising features would be totally out of character here. I strongly object to any change.</p>
(30) Member of public, (Lower Shiplake, Bolney Road)	<p>Object - The current speed limits work well and drivers slow down as they approach the Memorial, particularly coming from Reading. Permission for the Shiplake Meadows Retirement Village was granted knowing the speed limit was 40mph and it was deemed safe. Changing to a 30mph limit will open the floodgates for further development along this rural stretch of road and the urbanising features would be totally out of character here. I strongly object to any change.</p>

(31) Email response, (unknown)	<p>Object - I do object to this change of speed limit as all the reasons the 40 mph limit was brought in still apply. I certainly have felt safer driving on that section as I am no longer unsafest overtaken by those not observing the speed limit - which was a frequent occurrence when the limit was 30. There is also not as much “tail- gating” to try to force you into speeding!</p> <p>Also the other changes would bring excessive urbanisation to that part of the road. Shiplake is a semi-rural village and the approach along that section is important ant in maintaining the character of the village and keeping with the recently adopted neighbourhood plan.</p> <p>Allowing these changes would be yet another example of creeping urbanisation in spite of guarantee that the rural character would be protected.</p>
(32) Member of public, (Lower Shiplake, Brampton Chase)	<p>Support - I was against the increase in the speed limit from 30 mph to 40 mph as it is too close to the junction and vehicles already exceeded the 30 mph limit and now it is even higher. The 30 mph is the correct one in my opinion.</p>
(33) Member of public, (Shiplake, Woodlands Road)	<p>Support - It's become incredibly dangerous to cross from woodlands road to station road as cars speed along and around the corner ignoring the 30mph signs</p>
(34) Member of public, (Shiplake, woodlands Road)	<p>Support - Additional drives onto main road increase risk of accidents, but the 30 mph should be on a risk assessed section where there is a specific increased risk of accidents.</p> <p>Also proposed 20 mph limit for reading road stretch opposite shiplake memorial as when driving from woodlands road onto reading road towards reading, it is always very tight</p> <p>Basically, it is dangerous and one day, there will be a serious/fatal accident as cars are coming round the corner from henley and also reading giving the driver turning onto the road very little time to respond as you need to check both left and immediately right with both views very limited. I would recommend that someone from the Council comes and risk assesses this turning.</p>

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Divisions affected: *Didcot East*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 SEPTEMBER 2022

EAST HAGBOURNE: MAIN ROAD – PROPOSED PARKING RESTRICTIONS & RAISED TRAFFIC CALMING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the proposed measures on Main Road in East Hagbourne as follows:
 - a. New 'No Waiting at Any Time' (double yellow lines) parking restrictions, and
 - b. A full-width road hump to be located approximately 20 metres west of the junction with Manor Farm Lane.

Executive summary

2. This report presents responses received to a consultation on proposals to introduce new sections of 'No Waiting at Any Time' (double yellow lines) on both sides of Main Road, and a new traffic calming feature in the vicinity of East Hagbourne C of E Primary School, which have been put forward as a result of the development of adjacent land for residential purposes as shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposal and its implementation if approved has been received from the developers of adjacent land.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.
5. Of the 6 responses received online; 66% were male, and 66% reported that their day-to-day activities were not limited because of a long-term illness, health problem or disability. The ages of those that responded online varied between 35 & 74 years old.

Sustainability Implications

6. The proposals would help facilitate road safety including for those walking and cycling.

Consultation

7. Formal consultation was carried out between 21 July and 19 August 2022. A notice of proposal was published in the Oxford Times newspaper, and an email sent to statutory consultees & key stakeholders, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, East Hagbourne Parish Council, South Oxfordshire District Council, the local District Cllr, and the local County Councillor representing the Didcot East & Hagbourne division. Street notices were also placed on site in the immediate vicinity of the proposals.
8. Nine responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Parking restrictions (DYLs)	1	4	3	1	9
Raised traffic calming	1	2	3	3	9

9. The full responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
10. Thames Valley Police expressed no objection to the proposals.
11. The local County Councillor expressed support for the proposals.
12. East Hagbourne Parish Council while supporting the proposed traffic calming measures expressed a concern on the proposed waiting restrictions on the grounds that although extra spaces in the village car park are being provided, many places are taken by school teachers and assistants, and asked if this can be reviewed in the interests of safety.
13. Hagbourne Village Hall expressed an objection to the proposed waiting restrictions citing existing pressures on parking by the school and the impact of the proposals particularly on parents and the school itself, together with a concern that the removal of parking will increase speeds; their response also expressed a concern about the proposed road hump on the grounds that there was already sufficient calming on the road.
14. A further five responses were received from members of the public including three concerns, and one expression of support for the parking proposals and

one objection, one concern and one expression of support for the proposed traffic calming.

Officer response to objections/concerns

15.New 'No Waiting at Any Time' (double yellow lines) parking restrictions

- a. Thames Valley Police raised no objection to the proposal, but did request that the current 'School Keep Clear' markings were made mandatory which would assist with enforcement.
- b. Without the restrictions being implemented, the creation of a new priority junction on the north side of Main Road, to serve the consented development, would exacerbate the existing problems of reduced inter-visibility and insufficient passing space. Whilst this is primarily only a significant issue at school drop off and pick up times, the introduction of the restrictions, in conjunction with the recently introduced 20mph speed limit, will ensure a safer public space and alleviate obstruction of the village's main throughfare.
- c. Much of the concern with the double yellow lines relates to their potential detracting to the appearance of the village street scene. This is quite understandable and an important consideration. It is usual in such circumstances to specify a less intense yellow colouration in the thermoplastic screed (primrose yellow) and also to reduce the width of the yellow lines by 50% as permitted by the regulations.

16.New Traffic Calming Feature – full width road hump

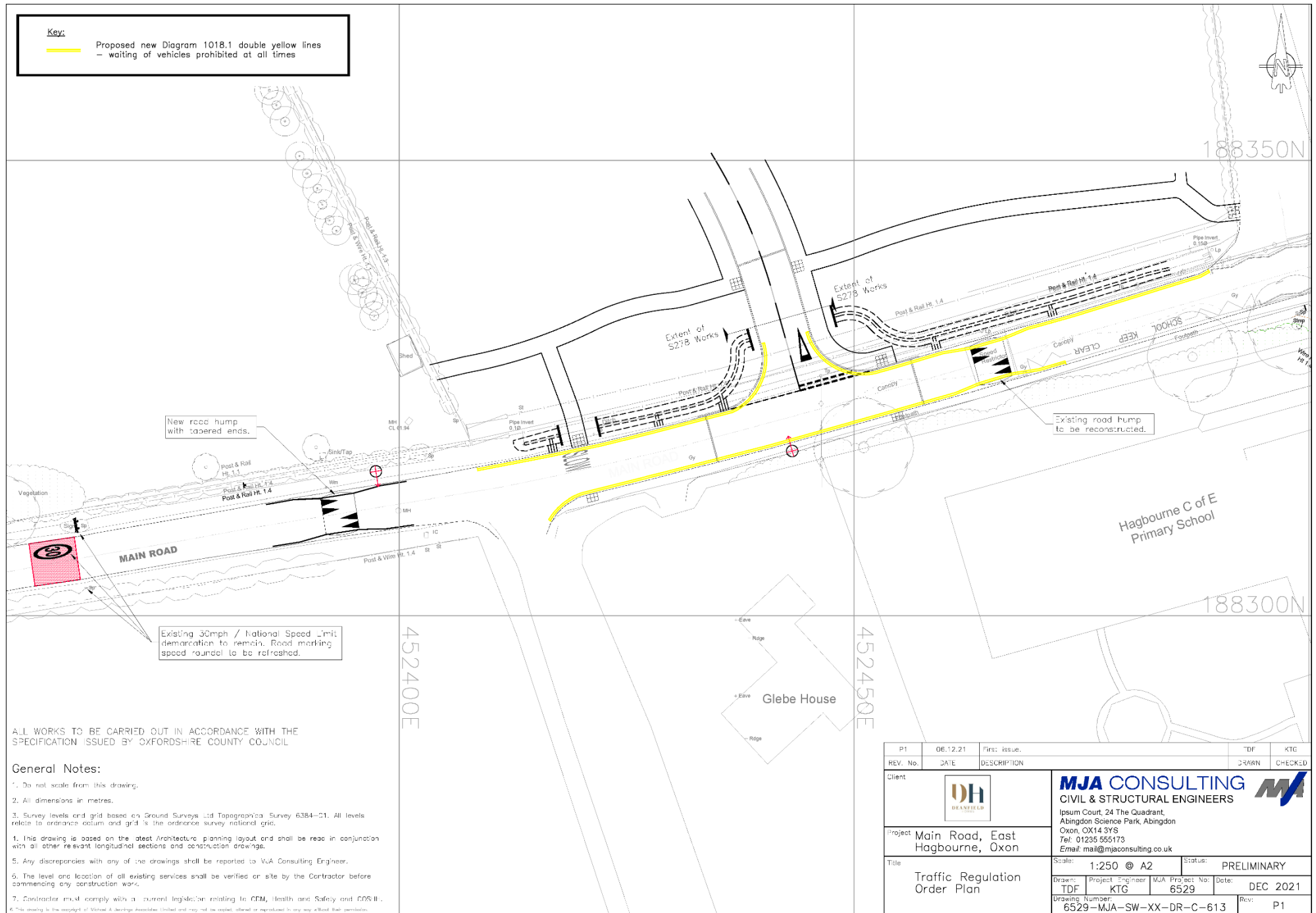
- a. The proposed single full width road hump has been proposed to accompany the single existing road hump. It is intended to reinforce the traffic calming/speed reduction features along this straight section of Main Road, particularly now that the speed limit has been reduced from 30mph to 20mph.
- b. It is proposed that the existing road hump will be reconstructed so that the two features are similar in both appearance and asset life.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545

November 2022



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle I do not object to these proposal but ask if consideration might be given to making the School Keep Clear markings shown on the drawing compulsory at the same time .
(2) Local County Cllr, (Didcot East and Hagbourne division)	Support
(3) East Hagbourne Parish Council	<p>Parking Restrictions - Concerns Traffic Calming - Support</p> <p>There is some concern in the village over the painting of double yellow lines opposite the entrance to the Deanfield site.</p> <p>This is generally considered to be unsympathetic to the adjacent Conservation Area and may not help to increase safety over the site as a whole.</p> <p>Although we are getting extra spaces in the village car park to compensate, many places are taken by school teachers and assistants. This is a direct consequence of the OCC Education people not allowing teachers to park in the school grounds. Could this be reviewed in the interests of safety.</p> <p>It is not clear from your website that the existence of a 20mph limit on Main Road from the entry to the village by the development to Lower Cross is acknowledged. this was only implemented on June 14-15 and may be an important factor when considering what other traffic calming measures are required.</p> <p>At the end of the day, we are interested in reaching a solution which prioritizes safety while retaining the village ambience as much as possible. It is important to take measures to keep traffic speeds low and we believe our recent installation of a 20mph limit should help in this respect.</p>

<p>(4) Local group/organisation, (Hagbourne Village Hall)</p>	<p>Parking Restrictions - Object Traffic Calming - Concerns</p> <p>When the development which has triggered this action was approved, the traffic department of OCC raised no objections, despite the local residents raising the issue of parking along this road as a serious concern. There is a public car park owned by the parish council just before this proposed restriction area, but, as was stated at the public enquiry on the development, this is not nearly big enough, so at present when parents are dropping their children at school, they park in the road - but the traffic department stated in the public enquiry this was perfectly normal near a school, and did not give them any cause for concern. This roadside parking is made worse because the teachers are not allowed to use the school grounds any longer, so have to use the village car park. This in turn means the parents cannot use the public car park, so are forced to park elsewhere. It is naive to suggest that parents should either walk their children to school, or else organise a walking bus. This was tried some while ago, but as the numbers in the village have decreased, this has not proved viable. It is a fact that many of the children come from outside the village, because it has a good reputation.</p> <p>Once the new development is completed, if yellow lines are installed, parents will be forced to use other places to park. The school is at present full, so those parents on the new estate will not be able to send their children to the village school, and instead will be faced with parents from outside the village parking on their estate in order to take their children to school. Since no provision has been made to expand the village school, although there are bound to be increased numbers of children from the new estate, parents will be forced to take their children to more remote schools, which will in turn increase traffic out of the estate in the morning. Removing the parking will encourage faster traffic, so it is likely to increase the risk of accidents.</p> <p>Quite apart from the serious safety concerns putting yellow lines in this location, I am also of the view that putting such lines in what is designated as a conservation area detracts from its very nature, and should not be done.</p> <p>There are already humps in the road, so additional further humps seem to me to be totally unnecessary.</p>
<p>(5) Member of public, (East Hagbourne, Blewbury Road)</p>	<p>Parking Restrictions - Concerns Traffic Calming - Object</p> <p>The proposed parking restrictions will create more problems than they solve:</p>

	<p>1. it will be a problem for parents dropping off or picking up children, causing possible safety issues.</p> <p>2. It is out of keeping with the historic village, which is over a thousand years old and a conservation area (a lesser issue but still important)</p>
(6) Member of public, (East Hagbourne, The Croft)	<p>Parking Restrictions - Concerns Traffic Calming - Concerns</p> <p>The parking restrictions (double yellow lines) should be extended all the way round the school and leading into Harwood Road due to many people parking on the corner of the junction and it is difficult to see if anyone is coming down the road due to tall vehicles parking there. The current school hashings on the road do not stop people parking on them. They need to be double yellow lines.</p> <p>The current zebra crossing outside the school needs to be raised up like the other 2 proposed humps. I have seen so many cars driving fast past the school and sometimes not even stopping for people waiting to cross over. It is an accident waiting to happen.</p> <p>Having the zebra crossing raised would slow down the cars and make that crossing more obvious to drivers especially as it's outside the school and a lot of children cross over it.</p> <p>I agree that more humps are needed along that round and the existing ones need raising up. - The current zebra crossing outside the school needs to be raised up like the other 2 proposed humps. I have seen so many cars driving fast past the school and sometimes not even stopping for people waiting to cross over. It is an accident waiting to happen.</p> <p>Having the zebra crossing raised would slow down the cars and make that crossing more obvious to drivers especially as it's outside the school and a lot of children cross over it. I agree that more humps are needed along that round and the existing ones need raising up.</p>
(7) Member of public, (East Hagbourne)	<p>Parking Restrictions - Concerns Traffic Calming – No opinion</p>

	<p>Can I please request/ suggest the double lines are continued prior to the school entrance on Main Road and continue into entrance of Harwood Road and The Croft, where there are already issues of vehicles being parked opposite junctions, causing congestion and potential a hazard.</p> <p>I feel strongly that whilst the proposal for Main Road is a positive one, it will exacerbate parking in near by roads during school/preschool pickup and drop off times.</p> <p>On a further note, I am aware that the new housing estate has planning permission to add spaces to village hall car park but do not feel there are sufficient in number.</p>
(8) Member of public, (East Hagbourne, North Croft)	<p>Parking Restrictions - Support Traffic Calming - Support</p> <p>The existing parking of cars along this stretch of the road is already dangerous with insufficient passing space left and difficult visibility. As the parking generally relates to school drop off/pick up despite the availability of parking in the village hall car park there is a lot of movement of vehicles as well as people (including children) in the road and near misses are frequent.</p> <p>Adding the new junction will make this even more dangerous and the DYL and parking restrictions are strongly supported and also I would strongly support the existing "School Keep Clear" white zig zag lines being enforceable with a no stopping order There is a concern however to the DYL on Main Road in that there will be an increase in cars parked on the nearby residential streets, which already can be difficult to pass at drop off/pick up times, with cars blocking pavements and parked on blind corners obstructing views,</p> <p>[The traffic calming] Helps to force drivers to comply with the new 20mph limit</p>
(9) Member of public, (East Hagbourne, Lake Road)	<p>Parking Restrictions - Support Traffic Calming - No opinion</p> <p>Parking around the school has always been an issue an school start and school end, the new development will only make this worse. However, to be effective, this needs regular enforcement.</p>

Divisions affected: *Kingston & Cumnor*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

KINGSTON BAGPUIZE: A415 FARINGDON ROAD - PROPOSED ZEBRA CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed zebra crossing on the A415 Faringdon Road at Kingston Bagpuize.

Executive summary

2. Following representations being made by Kingston Bagpuize with Southmoor Parish Council and the local County Councillor on the safety and amenity of pedestrians – and in particular those walking to and from the adjacent primary school, shop and housing developments, proposals comprising the provision of a zebra crossing & associated removal of the redundant bus stop on Faringdon Road in Kingston Bagpuize, as shown in Annex 1 have been taken to formal consultation as detailed below.

Financial Implications

3. Funding for the proposal, including consultation, if approved has been received from Section 106 developer funding.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate walking, and the safety of pedestrians in the immediate vicinity.

Consultation

6. Consultation on the proposed zebra crossing was carried out between 31 August and 30 September 2022. An Email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Kingston Bagpuize with Southmoor Parish Council, Vale of White Horse District Council, and the local County Councillor representing the Kingston & Cumnor division. Letters were also sent to approximately 35 adjacent properties, and public notices placed on site.
7. Fourteen responses were received during the course of the consultation, comprising of: four objections, five citing concerns, three in support, and two non-objections.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

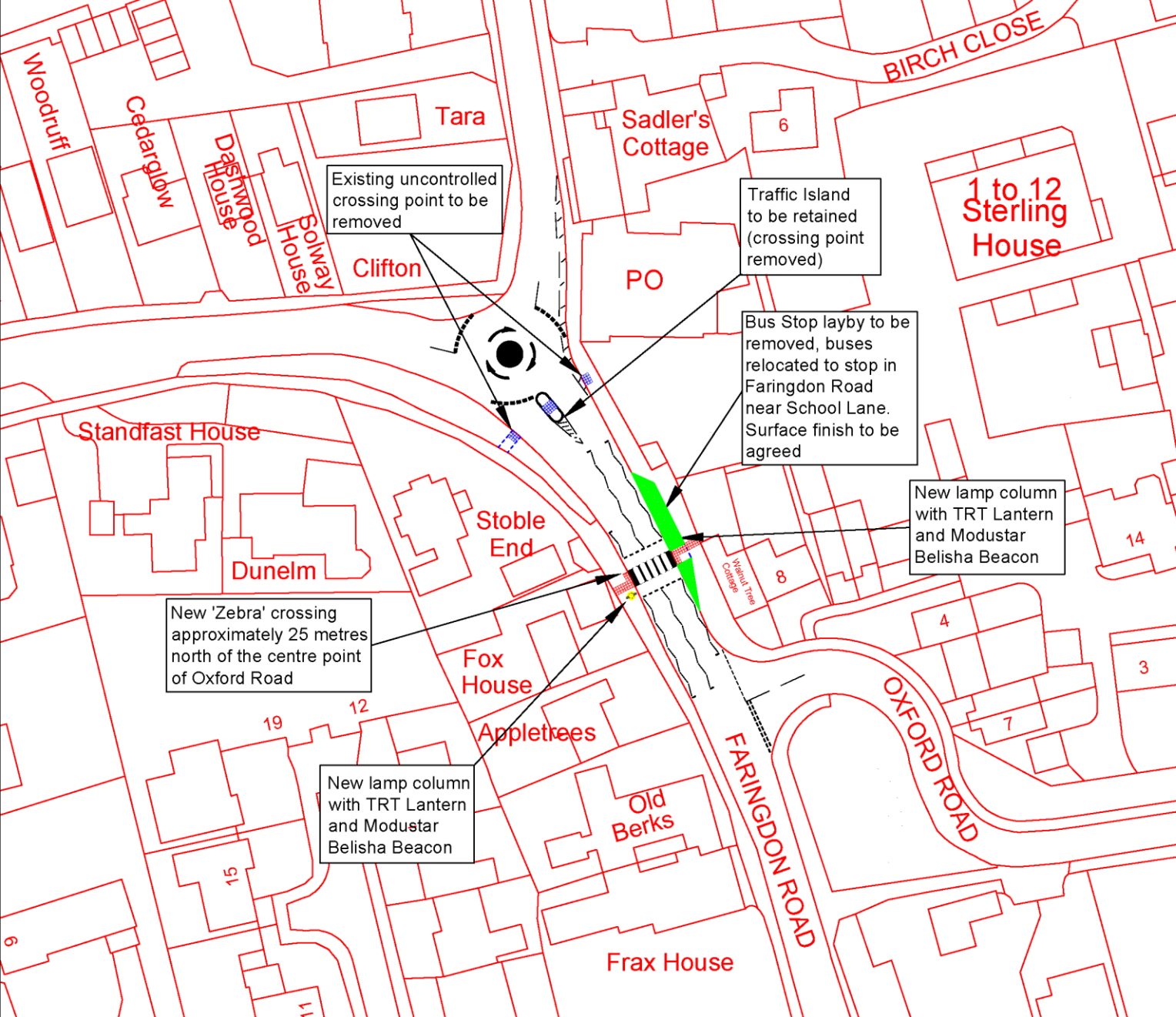
9. Thames Valley Police did not object to the proposals providing that the necessary monitoring had taken place, and the crossing fully meets latest design guidance.
10. Objections were received stating that the proposed new zebra crossing should be in Witney Road, this scheme relates to a much-needed proposed new crossing in Faringdon Road, Witney Road was not considered as part of this scheme
11. The proposed zebra crossing has been sited at the specific location shown as this not only meets current guidelines but provides the maximum vision possible compared to other locations on this section of carriageway, the existing uncontrolled crossing point nearer the roundabout is to be removed as the vision is deemed sub-standard.
12. Some concerns were raised in the consultation about the safety of the proposed location, and it is confirmed that a full safety audit will take place and that implementation will only proceed subject to any issues identified in the audit being satisfactorily resolved

Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Consultation Plans
Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Mark Francis 07730 926962

October 2022



Drawing No. _____

N

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Bill Cotton
Director
Environment and Place
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel 0345 310 1111

Project title: Proposed Zebra Crossing
Faringdon Road
Kingston Bagpuize

Drawing title: Consultation Plan

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	MJF	LJT	LJT

Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref _____

Drawing No.	Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I am aware this crossing has in the past been subject to consultation .The latest proposals have been amended to try and address previous concern from residents living close to the crossing.</p> <p>Based upon the latest drawing and providing the necessary monitoring has taken place, and the crossing fully meets latest design guidance, I have no objection.</p>
(2) Oxford Bus Company	No objection - we have no issues with these proposals.
(3) Member of public, (Kingston Bagpuize, Poppy Close)	<p>Object - This crossing is in the wrong position. Due to there amount of new properties on the Orchard Gate & Kingston Park developments the crossing should be on Witney Road near to Petypher Gardens extra care scheme. The amount of residents who have to cross the busy road to get either their children to schools, bus stops or to access the co op which is near to where the proposed crossing is going to be is far greater on the Witney Road than the Faringdon Road.</p> <p>The amount of times I have witnessed people having to run across the busy road with children, pushchairs or animals to access the playing field which has the shorter route to John Blandy school is too many to count. You are proposing to install the crossing in an unsafe place as traffic coming through the village will not be able to safely see anyone until they are nearly on top of it due to the bend. Yes I know there have recently been two accidents near the vicinity of the proposed crossing but in both incidents that involved dangerous driving, just imagine if that were the case and someone was on that crossing....absolute catastrophe waiting to happen!</p> <p>Like I said the near misses on the Witney Road are a regular occurrence, what is it someone has to die before you put the safety of 100s of people at the forefront of doing what the public want.</p>

<p>(4) Member of public, (Kingston Bagpuize, Poppy Close)</p>	<p>Object - I moved to the village 6 years ago and was promised a zebra crossing to help residents from the Orchard Gate estate on the Witney road. Currently there is no safe crossing point for us, over the fastest areas of the Witney and Faringdon roads. Children cross regularly on both roads for access to school, cars speed, regardless of speed signs, and it is unsafe.</p> <p>The proposed crossing does nothing to help literally 100s of people, children especially, get to school or to the coop. If this crossing goes ahead there needs to be an additional crossing on the Faringdon road (around the school Lane area) to help people to actually reach this new crossing. It does absolutely not thing to help a great deal of residents where it is proposed.</p>
<p>(5) Member of public, (Kingston Bagpuize, Bloor Estate - Kingston Park)</p>	<p>Object - I think it would be more suited to have 2 crossings. It's fantastic that it's been approved for a crossing but it's not in the place that's needed. It would be more suitable if you either had 2 crossings... one where it is proposed on the Faringdon Road although there is a blind bend before this that could cause problems and possibly another on the Witney Road where it is most needed. There is a retirement home off the Witney Road and older people have problems crossing due to the speed of cars leaving the a420, the other problem is children crossing from both the Bloor Estate and Orchard Gate to the bus stops. Please please consider having two crossings and maybe a 20mph speed limit between the two? Alternatively if you aren't going to consider two crossing maybe a speed camera on both sides of the Witney road would be beneficial to slowing the cars down. Ultimately these changes are for the whole community and it's sad that one day I/ we could go out for a walk and potentially come home injured or worse maybe not even alive. Please do consider whether something better could be done.</p>
<p>(6) Member of public, (Southmoor, Storksbill Lane)</p>	<p>Object - I object to the proposed location of the crossing, believing it is too close to the Hinds Head roundabout. Traffic from the Faringdon Rd already have to contend with high volumes of traffic on the A415 and potential traffic exiting the Co-op car park. The close proximity of the zebra crossing adds a third variable in the decision making process which will ultimately lead to long queues for Kingston Bagpuize & Southmoor residents leaving the village.</p> <p>The crossing would be much better suited on the Witney Rd. Traffic generated from pedestrians using the crossing would not cause as much disruption to traffic using either the Hinds Head or A420 roundabouts.</p> <p>The only benefit in the proposed location is safer access to the millennium green. However, access to the green is available through the Bloor Homes development. As a result, a crossing on the Witney Rd would still serve this purpose.</p>

(7) Member of public, (Kingston Bagpuize, Faringdon Road)	Concerns - The road in question is Abingdon Road A415 not Faringdon Road which is the old A420.
(8) Member of public, (Kingston Bagpuize, Frax Close)	Concerns - Should be where the existing crossing is sited
(9) Member of public, (Southmoor, Lime Grove)	<p>Concerns - The positioning of the crossing is entirely wrong. It follows a blind bend coming from the Frilford Heath direction not giving enough time for traffic to slow down and stop. A Zebra crossing only requires the vehicle to stop when a pedestrian is standing at the side of it. Unless the driver is already aware of the crossing there is little time to prepare to stop. The crossing would be far better placed on the other side of the mini roundabout (Witney Road) where vehicles are travelling at a lesser speed having slowed down at the roundabout.</p> <p>A crossing in this position would better serve both estates on either side (especially the elderly residents of Peptypher House) and being closer to the bus stop and shop. Residents from the David Wilson Estate (Petypher Gardens) would first need to cross the Faringdon Road near School Lane to get to the new Zebra crossing which defeats the object if going to the shop or the (proposed relocated) bus stop.</p>
(10) Member of public, (Southmoor, Laurel Drive)	Concerns - As it appears to be a flashing beacon crossing in that position and given experience of the area, traffic from either direction will not slow enough to prevent danger. A crossing of this type would be better each side of the roundabout with a 20mph speed limit. The approach speeds to this roundabout from Abingdon or Witney are unacceptable for a road where people need to cross. I have been involved or witnessed several near misses and seen the aftermath of a collision on this roundabout all due to excess speed.
(11) Member of public, (Kingston Bagpuize, Faringdon Road)	<p>Concerns – Whilst supporting the principle and need for a pedestrian crossing on the A415, we believe for a number of safety and practicality reasons the currently proposed location for this crossing is not the best option.</p> <p>Safety Concerns: This is a very ‘busy’ section of the A415 (in terms of where a pedestrian crossing will fit safely) and already has in place a number of conflicting safety & access requirements</p> <ul style="list-style-type: none"> • A Co-op car park • A bus layby (although we understand this will go if the zebra crossing goes ahead)

- An electricity substation
- A requirement for residential access to properties along this section of road.

The zig zag lines of the proposed crossing will cross the residential access.

The access serves three properties and is used many times each day and also by trades. There is no turning facility within the driveway and most traffic must reverse into, or out of the driveway.

- The Oxford Road junction.
- The zig zag lines across the residential access may require a 'Keep Clear' zone road markings to prevent unavoidable road traffic offences.

All of these fall within approx 50 metres of each other and each requirement presents its own safety concerns and MUST be individually assessed as part of the safety case for a new crossing. It is inevitable that the above requirements will only serve to increase the safety risk rating for the crossing, and the likelihood of some form of accident at (or near) the proposed crossing location is increased accordingly.

This proposed location is directly adjacent to the previously proposed location which, at the time, had objections and concerns raised by residents, the then County Councillor and in particular Thames Valley Police. This proposal was subsequently rejected by the County Council on safety grounds.

It is not clear why the proposed location for the 'new' crossing is considered to be any safer.

Pedestrian Access & Line of sight issues:

Currently, a significant amount of pedestrian traffic comes from along Faringdon Road, Southmoor direction to the Co-op store and vice-versa, and they cross at the roundabout, where there is already dropped kerbs, central reservation and tactile paving in place.

Removal of this (as proposed) will not stop pedestrians crossing there. Given that the proposed crossing location is approx. 25 metres from the roundabout, it is very unlikely that people will walk this extra distance and will continue do what they have always done in the past – which is to cross at the roundabout. This again may pose additional safety issues.

One of the issues apparently identified with a crossing on the roundabout is line of sight. I, personally, have used the 'informal' crossing many, many times and have never found this to be an issue. The same issue of line of sight exists at the proposed location, mainly because of the bend in the road.

The footpath is also very narrow on the north east side of the proposed site. The already narrow foot path will only be made even narrower by the installation of a new lamp column and belisha beacon. This could also potentially present an additional line of sight safety issue for traffic exiting the residential access.

Summary:

	<p>Whilst we support the need for a crossing, it has to be a crossing at a location that is first & foremost safe and that people will use. As stated before, the existing 'informal' roundabout crossing is perhaps not ideal, but it is where people feel safest and are happy to use it.</p> <p>The 'informal' crossing at the roundabout has an existing central refuge so that pedestrians can cross safely in two stages. The new one will not have this facility adding to the safety concerns All of the residents I have spoken to, think that the roundabout location is the safest and most convenient location for the new crossing.</p> <p>Primarily for safety related reasons, we would, respectfully, ask the County Council to look again at placing the proposed crossing at the roundabout, or alternatively, at another location. I am sure that everyone agrees that safety must always be paramount to monetary and other concerns.</p>
(12) Member of public, (Kingston Bagpuize, Rlmes Farm Lane)	Support - Very good plan. There is no safe way to cross the A415 to the Coop and Millenium Green for the largest part of the village. This proposal fixes the problem.
(13) Member of public, (Southmoor, Blandy Avenue)	Support - Because the proposal has been going round in circles for years with nothing being done. A crossing here is sorely needed as anyone going to the millennium green open space or shop at the moment has to negotiate a busy road.
(14) Member of public, (Steventon, Stonebridge Road)	Support - The Faringdon Road near the roundabout by the Co-operative store car park entrance is very busy and has poor visibility with traffic appearing with little warning. Crossing the road by the existing central refuge is fraught with danger as it is adjacent to the roundabout where one needs 360° vision to cover the three roads and car park entrance.

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Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

OXFORD – BLANDFORD AVENUE, DAVENANT ROAD & SUNDERLAND AVENUE (SOUTH): PROPOSED ACCESS RESTRICTION & TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED:
 - a) Not to approve the proposed prohibition of entry from the A40 to the easternmost access of Sunderland Avenue (south side) and Blandford Avenue.
 - b) To approve in principle the traffic calming measures in Davenant Road as advertised subject to a further local consultation on the detailed design when resources are found to carry out the required design work.

Executive summary

2. This report presents the responses to a consultation on proposed measures seeking to address concerns of local residents over the volume and speed of traffic using Blandford Avenue, Davenant Road and Sunderland Avenue (south side) to avoid delays on the A40, A4144 Woodstock Road and A4165 Banbury Road in north Oxford. The specific measures consulted on comprise firstly a proposed prohibition of vehicles turning from the A40 into the eastern access to Sunderland Avenue (south) and Blandford Avenue, and secondly traffic calming measures on Davenant Road. These measures are seen as complementary mindful of local concerns that if the proposal for the A40 junction alone was implemented, this might further increase traffic pressures on Davenant Road.
3. The concerns of residents of Blandford Avenue, Davenant Road and Sunderland Avenue over non-local traffic using these roads to 'rat-run' has been long standing – and in the case of Sunderland Avenue has applied to both sides of the A40. However, the implementation of the major improvement scheme to the A40 Cutteslowe and Wolvercote roundabouts completed in October 2016 especially heightened local concerns on the roads south of the A40 on this issue; in part this may have reflected that during the construction period the northern end of Blandford Avenue was closed for several months as part of the traffic management arrangements, leading to Blandford Avenue experiencing very limited traffic.

4. In 2019 the then local member agreed to allocate part of their Council Priority Fund allocation to the preparation of preliminary designs for suitable measures and a consultation on them, but with no funding being identified for their implementation should they be approved. Oxford Direct Services were commissioned to carry out the preliminary design, but it was only in 2022 that following liaison with local residents' proposals were sufficiently developed to be taken to consultation; this regrettable delay is primarily accounted for by the coronavirus pandemic and the associated furloughing of staff at ODS but also by the subsequent need to progress a number of high priority funded projects with very limited staff resources.

Financial Implications

5. Funding for the preliminary design of the proposals and a consultation on them has been provided from the Councillor Priority Fund. Currently no funding is identified for their implementation if approved.

Equality and Inclusion Implications

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

Sustainability Implications

7. The proposals would facilitate walking and cycling.

Consultation

8. Formal consultation was carried out between 29 September and 28 October 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, the local City Cllrs, and the local County Councillor representing the Wolvercote & Summertown division. Letters were also sent to approximately 265 adjacent properties, and public notices placed on site in the immediate vicinity of the proposals.
9. 188 responses were received via the online consultation survey during the course of the formal consultation are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Prohibition of entry Blandford Avenue All responses / (local responses)	90 (35)	15 (11)	81 (63)	2 (2)	188
Davenant Road traffic calming All responses / (local responses)	62 (13)	21 (17)	79 (70)	26 (16)	188

10. Additionally, 19 emails were received (including non-objections from Thames Valley Police, Oxford Bus Company, and Stagecoach) raising a combination of objections, concerns & support – these are summarised below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Prohibition of entry Blandford Avenue	4	2	2	3	11
Davenant Road traffic calming	1	6	3	3	13

11. The responses are shown in **Annex 7**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

Prohibition of entry Blandford Avenue

12. Thames Valley Police expressed no objection but noted that their expectation would be that enforcement of the restriction as required would be carried out by the County Council exercising the new powers to enforce such restrictions by ANPR equipment.
13. The local bus companies expressed no objection.
14. The remaining responses were from members of the public, around 65% of whom were residents of Blandford Avenue, Davenant Road and Sunderland Avenue (south side). A total of 90 objections and 15 concerns were received, citing the lack of need, inconvenience and safety concerns about the alternative means of accessing the road.
15. While mindful that a majority of local residents expressed support (66 compared with 50 expressing an objection or concern) it is unclear if there is a sufficient mandate for recommending approval for this proposal, and officers consider that it may be preferable to explore the provision of traffic calming measures on Blandford Avenue and Sunderland Avenue (to include also the

north side) should funding be identified to take this forward, noting also that the cost of construction of the current proposal including the provision and maintenance of ANPR equipment might well be similar to that required for providing traffic calming measures.

Davenant Road traffic calming

16. Thames Valley Police and the local bus operators expressed no objection.
17. The remaining responses were from members of the public and showed strong overall support from local residents, and it is recommended that the measures are approved in principle with a further local consultation being carried out when funding can be found to carry out a detailed design and costing.

Identification of funding opportunities for progressing measures

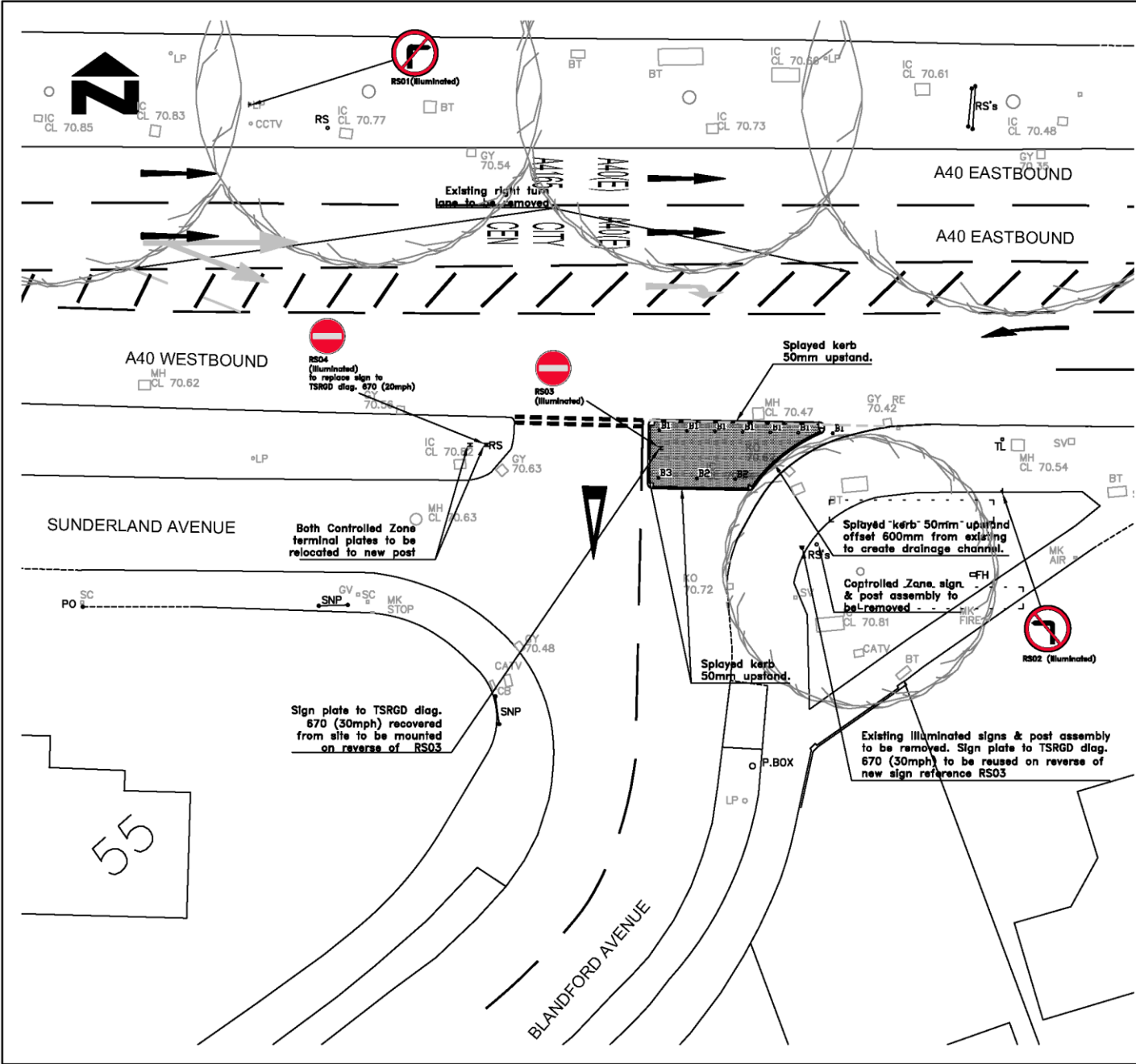
18. Officers will explore options and opportunities for funding of measures here taking account of wider development proposals in the area and also taking account of other potentially related schemes seeking to address traffic pressures and encourage active travel within Oxford but noting that the traffic issues are common to a large number of residential roads both in Oxford and in other towns and villages within the county, and that thankfully the reported traffic collisions in this area do not suggest a major issue in respect of traffic safety.
19. However at the time of writing this report, no specific funding is confirmed to take forward proposals in these roads, and while there have been some local examples of traffic calming schemes part funded by local communities, it is recognised that their design and implementation costs may well exceed that which would make this a realistic or viable option, noting also that funding would need to be found to carry out the further design work to enable a quotation for the implementation of the measures to be obtained.

Bill Cotton
Corporate Director, Environment and Place

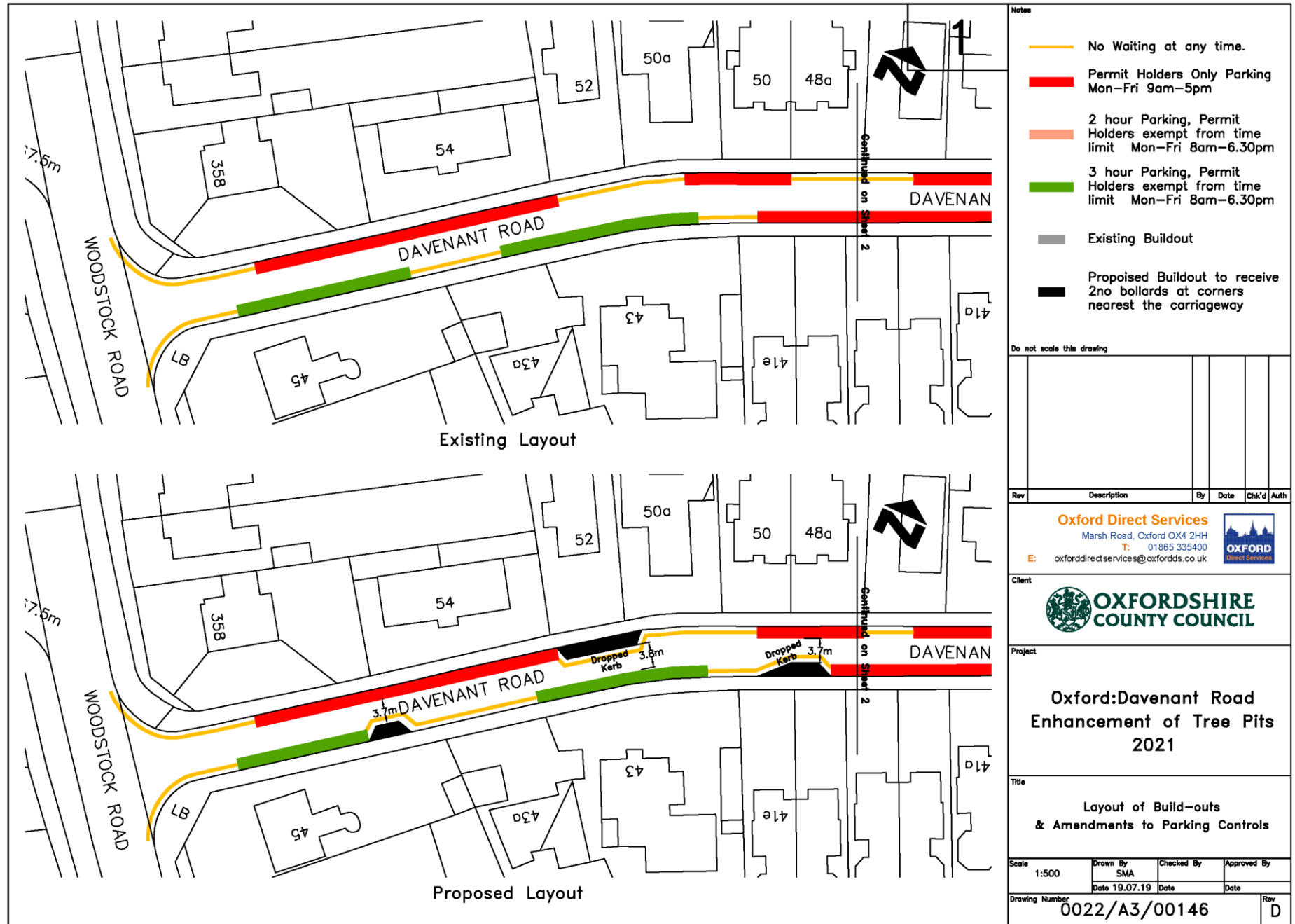
Annexes	Annex 1: Consultation plan for A40 junction with Blandford Avenue/Sunderland Avenue (South)
	Annexes 2-6 : Consultation plan for Davenant Road
	Annex 7: Consultation responses

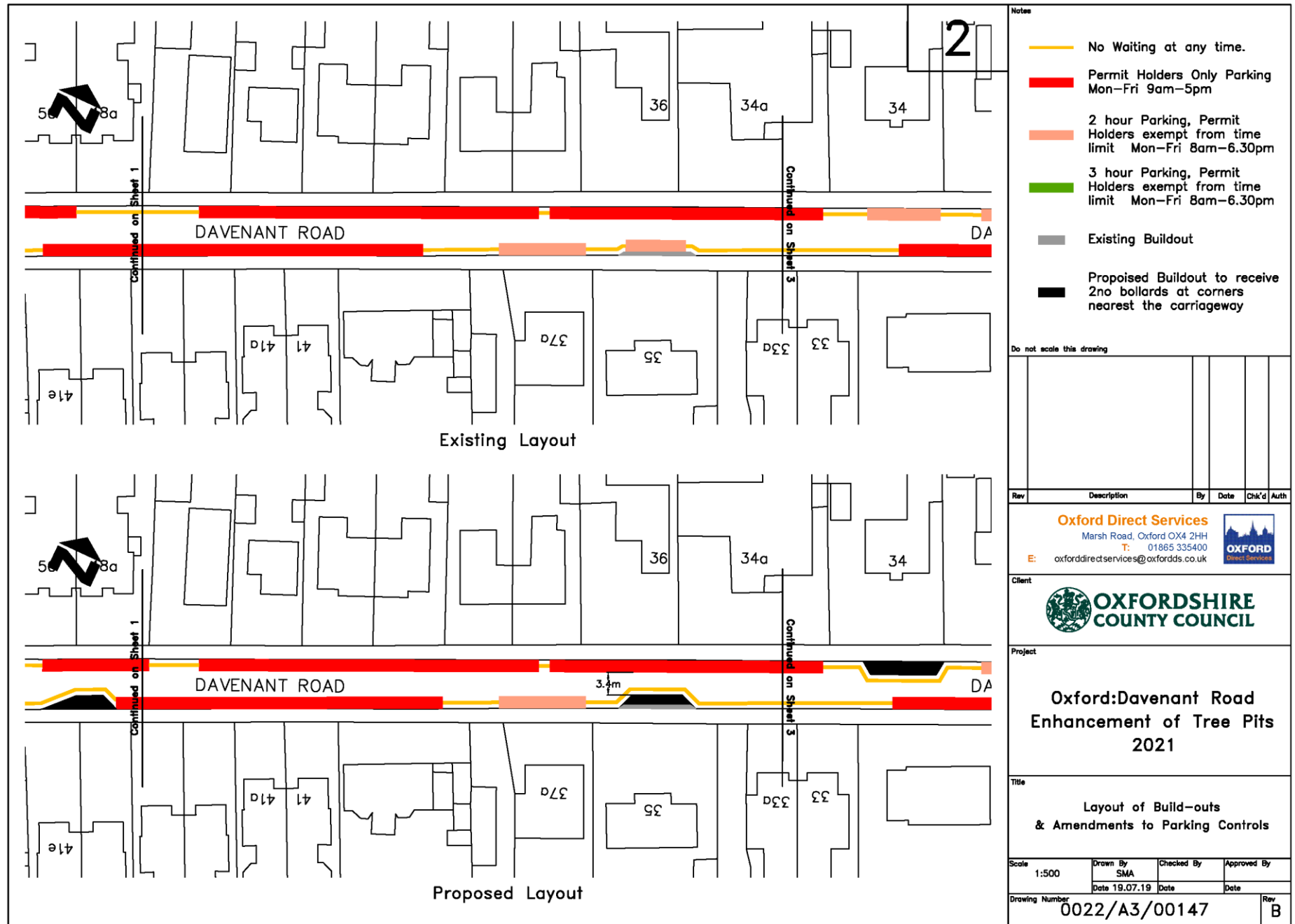
Contact Officers: Anthony Kirkwood 07392 318871

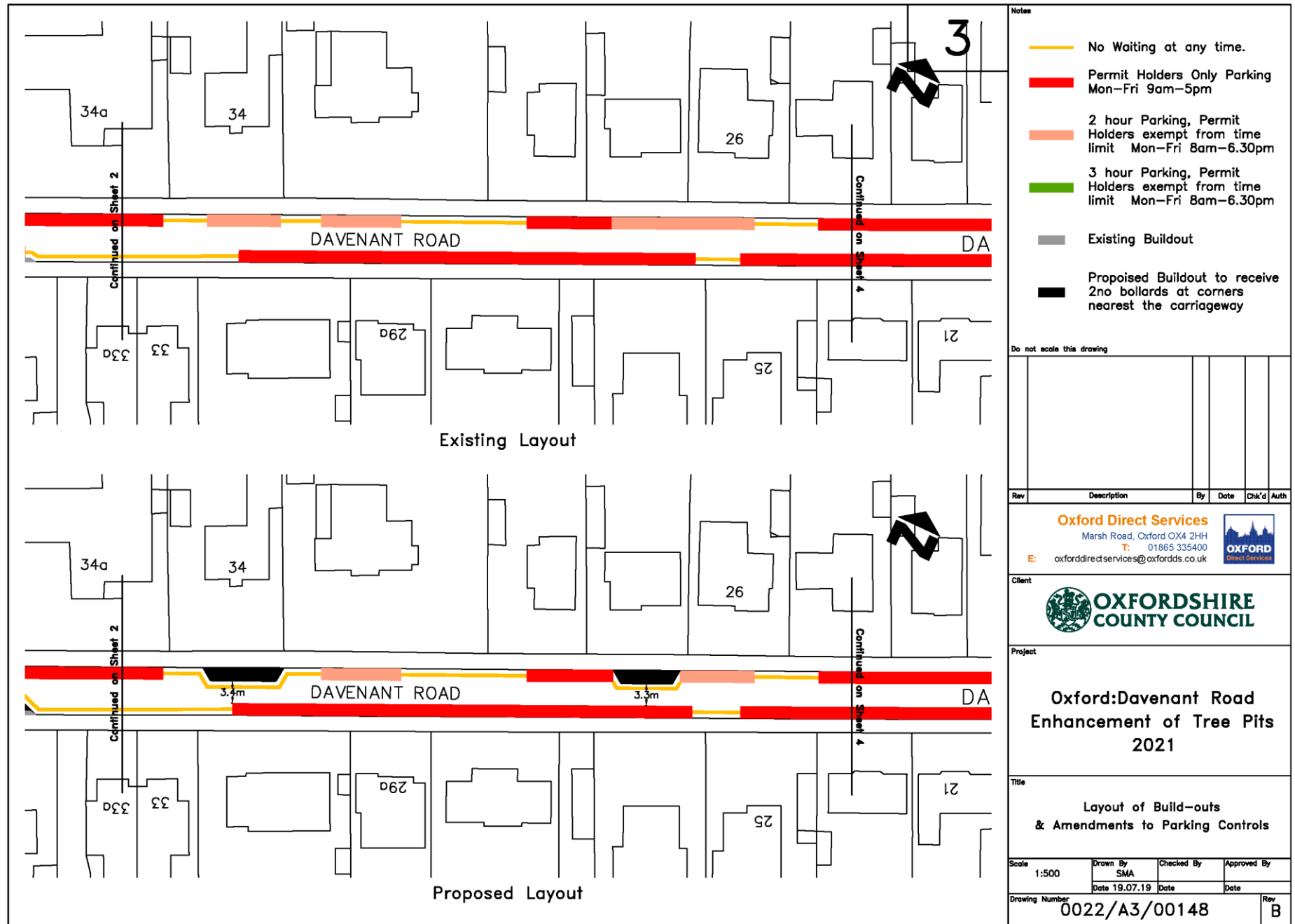
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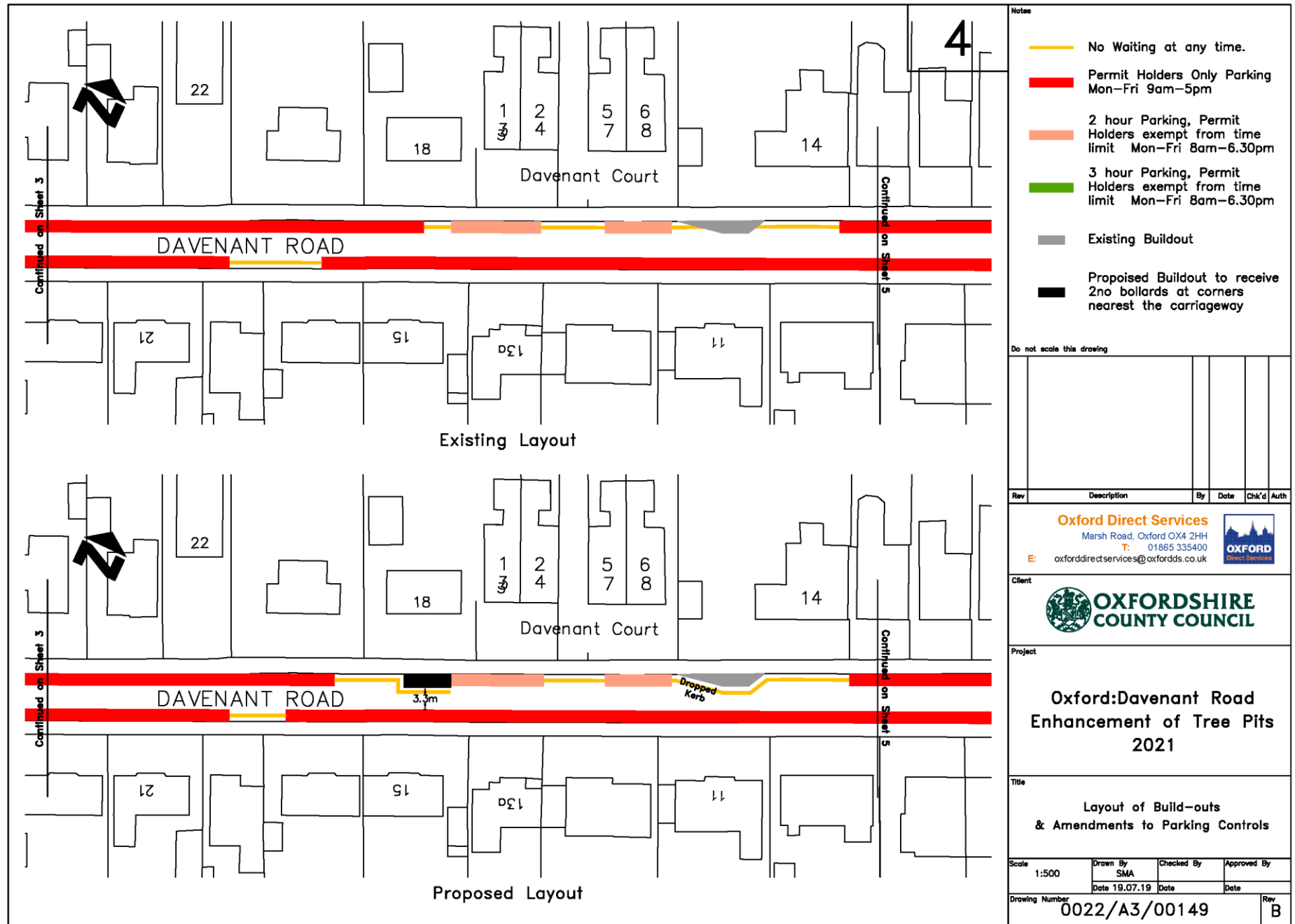


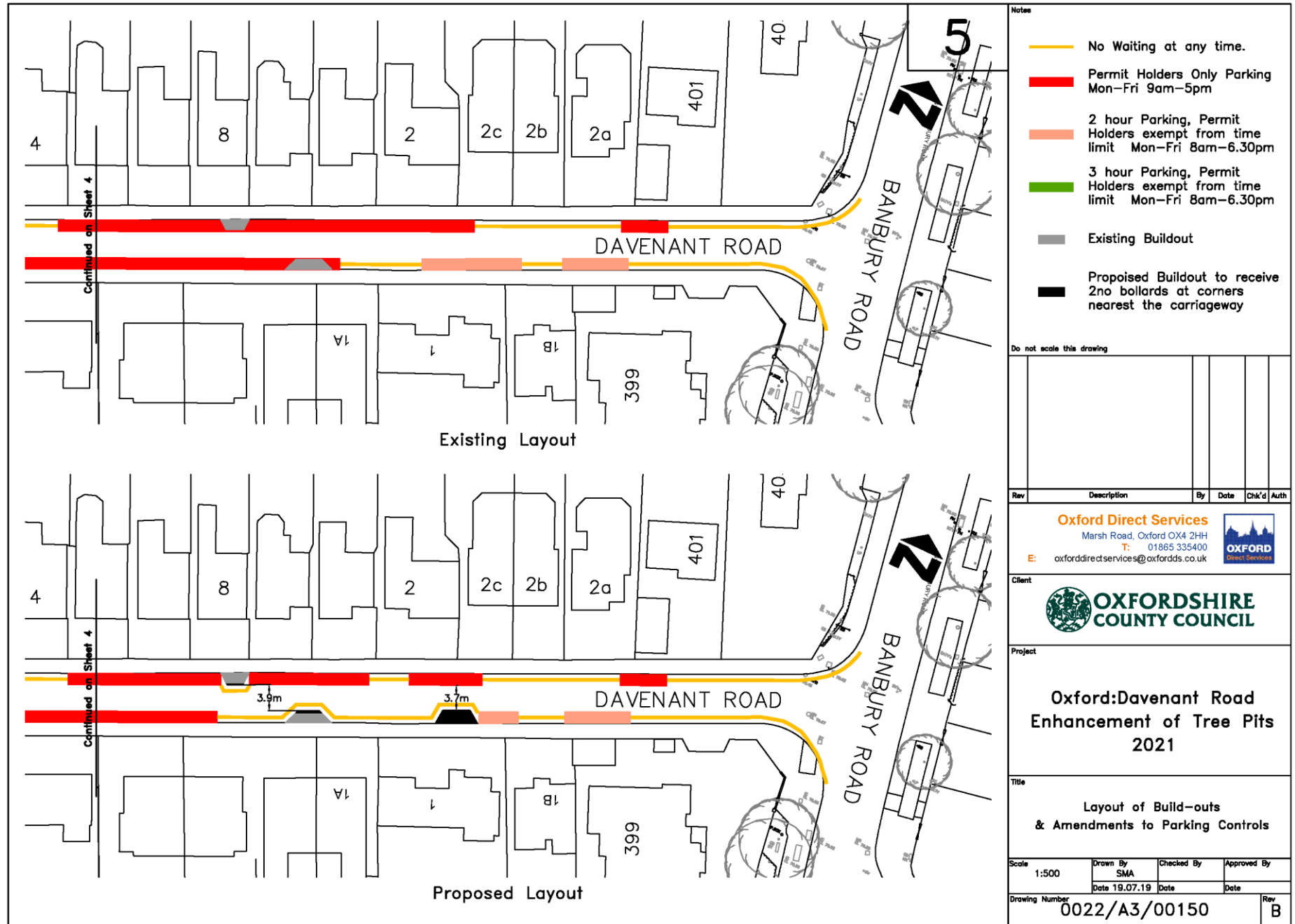
<p>Notes</p> <p>New surfacing at existing footway level constructed to allow occasional over-running in emergencies.</p> <p>New Bollards (Glasdon Neapolitan 150) in white reboundable material to have Red/White reflectors.</p> <p>New Bollards (Glasdon Neapolitan 150) in white reboundable material to have White reflectors.</p> <p>New Bollards (Glasdon Socketed Ensign) in white with yellow retroreflective sleeve. Sign face to be TSRGD Diag 610, pointing down to left on southern face only.</p> <p>1. Exact location of Traffic Signs to be agreed on site.</p> <p>2. Sign face, post and foundation details to be shown in sign schedules together with mounting heights at detailed design stage..</p> <p>3. Minimum offset from kerb to sign face and edge of bollards to be 500mm</p> <p>4. Road Marking details to be shown on a separate drawing.</p> <p>Do not scale this drawing</p>				
Rev	Description	By	Date	Chk'd Auth
<p>Oxford Direct Services Marsh Road, Oxford OX4 2HH T: 01865 335400 E: oxforddirectservices@oxfordds.co.uk</p> <p>Client</p> <p>Project</p> <p>Oxford: Sunderland Avenue Southern Service Road Access Restrictions 2021</p> <p>Title</p> <p>General Layout (Preliminary Design)</p> <p>Scale 1:200</p> <p>Drawn By SMA</p> <p>Checked By</p> <p>Approved By</p> <p>Date 17.12.20</p> <p>Date</p> <p>Rev</p> <p>Drawing Number 0002/A3/00161</p>				











RESPONDENT	COMMENTS
(1) Thames Valley Police, (Traffic Management Officer)	<p>No objection – In principle I am not objecting to these proposals and welcome the inclusion of engineering to support compliance.</p> <p>There is one point I would like to raise in relation to Blandford Avenue junction. The drawing shows a splayed kerb upstand which suggests can be run over for Emergency access.</p> <p>If Emergency Vehicles can do this so will the public. The feature also does nothing to encourage the Left Turn on to the A40 or discourage the Right turn out. It needs better design to achieve self-compliance at all times.</p> <p>The junction with Elsfield Way and Jackson Road has had a similar restrictions for many years ,and does include engineering, but is still subject of constant abuse during peak times when the A40 is heavily congested.</p> <p>There must be no expectation placed on the Police in terms of any enforcement.</p> <p>Should this Restriction proceed I expect the Highway Authority to exercise its own enforcement powers under TM Act.</p>
(2) Oxford Bus Company, (Interim Managing Director)	<p>No objection – no issue with this from our side.</p>
(3) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<p>No objection – Stagecoach has examined these Orders and the supporting material and is satisfied that it presents no material issues to the safe and efficient operation of bus services sufficient to present grounds for objection.</p> <p>We recognise the rationale set out in the Statement of Reasons and agree that these proposals represent a rational and proportionate response.</p>

	We therefore offer no objection to the proposals.
(4) Member of public, (Oxford, Sunderland ave)	<p>Blandford Avenue – Object The access to Sunderland Ave at the proposed 'no entry' is the safest entry to the houses. Closing the safest access is a disproportionate response to a small problem. Ways to slow rather than ban traffic is more appropriate.</p> <p>Davenant Road – Object There are too many blocked roads, backing up cars and making main roads too busy</p>
(5) Member of public, (oxford, davenant road)	<p>Blandford Avenue – Object This is a really quiet road - Davenant road is far busier - have you done any traffic surveys on both as it seems completely ludicrous and not based on any information gathering?</p> <p>Davenant Road – Object This doesn't go far enough or tackle the root problem. How are a few adaptations of the pavement really going to help? If you really want to make a difference you need to be looking at a congestion charge eg for all the people driving their children to school but keep keyworkers such as the nhs staff and teachers exempt from paying - and reduce bus fares for everyone</p>
(6) Member of public, (Oxford, Hayward Road)	<p>Blandford Avenue – Object I do not observe excessive speed on this road. I live nearby and often elk and drive down it. The main problem with the traffic flow at present is the amount of work being done by householders, which is resulting in many skips and lorries being parked along the road. Cars are having to queue and speed up to pass around obstructions.</p> <p>Davenant Road – Object There are already traffic calming measures in place on this street.</p>
(7) Member of public, (Oxford, Banbury Road)	Blandford Avenue – Object

	<p>These are my local roads which my taxes pay for and I am entitled to drive on them, your proposals infringe on my freedom of movement and should be illegal.</p> <p>Davenant Road – Object These will be expensive changes which are entirely unnecessary and will only restrict movement on the road for locals.</p>
(8) Member of public, (Oxford, Woodstock)	<p>Blandford Avenue – Object I am local resident and know that these proposals will make traffic around the area even worse specifically around the Wilvercote roundabout</p> <p>Davenant Road – Object There is no need for it</p>
(9) Member of public, (Oxford, Hayfield road)	<p>Blandford Avenue – Object Objecting on the grounds that the changes are meaningless</p> <p>Davenant Road – Object Pointless rules amounting to more congestion at wolvercote roundabout</p>
(10) Member of public, (Kidlington, Banbury Road)	<p>Blandford Avenue – Object Having visited friends in this road it would seem that 90% of residents are against this so why waste money on something that will only antagonise residents rather than help them.</p> <p>Davenant Road – Object Similar to the last response as most residents in the area do not see the point of the bollards as it only restricts their own access to Banbury and Woodstock roads. It will add pollution to those roads as more traffic will use them</p>
(11) Member of public, (Cumnor, Seven Sisters Way)	<p>Blandford Avenue – Object</p>

	<p>The proposal will cause traffic to increase on the ring road. There is already enough pollution and congestion in the city of Oxford. Why make matters worse? The LTNs in East Oxford have already demonstrated the futility of doing this. Please will councillors listen to what people say, and even better, visit the areas and see for yourselves.</p> <p>John Temple</p> <p>Davenant Road – Object Oxford already has traffic problems. All the evidence including that of local people indicates that all these so called LTNs simply make matters worse.</p>
(12) Member of public, (Oxford, ROAD nearby)	<p>Blandford Avenue – Object The Cowely Road Experience reveals that those living on the street may be in support but then the greater good is adversely affected especially key services like the Post Office, Parcel delivery and trades. As well traffic calming often gets put in then not maintained. How about cameras and the Police actually benefit from the fines?</p> <p>Davenant Road – Object see previous comment</p>
(13) Member of public, (Drayton, Hilliat fields)	<p>Blandford Avenue – Object It negatively impacts businesses and traffic and access in Oxford is already difficult and slow</p> <p>Davenant Road – Object Same as previous</p>
(14) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object I believe there are other options available to restrict entrance instead of a complete entrance block from A40. I also believe that any traffic via Banbury Road to Blandford Avenue will go now through Davenant Road irrespective of the road measures to avoid congestion on Sunderland Avenue to Wolvercote Roundabout.</p> <p>Davenant Road – Object Measures in Blandford Avenue will affect residents in Davenant Road negatively</p>

(15) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object People who live close to the proposed “No entry” sign turning point will have difficulties turning into Blandford Avenue. The only convenient way to turn will be from Woodstock road then which means that every car coming from A40, Cuttleslowe or Banbury road has to drive to Wolvercote roundabout via Sutherland Avenue increasing its traffic, traffic on Woodstock road (both are heavily busy in rush hours) and travel time to get home. Speed humps are enough to discourage “rat-runners”.</p> <p>Davenant Road – Object Speed humps will help to control speed on the common road in the residential area.</p>
(16) Member of public, (Oxords, Davenent road)	<p>Blandford Avenue – Object I spend 3 days a week on Blandford Avenue, and never experience any problems with it being a ‘rat run’. There is no problem to solve. It will cause residents to drive extra distance to access from Woodstock road when coming from the west which is NOT environmentally friendly. Please take into consideration the views of the people who live and visit family here.</p> <p>Davenant Road – Object Unnecessary</p>
(17) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Object This will likely divert traffic onto Davenent Avenue whicc is already used as a 'rat run' including by heavy lorries, with traffic travelling well above the 20 mph speed limit.</p> <p>Davenant Road – Object Davenant Road is a residential street used as a 'rat run' by traffic (including by heavy lorries) avoiding the ring road along Sunderland Avenue, regularly travelling well above the 20 mph speed limit.</p>
(18) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – Object</p>

	<p>Blandford Avenue is helpful to us and insignificant in terms of traffic. The elephant in the room is the A40 and the fact that the council have failed to create an Oxford bypass</p> <p>Davenant Road – Object We use Blandford Avenue and the traffic for is insignificant in the great scheme of things. The elephant in the room is the councils failure to create a bypass and remove non-Oxford traffic travelling along the A40 in central Oxford</p>
(19) Member of public, (Oxford, Why?)	<p>Blandford Avenue – Object Enough is enough.</p> <p>Davenant Road – Object You just want all traffic always to use the main roads.</p>
(20) Member of public, (Oxford, Bladon close)	<p>Blandford Avenue – Object It seems this is trying to stop a non existent problem. Very few vehicles turn left into Davenant from the A44 and by preventing all from doing so just moves the traffic elsewhere. It will inconvenience more than it helps.</p> <p>Davenant Road – Object See previous comments</p>
(21) Member of public, (Oxford, Woodstock Road)	<p>Blandford Avenue – Object No real need</p> <p>Davenant Road – Object No real need. This is a quiet road with little traffic. Why restrict access?</p>
(22) Member of public, (Oxford, Banbury road)	<p>Blandford Avenue – Object Not required. Waste of money and energy. There is no issue there</p> <p>Davenant Road – Object</p>

	Not required
(23) Member of public, (Oxford, Victoria Road)	<p>Blandford Avenue – Object There isn't a current problem, so changes are unnecessary.</p> <p>Davenant Road – Object No current problem, so unnecessary</p>
(24) Member of public, (Sunnymead, Wolsey road)	<p>Blandford Avenue – Object This proposal will further create congestion and redirect traffic on the roundabout. The traffic is already appalling and it will make it difficult for some of us with young children to get our kids to school and then off to work.</p> <p>Davenant Road – Object It will create additional traffic and take much longer to bring children to school</p>
(25) Member of public, (Oxford, Salisbury Crescent)	<p>Blandford Avenue – Object I have never found either roads to be congested or in need of traffic calming - people go slowly 20 mph and there is relatively little traffic on these roads - it seems a huge expense for not a problem !</p> <p>Davenant Road – Object See above</p>
(26) Member of public, (N Oxford, Sunderland Avenue)	<p>Blandford Avenue – Object Will restrict access to my property</p> <p>Davenant Road – Object The overspill of cars onto the main road will be problematic</p>

<p>(27) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object I am totally opposed to this plan. It simply has not been thought through and will have severe impact for other local residents. It has to be stopped.</p> <ol style="list-style-type: none"> 1. Is Blandford Avenue a quiet road? Yes 2. Does Blandford Avenue suffer from excessive traffic levels? No 3. Will this plan result in increased traffic levels in the surrounding area with residents having to take longer routes to get to their houses? Yes 4. Are there any other residential roads that will be impacted by increased traffic levels as a result of Blandford Avenue residents and visitors having to take longer routes to get to properties? Yes eg Davenant Rd and Sunderland Avenue south service road 5. Is it fair for residents of those impacted roads? No 6. Will this plan result in increased pollution levels in the local area? Yes 7. Is it true that those living at the Woodstock Road end, eg No 1 Blandford Ave, will be far far less inconvenienced than say those living at the other end eg No 57? Yes 8. Are they trying to fix a problem that simply does not exist? Yes 9. Is there any justification for this plan? Not at all 10. Would it be acceptable to install speed bumps or other speed restrictions as a viable alternative to the proposed plan? Yes, absolutely <p>Davenant Road – Object I think speed bumps would be better than chicanes. Less intrusive on the visual appearance of the road and more effective in slowing traffic.</p>
<p>(28) Member of public, (Kidlington, Churchill Road)</p>	<p>Blandford Avenue – Object It isn't necessary as it will cause more traffic on other local roads</p> <p>Davenant Road – Object Unnecessary</p>
<p>(29) Member of public, (Summertown, Harpes rd)</p>	<p>Blandford Avenue – Object</p>

	<p>I don't think this is an actual issue for most people. And yet again more traffic will be forced onto the A40 when the A40 can't cope as it is. Oxford is becoming gridlocked around the periphery. This is going to negatively impact on residents, tourists and businesses in Oxford. Who will want to come here when the traffic is so bad. We need a ring road around the ring road!</p> <p>Davenant Road – Object Same as previous section</p>
(30) Member of public, (Horspath, Collicutt Close)	<p>Blandford Avenue – Object Oxfordshire City Council do not care what local residents want.</p> <p>Davenant Road – Object Oxfordshire City Council do not care what local residents want</p>
(31) Member of public, (Oxford, Linkside Avenue)	<p>Blandford Avenue – Object Blandford Avenue is not used as a rat run to the extent that has been reported. A lot of the HGV traffic is generated by the developers knocking down the houses to put up new ones! If the entrance to Blandford is blocked, the residents will enter through the middle access point half way along the southern slip road of Sunderland Avenue, only to double back to gain access into Blandford, this will cause a risk of accident as they slow down to turn left, will hold up the flow of traffic westbound and generate more pollution on Sunderland Avenue. I recall the residents of five mile drive (used much more of a rat run with faster speeds despite the 20 MPH limit than Blandford) wanted to shut that road off after the work on the Cutteslow and Wolvecote roundabouts was completed some years ago. That request was turned down.</p> <p>Davenant Road – Object Davenant road doesn't have a problem at the moment. The restrictions will waste money on a problem that has been created due to the closure of Blandford!</p>
(32) Member of public, (Oxford, Woodstock road)	<p>Blandford Avenue – Object No need for this</p>

	<p>Davenant Road – Object Will make traffic in arterials heavier</p>
<p>(33) Member of public, (Oxford, Lakeside)</p>	<p>Blandford Avenue – Object At the moment the roads that provide a less congested route between two main roads - Woodstock Road and Banbury Road or from the ring-road to either Woodstock or Banbury Roads - are used by drivers wanting to save themselves time. If any of the present routes are blocked, without other measures to alleviate traffic on the main roads put in place, will result in the other connecting roads becoming more popular to through traffic. This just moves the problem and increases the burden on the other cut-throughs that are not covered in the present proposals.</p> <p>Davenant Road – Object At the moment the roads that provide a less congested route between two main roads - Woodstock Road and Banbury Road or from the ring-road to either Woodstock or Banbury Roads - are used by drivers wanting to save themselves time. If any of the present routes are blocked, without other measures to alleviate traffic on the main roads put in place, will result in the other connecting roads becoming more popular to through traffic. This just moves the problem and increases the burden on the other cut-throughs that are not covered in the present proposals.</p>
<p>(34) Member of public, (Oxford, Lakeside)</p>	<p>Blandford Avenue – Object The proposal will increase the volume of traffic and make life difficult for residents</p> <p>Davenant Road – Object Where will the traffic go. Making it difficult doesn't make a problem go away</p>
<p>(35) Member of public, (Summertown, Oxford, Hawkswell Gardens)</p>	<p>Blandford Avenue – Object Pointless, disruptive, unnecessary, distressing to local people and confusing to the (few) visitors.</p> <p>Davenant Road – Object Pointless, unnecessary, disruptive to residents and any other users.</p>

<p>(36) Member of public, (Summertown, ferry pool road)</p>	<p>Blandford Avenue – Object volume of traffic does not require the restriction</p> <p>Davenant Road – Object situation does not require this restriction</p>
<p>(37) Member of public, (Marston, Borrowmead road)</p>	<p>Blandford Avenue – Object This will hinder more than this will help. This is a waste of money and I believe all LTN's should be abolished, I regularly see emergency vehicles stuck in queues of traffic not being able to move anywhere. This is not okay. This proposed "access restriction" is not needed in an area that does not suffer with "heavy use."</p> <p>Davenant Road – Object 1. It's a waste of money 2. LTNs are causing more problems 3. LTNs are in fact more harmful to the environment by causing long queues on other roads The list is endless and I wholeheartedly object to all LTNs</p>
<p>(38) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object The houses on Sunderland Avenue 1 to 11 would have no access to GP or chemists in Summertown without being blocked in Sunderland Road traffic. Your scheme would steal out rights.</p> <p>Davenant Road – Object It is not a cut through Road and so is a bureaucratic interference</p>
<p>(39) Member of public, (Oxford, Boswell Road)</p>	<p>Blandford Avenue – Object Trying to solve a so called traffic issue that simply does not exist</p> <p>Davenant Road – Object Trying to solve a so called traffic issue that simply does not exist</p>

<p>(40) Member of public, (Oxford, Ridgemont Close)</p>	<p>Blandford Avenue – Object Necessary connection to Banbury road from Woodstock road and vice versa without having to go on a heavy traffic road. It's never that busy. I can't see what the problem is. Otherwise Squitchey lane will have more use, creating another problem. It's fine as it is.</p> <p>Davenant Road – Object Concern that a necessary road connection is going to become unavailable</p>
<p>(41) Member of public, (Oxford, Grove Street)</p>	<p>Blandford Avenue – Object Not needed and will just cause so such unnecessary traffic</p> <p>Davenant Road – Object Not needed and a total waste of money</p>
<p>(42) Member of public, (Kidlington, Church Street)</p>	<p>Blandford Avenue – Object This is unnecessary and in fact will cause cars to have to drive further.</p> <p>Davenant Road – Object This is unnecessary, and will cause cars to drive further.</p>
<p>(43) Member of public, (Oxford, Elsfield Way)</p>	<p>Blandford Avenue – Object It is not necessary and causes more congestion elsewhere. On an area I live in</p> <p>Davenant Road – Object As I said it is causing not reducing a traffic problem</p>
<p>(44) Member of public, (Oxford city, Leckford road)</p>	<p>Blandford Avenue – Object This will lead to more traffic using Sunderland avenue and Woodstock road and therefore producing more pollution</p>

	<p>Davenant Road – Object These really seem to be unnecessary</p>
<p>(45) Rather not say, (North Oxford, North Oxford)</p>	<p>Blandford Avenue – Object This is action trying to solve a problem which does not exist. It will require funding which would be better used elsewhere. This will not benefit anyone and is a waste of resources. Please focus manpower and resources on things that will benefit the public.</p> <p>Davenant Road – Object An unnecessary waste of money.</p>
<p>(46) Member of public, (OXFORD, Harbord rd)</p>	<p>Blandford Avenue – Object I am objecting to the proposals as the cost and means of the project do not justify the need, which is very minor and will not resolve or improve traffic movement in the area.</p> <p>Davenant Road – Object I am objecting to the proposals as the cost and means of the project do not justify the need, which is very minor and will not resolve or improve traffic movement in the area.</p>
<p>(47) Member of public, (oxford, oxford)</p>	<p>Blandford Avenue – Object not necessary as the traffic is not a problem in this area</p> <p>Davenant Road – Object will cause additional problems for local residents</p>
<p>(48) Member of public, (Oxford, Staverton)</p>	<p>Blandford Avenue – Object Don't understand what benefit this is to anyone, it isn't an issue at the moment.</p> <p>Davenant Road – Object Reading locals views they don't want it</p>

<p>(49) Member of public, (Oxford, Iffley Road)</p>	<p>Blandford Avenue – Object There is no problem at the moment and changes will make journeys longer and more inefficient and bad for the environment.</p> <p>Davenant Road – Object There is no need for change here and a change will not be good for residents and the environment</p>
<p>(50) Member of public, (Summertown, Lonsdale Road)</p>	<p>Blandford Avenue – Object I have read the comments from residents and none of them want these measures. This is driven by the Council, not by people who live there. It is a total waste of time, effort and money - at a time when budgets are tight.</p> <p>Davenant Road – Object See response to Question 3.</p>
<p>(51) Member of public, (Wolvercote, Godstow)</p>	<p>Blandford Avenue – Object Local knowledge allows local people to move more quickly through the north Oxford traffic chaos. There is no reason to change the existing arrangement in these streets</p> <p>Davenant Road – Object Unnecessary waste of resources ; the additional restrictions are unnecessary and without merit for the neighbourhood. Particularly since delivery vans are now so critical in all our lives and this will add to delay and congestion.</p>
<p>(52) Member of public, (wolvercote, dovehouse close)</p>	<p>Blandford Avenue – Object It seems unnecessary and likely to be counter-productive</p> <p>Davenant Road – Object I can't see any need for them and I believe they will make matters worse in neighbouring roads</p>

(53) Member of public, (Oxford, Otters Reach)	<p>Blandford Avenue – Object There is no requirement or justification to put such measures in place in these areas.</p> <p>Davenant Road – Object Again there is no requirement or justification to put such measures in place in this road.</p>
(54) Member of public, (Wheatley, Old Road)	<p>Blandford Avenue – Object As a former resident of Blandford Avenue, I think this represents a quite unnecessary restriction on people's car journeys for no good reason. It would have stopped me from returning directly to my home after each day's work. When I visit the road now, there is virtually no traffic and few cars parked on the road. It can only further increase congestion on the A40.</p> <p>Davenant Road – Object Same as for Blandford Avenue. We need to stop restricting traffic movements in Oxford.</p>
(55) Member of public, (Oxford, Plantation Road)	<p>Blandford Avenue – Object It is a quiet road that doesn't require restrictions. Restrictions will inconvenience residents</p> <p>Davenant Road – Object It is a quiet road that doesn't require restrictions. Restrictions will inconvenience residents</p>
(56) Member of public, (Kidlington, Chorefields)	<p>Blandford Avenue – Object Traffic between Oxford and Kidlington and traffic from the bypass from headington is already terrible during rush hours, this will undoubtedly make this worse.</p> <p>Davenant Road – Object increase in traffic jams in all directions!</p>
(57) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object Unnecessary - low traffic volume, and residents do not want this.</p>

	<p>Davenant Road – Object Unnecessary measures - residents do not want them.</p>
<p>(58) Member of public, (Oxford, Frenchay Road)</p>	<p>Blandford Avenue – Object Will increase traffic chaos on ring road</p> <p>Davenant Road – Object Will divert traffic unnecessarily and cause more congestion.</p>
<p>(59) Member of public, (Kidlington, White Way)</p>	<p>Blandford Avenue – Object Object to proposals</p> <p>Davenant Road – Object No need for extra restrictions to traffic coming into Oxford from the north.</p>
<p>(60) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object I need to turn left into Blandford Avenue when going out for important errands in Oxford. This proposal would severely curtail my activities.</p> <p>Davenant Road – Object It seems an unnecessary restriction. There are no issues for Davenant Road so why is the Council wasting valuable resources on something that isn't necessary.</p>
<p>(61) Member of public, (Oxford, Stone Meadow)</p>	<p>Blandford Avenue – Object Reducing access will result in more traffic on the surrounding roads. This will be compounded even further if the restrictions on hours of use are implemented on Marston Ferry Road next year</p> <p>Davenant Road – Object Reducing access will result in more traffic on the surrounding roads. This will be compounded even further if the restrictions on hours of use are implemented on Marston Ferry Road next year</p>

(62) Member of public, (Oxford City, St Clements Oxford)	<p>Blandford Avenue – Object Too much interference with access to roads.</p> <p>Davenant Road – Object Has been demonstrated that these measures have a negative effect on the road in question and the surrounding areas.</p>
(63) Member of public, (Kidlington, The Moors)	<p>Blandford Avenue – Object I support the aims but think this is too poor an implementation. I am concerned that OCC is missing an opportunity and isn't being efficient in its spending. The works on the Blandford A40 exit/entrance should be used to improve the provision for walking and cycling especially the cycling route from Sunderland and Blandford to the Cutteslow roundabout. This opportunity should also be used to improve the street scene and safety. I can't see on the drawing how the right turn onto the cycle path towards the roundabout is going to be improved for children and adults commuting to schools and work by bike. The current situation is confusing and although traffic calming will make this better, it makes sense to improve the layout while works are being done. The whole junction should be raised to allow for a better and safer connection for pedestrians and cyclists travelling east-west. Moreover, traffic calming should involve narrowing the road to less than 3.4m.</p> <p>Davenant Road – Concerns I would like to see a traffic filter in the middle of Davenant road. ANPR would stop through-traffic from any apart from emergency services and blue badge holders. The entrance/exit to Banbury rd is a dangerous and inconvenient point for pedestrians and cyclists. Everything works happen on an Oxford road, the exit and entrance of a minor road to a through road should be made into a continuous footpath and cycle path. that applies here too. See examples of this Dutch-style continuous footpath applied successfully on Coventry's Coundon cycleway (eg https://twitter.com/adamtranter/status/1364652973071216640?lang=en-GB)</p>
(64) Member of public, (Oxford, Cowley)	Blandford Avenue – Object

	<p>There are too many roads being closed to cars in Oxford which is pushing the traffic onto ring road causing more traffic jams on the ring road and A40.</p> <p>Davenant Road – Concerns I support the traffic calming measures, but no new cpz parking restrictions and no new road closure.</p>
(65) Member of public, (Abingdon, Warwick Close)	<p>Blandford Avenue – Object As a former resident of the area (Sunderland Ave and Rothafield Rd) I know how useful access from Sunderland Ave (A40) into Blandford Ave is, both for residents of that road and for other local residents. Traffic down Blandford Ave is light; traffic calming measures would answer any speeding problems.</p> <p>Davenant Road – Concerns There are already traffic calming measures in Davenant Road (side restrictions), so I don't really see the need for others, but am not too concerned if these are introduced in addition.</p>
(66) Member of public, (Oxford, Woodstock road)	<p>Blandford Avenue – Object There is already so much traffic on the A40 and people trying to access the ring road. The restrictions will further increase traffic on the alternative routes. My house is very nearby and I use this route to cut across the A40 to Woodstock road. Houses nearby have limited parking so sometimes people eg visitors for local residents park on these roads and I don't think it should be restricted</p> <p>Davenant Road – Concerns See above Limited parking for locals and their visitors due to limited front gardens and parking space for residents on Banbury road, Woodstock road and roads traversing this. Lots of older people and those with health issues who need their cars and cannot cycle</p>
(67) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – Object I am a resident of Sunderland Avenue and I oppose the proposal as it will cause more traffic congestion and delay to access my flat in Sunderland Avenue if access from A40 to the slip road is closed.</p> <p>Davenant Road – Concerns</p>

	All traffic will get diverted to A40 leading to even more traffic congestion on the roundabout , delays and noise pollution .
(68) Member of public, (Summertown, Sunderland Avenue)	<p>Blandford Avenue – Object I live with my family on the corner of Sunderland/Blandford and this so called problem that this restricted access is trying to address, really isn't a problem. There really aren't the number of cars cutting through plus i don't understand because all of the houses on Blandford are set back off the road - so I've no idea how they hear traffic or are inconvenienced! Honestly, how do the other roads running between banbury/woodstock/rotherfield/five mile drive feel - perhaps they would all like to privately fund closure and that said maybe we too would on Sunderland. The most sensible approach is to restrict lorries and put in speed bumps. This proposal will add to the traffic on an already congested and polluted Sunderland Avenue and surrounding roads.</p> <p>Davenant Road – Concerns This should be separate to the other proposals for Blandford Avenue and if so would support the traffic calming measures on Davenant road</p>
(69) Member of public, (Summertown, Sunderland Avenue)	<p>Blandford Avenue – Object Totally unnecessary and entitled residents with their own agendas. There should be a holistic approach to all of the travel not just to favour one or two affluent supporters - 70 or more households. There are more worthy projects!</p> <p>Davenant Road – Concerns Needs to be not linked to blandford proposal</p>
(70) Member of public, (OXFORD, Bladon Close)	<p>Blandford Avenue – Object I think the measures are unnecessary, especially for Blandford Avenue, and they would cause further tailbacks, congestion and pollution on the Northern Ring Road - not a desirable outcome given the likely increase in congestion that will be caused by extra traffic reaching the Oxford North development.</p> <p>Davenant Road – Concerns</p>

	Traffic along Davenant Road is already quite slow and limited.
(71) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object I live at the end of Blandford Avenue and it is a quiet and safe road. The restrictions proposed will only make life more difficult for us all. Not to mention the worsening of traffic once it will make us take a long and unnecessary detour on Woodstock road.</p> <p>Davenant Road – Concerns .</p>
(72) Member of public, (Oxford, Blenheim Drive)	<p>Blandford Avenue – Object This is a quiet street; there is no need for restrictions. Altering the normal traffic flow creates bottle necks elsewhere.</p> <p>Davenant Road – Concerns Traffic calming is fine. Prohibiting access is unnecessary and will cause bottlenecks elsewhere.</p>
(73) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object The measures will result in people taking longer routes, with more vehicle miles which is bad for the environment. I do not think the burden of through traffic sufficient to justify this.</p> <p>Davenant Road – Concerns The measures will result in people taking longer routes with more vehicle miles which is bad for the environment.</p>
(74) Member of public, (Jericho, Combe Rd)	<p>Blandford Avenue – Object It is against the interests of local people.</p> <p>Davenant Road – Concerns I support local residents</p>

(75) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object All service and residential traffic for Blandford Avenue and Sunderland Avenue south side service road will be channeled all the way through Blandford Avenue. This will lead to an increased traffic for Blandford Avenue in total but on average especially houses 1 to 30ish. Residents will need to drive higher mileages and residential traffic stays longer on A40. Moreover it will block especially traffic that comes from A44 then needing to use the round about to Woodstock Avenue to get to Blandford Avenue. During rush hour this roundabout junction to Woodstock Avenue blocks an entire lane on A44. The amount of vehicles using Blandford Avenue as a diversion seems to be small nevertheless the speed of those using it as a diversion is of concern which is east or west bound and a blocked entry west bound will not address this.</p> <p>Davenant Road – No opinion not a resident of Davenant Road</p>
(76) Member of public, (North oxford, Blandford Avenue)	<p>Blandford Avenue – Object It will add around 10-15 minutes on my already long (1 hour) journey to and from work</p> <p>Davenant Road – No opinion We rarely use davenant road</p>
(77) Member of public, (Oxford (live on Blandford Avenue), Blandford Avenue)	<p>Blandford Avenue – Object We live on Blandford Avenue. No real issue with volume of through traffic. Restriction of access to all traffic Inc residents will cause significant inconvenience to busy working families who live on the street. We would be happy to consider steps to limit access to residents only or vehicles under a certain size/width.</p> <p>Davenant Road – No opinion</p>
(78) Member of public, (Oxford, Sunderland Ave)	<p>Blandford Avenue – Object For those living on the west side of Sunderland Ave this would dramatically reduce access, requiring one to queue along with the roundabout traffic simply to get home. The idea of looping around Blandford to Woodstock Rd is senseless as it would increase traffic if anything.</p>

	<p>No entry on the plans should be replaced with residents only. It would also be nice if the service road could be repaired because currently it is a hazard for cyclists (separate topic I know).</p> <p>Davenant Road – No opinion Not relevant to me</p>
(79) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object I find the problem currently is speed of traffic not volume and would prefer speed calming measures (speed bumps or alternative). My main concern is the extra time it would take returning home by car each evening by being unable to turn left into blandford avenue and ending up in gridlocked traffic which is likely to worsen over coming months / years</p> <p>Davenant Road – No opinion No opinion</p>
(80) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object As a resident of Blandford Avenue it is ridiculous to suggest that the road is used as a major rat run. Some non-resident traffic does come through but it causes no major problems with either traffic volumes or noise pollution. Living in the middle of the road, I will probably have more traffic coming past my house as the residents at the Sunderland Avenue end will only be able to access their homes by passing mine when coming back into the road and also if they wish to head eastbound on the A40. The amount of extra traffic that will build up on Sunderland Avenue especially at rush hour will cause even greater tailbacks up to the Woodstock Road roundabout and the Banbury Road roundabout than now and will add extra journey time for all residents of the road.</p> <p>With the amount of building work that goes on in the road together with large vehicles delivering purchases to residents I can see there being huge problems with these vehicles trying to gain access. It will also reduce access options is there is an accident or roadworks on nearby busy roads and create further traffic build-up. Residents who wish to live in a road with little traffic should not have purchased a house on a through road. I have lived here for over 40 years and even back then it was not a quiet road where children could play or ride bicycles.</p> <p>This seems like a gross waste of money for something that isn't an issue in the first place and will inconvenience residents and I will certainly not be prepared to make any financial contribution to the scheme.</p>

	<p>Davenant Road – No opinion Doesn't affect me</p>
<p>(81) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object It is pointless: very few people use Blandford Avenue as a rat run, and closing its NE end will make it hard for people who live in Blandford Avenue to enter the street when coming from the north or east - they will have to make a detour which will use more unnecessary fuel which causes extra pollution. From my own point of view, as one who lives in Sunderland Avenue before the Blandford Avenue turn, I will have to join the pollution-forming traffic queues all the way to the Wolvercote roundabout every time I need to drive down the Woodstock Road, instead of gently picking my way down Blandford Avenue at 20mph.</p> <p>Davenant Road – Support Good idea</p>
<p>(82) Member of public, (Oxford, Davenant Rd)</p>	<p>Blandford Avenue – Object The access restriction will displace a lot of traffic onto Davenant Rd (which already has a huge amount of traffic) from residents of Wolvercote who currently use Blandford Avenue to avoid the ring road. Davenant Rd also has a lot of city centre/Jericho residents diverting down it</p> <p>Davenant Road – Support Davenant Rd has a huge amount of traffic from residents of Wolvercote, Jericho and central Oxford who use it as a cut through to avoid the ring road. A lot of this traffic travels very fast well over the speed limit, which makes the road dangerous at busy times. The proposed calming will slow down this traffic and also make it less convenient to use Davenant Rd as a cut through.</p>
<p>(83) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object The proposed closure of the entry to Blandford Avenue from the Sunderland Avenue end will make journey times worse for all residents of Blandford Avenue, Sunderland Avenue and Davenant Road, and increase traffic congestion in the area for all residents and road users. If entry is only possible from the Woodstock Road, all Blandford Avenue residents will have to exit and enter from Woodstock Road, which I estimate will at least double the traffic past my house which is near the Woodstock Road. It will add very significantly to</p>

	<p>travel times for me on my most frequent car journeys which are to and from Parkway Station, Thornhill Park and Ride, Kidlington and London, and for all other residents of Blandford and Sunderland Avenues. It will also add to the existing significant congestion on the A40 between the Banbury Road and Woodstock Road roundabouts and the congestion on the Woodstock Road heading north towards the roundabout.</p> <p>I believe the proposed solution is worse than the existing very minor problem on Blandford Avenue. I have not noticed many non-resident vehicles using Blandford Avenue as a cut-through to the Woodstock Road. The only issue I occasionally notice is lorries using Blandford Avenue to avoid the Woodstock Road roundabout when turning south towards Oxford, but I have only seen perhaps one lorry a day doing so. This could be prevented with a width restriction at the Sunderland Avenue entrance that still allowed cars to enter and exit. A width restriction would also deter many non-resident cars from using the road as a cut-through. In addition to a width restriction, speed calming measures could be introduced. Both of these solutions would allow residents to continue to use the most efficient means of entry and exit to our own road for our journeys while significantly reducing cut-through traffic and the speed at which all vehicles travel. Speed calming measures would also improve safety generally, and could even enhance the attractiveness of the road and improve the environment if for instance large planters or street trees were added to create road chicanes. This could replace some of the greenery lost through the development activities that have destroyed multiple mature front gardens on the street and replaced them with paved private parking.</p> <p>Davenant Road – Support This seems a sensible way to slow down traffic and recognise the increasing availability of front garden parking. I would support similar measures in Blandford Avenue, which seem a much more proportionate response to the issues that does not significantly inconvenience local residents.</p>
<p>(84) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object The closing of access to Blandford Avenue is unnecessary and disproportionate and would mean that residents could only access the street from Woodstock Road, which is frequently congested. The problem of lorries using Blandford Avenue as a shortcut could be solved with a width restriction, and normal traffic calming measures as used elsewhere in Oxford would prevent speeding. This would achieve all the benefits without harming residents.</p> <p>Davenant Road – Support Sensible and proportionate solution to the actual problem. Something similar is needed for Blandford Road.</p>

(85) Member of public,
(Wolvercote, Oxford,
Sunderland Avenue)

Blandford Avenue – **Object**

I am deeply concerned about the proposed closure of Blandford Avenue at the Sunderland Avenue end. Those behind this have claimed that Blandford Avenue suffers “significant nuisance traffic that has no business to be on residential roads”. Working from home and looking out onto Blandford Avenue for a number of years, I know that this absolutely not the case. This is a quiet road that does not suffer from excessive traffic levels so I believe the proposal is entirely un-necessary and without justification.

The implication of shutting this road off is that it will increase the traffic and pollution in the surrounding area. It will even affect the 70+ residents of the road and all their visitors including delivery drivers who will then have 3 options to get to their houses if travelling from the Banbury Road roundabout:

- 1) Drive to the end of Sunderland Avenue, turn left at the traffic lights onto Woodstock Road and then left again into Blandford Avenue.
- 2) Drive two thirds of the way down Sunderland Avenue and then turn left into the service road and then double back towards the Blandford Avenue entrance where it meets Sunderland Avenue
- 3) Drive down Davenant Road, turn right onto Woodstock Road and then right again onto Blandford Avenue.

I'm not sure the residents of Davenant Road or the Sunderland Avenue service road would want this additional traffic travelling past their houses – this seems totally at odds with the proposed traffic calming plans for those roads. I would be very surprised if this is the intention but it is clearly an impact that may have been overlooked.

It is worth noting that there has been a lot of redevelopments of the houses in Blandford Avenue over the last couple of years or so (11 at my last count) and that these each generate lorry and HGV traffic on a temporary basis as they need to access the sites. However, it is clearly apparent that many of these deliveries, go onto make further deliveries at other sites such as those in Davenant Road. These are therefore not drivers taking a short cut, but simply going about their lawful business as they continue their rounds in the local area.

In light of this, I would question the validity of any previous surveys that have led to this initiative and advise that any meaningful survey should be:

- a) Independently conducted (ie not by those driving this initiative)
- b) Carried out in such a way so as to take account of the observations around delivery drivers as stated above.

From what I have been told, some local residents championing this TRO Project either live at the Woodstock Road end of Blandford Avenue or they don't have a car and don't drive at all. It is therefore felt that the benefits to those living on the road will only be enjoyed by a select few who would not be inconvenienced as much as say those living in the middle or at the other end who will have to undertake longer vehicle journeys to access their properties. In doing so, this will create additional unnecessary traffic and associated pollution in the surrounding roads. This is just not acceptable.

	<p>It is also noted that the road contains a significant number of rental properties and having spoken to a couple of these, it is clear that there is less 'incentive' to complete this survey so please take this into account. I do accept that some further traffic calming measures could be implemented on Blandford Avenue to address any speeding issues. This could be in the form of speed bumps or chicanes as per the Davenant Road plan.</p> <p>Finally, I have conducted a simple survey via local social media, which at time of writing has resulted in 76% of people being against the Blandford Avenue closure plan. This is also accompanied by an overwhelming majority of comments objecting to it and even residents of Blandford Avenue itself stating publicly that there is "not an exceptional amount of traffic that cuts through". I would be happy to share these with you for reference.</p> <p>In summary, it seems they are trying to fix a problem that simply doesn't exist. Fundamentally, it is not a busy road, at all and I would encourage anyone involved in the decision making process to visit at any time, on any day and see for themselves just how low the traffic level is. There is no genuine justification for this plan which I believe benefits very few people with a personal agenda and actually inconveniences many, many more who either live on the road or in the surrounding area. It has to be prevented from going ahead.</p> <p>Davenant Road – Support Support this initiative but would recommend that the chicanes are aesthetically pleasing and don't significantly change the overall character of the road.</p>
<p>(86) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object The intention to calm traffic using Sunderland Avenue South sliproad is commendable. However the measures proposed are disruptive, expensive and unnecessary, and better alternatives are available. Firstly, there is already a 20mph limit in this section of road, yet people do not obey it. In other words, the problem isn't lack of restrictions, it's lack of enforcement. If the intention is to enforce the access restriction, then why not simply enforce the current speed limit and avoid the need for disruptive and costly roadworks? On the other hand, if the access restriction won't be enforced then it will be as pointless as the current speed restriction. Remodelling the junction and putting up a no entry sign won't on its own stop people any more than the speed limit does.</p> <p>Secondly, this measure disadvantages residents of Sunderland Avenue South sliproad approaching from the Cutteslowe roundabout. Why should they have to queue with copious traffic on the main road wanting to get to Wolvercote roundabout simply in order to access their own homes, rather than entering the slip road at the Blandford Avenue junction? The number of people needlessly penalised by this measure will greatly exceed</p>

	<p>the number of law-breakers who flout the speed limit. A more effective method would be to use chicanes and/or speed humps so that people who need to access the street because they live there can do so but it becomes unattractive to use the road as a rat run. That alternative solution would achieve the intended effect but without penalising law-abiding residents.</p> <p>Thirdly, forcing residents into the main road when they want to access their homes on the slip road will increase traffic and pollution, going against what the Council is trying to achieve through other policies and measures. This is topsy-turvy.</p> <p>I am also deeply concerned that a self-appointed group of residents of the area are pressurising neighbours, e.g. via repeated email campaigns, to vote in favour of this measure. They have sent me newsletters claiming that there was a consultation among local residents some years ago and the 'consensus' was in favour of the measures. But despite repeated requests, they have not provided any evidence: when was this 'consultation' undertaken, what questions were asked, how many responses were received and what were they? I don't believe any consensus exists. All individual opinions should carry the same weight and it is corrupt for any group to claim to represent a consensus or a wider body of opinion than the handful of individuals in the group. Similarly, it would be highly corrupt if the Council were to give any self-appointed group special consideration as if it were representative.</p> <p>Davenant Road – Support</p> <p>The measures won't harm local people. Most dwellings in the relevant road have off-street parking so decreasing the on-street parking won't cause great hardship. The traffic-calming measures will still allow access rather than blocking it off -- it will simply be necessary to drive more carefully, which is to be welcomed. This strikes a good balance between the need to prevent reckless and dangerous rat-running and the need to keep Davenant Road usable for residents and other local people. Finally, to the extent that build-outs will be planted, they will contribute towards environmental protection and the reduction of pollution in line with the Council's other objectives.</p>
<p>(87) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object</p> <p>As a local resident we don't believe there are issues with traffic in Blandford Avenue. By restricting access to Blandford Avenue this will only compound the issue in neighbouring roads including Davenant Road.</p> <p>Davenant Road – Support</p> <p>We are in favour of this proposal</p>

(88) Member of public, (Oxford, Davenant road)	<p>Blandford Avenue – Object Avoid driving traffic into Davenant road</p> <p>Davenant Road – Support Vibration damage to my house from lorries</p>
(89) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object Currently no real traffic issues, an inconvenience to only be able to enter Blandford Avenue from Woodstock Road, this will cause more congestion</p> <p>Davenant Road – No opinion Unaware of full data</p>
(90) Member of public, (Oxford, Beech Croft Road)	<p>Blandford Avenue – Object Blandford Avenue is a very quiet road with almost no traffic on it at any time and any traffic that does use it travels at a low speed. It is not used as a rat run and I can see no reason whatsoever to restrict access. Restricted access will, however, severely inconvenience residents and people visiting them many of whom will have to drive much further and potentially through heavy traffic on the nearby main roads if they can't use the road as it is intended to be used. More mileage equals more pollution, more damage to the environment. This seems to be an attempt to solve a problem that doesn't exist and if the plan goes ahead there will be both a financial cost in setting it up and a completely unnecessary curtailment of residents freedoms. If the council wants to gain Oxford residents' support for making improvements to our roads it should avoid upsetting people and making their lives difficult for no apparent reason. I would not, however, object to traffic calming measures such as road narrowing etc so long as Blandford Avenue was still open to drive down.</p> <p>Davenant Road – No opinion I do not object to traffic calming measures in side roads but I do object to closing roads altogether.</p>
(91) Member of public, (Kidlington, Green Road)	<p>Blandford Avenue – Object We need more access, no more restrictions</p>

	<p>Davenant Road – No opinion Calming is fine, restricting access is not</p>
<p>(92) Member of public, (Oxford, Home Close)</p>	<p>Blandford Avenue – Object Blandford Ave is a quiet road. Most residents do not wish this to take place. If the objections are to cars using the road as an alternative to using Sunderland Ave then place and police 20mph. Or use speed calming measures. There is no moral ground for restricting use that will impeded residents and make the Woodstock road end congested and increase journey time, congestion and pollution- three counter objectives to the city wide proposals.</p> <p>Davenant Road – No opinion Traffic calming measures will restrict speed- and there are already restrictions for parking. As long as residents have parking rights I do not object.</p>
<p>(93) Member of public, (Kidlington, Court Close)</p>	<p>Blandford Avenue – Object This is a quiet road so the proposed changes are not required. The proposal possibly to part-fund through resident contributions seems unfair given the lack of need for the scheme.</p> <p>Davenant Road – No opinion N/a</p>
<p>(e2) Member of public, (Oxford, Blandford Avenue)</p>	<p>Object – I observe that traffic problems on Blandford Avenue are limited to a handful of lorries per day, mainly between 6-8am. It may be possible to address this problem by imposing a suitable weight limit. The lorries are medium-sized and seem likely to be heading for deliveries to commercial premises in the Jericho area.</p> <p>I first moved to Blandford Avenue in 2010 and I have not noticed a particular increase in traffic in that interval.</p> <p>I have two objections to the proposed changes to Blandford Avenue:</p>

	<p>1. On a personal level, the amount of vehicular traffic driving past my house at number 2 is likely to double. Residents currently returning home via the eastern end of the road and all our deliveries, etc. will be diverted past my door. This outcome cannot be avoided or mitigated and so the proposal will inevitably have a very undesirable outcome for me.</p> <p>2. On a societal level, all the diverted traffic will add to the already considerable congestion, noise and pollution on Sunderland Avenue and Woodstock Road south of the roundabout. With the Northern Gateway development, traffic at that roundabout is likely to increase still further. Even now, at peak times, traffic can be queueing down both Banbury Road and Woodstock Road as far back as St Giles' (where I work) indicating considerable delays at the A40 intersections.</p> <p>At the very least, residents at the eastern end of the road will be faced with an additional one mile on their journey.</p> <p>I have seen drivers making an illegal left turn from the A40 into Jackson Road, where there is a similar arrangement to this proposal. This manoeuvre would be far more dangerous than the minor disruption of a occasional lorry rattling past the houses of the very small number of residents behind this proposal.</p> <p>I hope that you will judge that this scheme is both an excessive response to a small problem and that it has the potential to create much worse problems than it claims to solve.</p>
(e11) Member of public, (Oxford, Davenant Road)	<p>Object – Your letter states that the proposed measures would “help reduce the volume and speed of traffic in the above roads”. No qualification is added. Therefore, with no qualification added this means the Council’s position is that closing Blandford Avenue to through traffic would reduce the volume of traffic on Davenant Road.</p> <p>Where is the Council’s evidence to support this position? I imagine there is none.</p> <p>Instead, I suspect the Council has, at best, made a misleading assertion about the proposed changes bringing about a reduction in the volume of traffic on Davenant Road.</p> <p>In reality, closing Blandford Avenue to through traffic is likely to increase the volume of westbound traffic on Davenant Road. This would be for two reasons:</p>

	<ul style="list-style-type: none"> • an increase in the volume of through traffic on Davenant Road travelling westbound from the Banbury Road to Woodstock Road (traffic using this route to avoid Sunderland Avenue congestion – the previously well aired “rat run” point); and • an increase in volume of traffic on Davenant Road travelling from the Banbury Road to reach Blandford Avenue itself (again, to avoid Sunderland Avenue congestion). <p>In other words, Davenant Road would be a “double loser” and suffer an increased volume of traffic because of the proposed closure of Blandford Avenue to through traffic.</p> <p>In this circumstance, on what basis is the proposal fair to residents of Davenant Road? Furthermore, where is the specific evidence that Blandford Avenue merits being closed?</p> <p>Whilst my position about evidence might be perceived as “riding on the back” of the recent public allegation about evidence relating to the East Oxford LTNs, it is not.</p> <p>On the contrary, my stance on the proposals relating to Blandford Avenue and Davenant Road has remained consistent. Furthermore, my view is one previously shared in person with Cllr. Gant, now the Cabinet for Highway Management (and before that in 2018 presented in writing and shared with local residents and elected members).</p> <p>My position is a simple one. The volume of traffic in this neighbourhood will do nothing other than increase because of new development at Oxford North, and maybe in due course development close to Oxford Parkway. Consequently, what the neighbourhood urgently needs is a comprehensive traffic management plan which covers the entire area comprising:</p> <ul style="list-style-type: none"> • Five Mile Drive at its northern boundary; • Oxford North; • Cutteslowe and Wolvercote roundabouts; • Banbury and Woodstock Roads; • all residential roads adjoining Banbury and Woodstock Roads including First Turn and Godstow Road; and • Squitchey Lane at its southern boundary. <p>The Council should not be undertaking piecemeal changes, such as that proposed in closing Blandford Avenue. This conclusion would seem to make eminent common sense for a variety of reasons, reasons which I submit are difficult to refute reasonably.</p>
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	<p>Returning to the point about evidence, however, and whilst in no way being an expert on the law, if there is no substantive evidence to support a single road closure, nor positive evidence about the effect of that closure on the volume of traffic on nearby roads, then I envisage it is likely the Council's decision could be challenged successfully on a legal basis.</p> <p>In summary, on the basis presented by the Council, the closure of Blandford Avenue should not take place. If the Council could sustain a legitimate case, however, then the closure of Blandford Avenue should not proceed without the Council having first delivered in full all the proposed traffic calming measures on Davenant Road and monitored the success of those changes.</p> <p>Best of all, however, the Council should deliver a holistic plan of traffic management proposals covering the entire area described above (in tandem with a city-wide Congestion Charge). This may include comprehensive "LTN-type" restrictions on more roads, for example Blandford Avenue and Davenant Road. Of course, this would require a fresh approach. I submit, however, this would be better than the Council appearing to "favour" one road to the detriment of another unsupported by evidence of traffic volumes.</p>
(e12) Member of public, (Oxford, Davenant Road)	<p>Object – My comments are regarding the proposed changes to Blandford Avenue as a resident of the road.</p> <p>There is often early morning use of the road by heavy lorries who come past the house at quite some speed, presumably using it as a cut-through. Otherwise it is a fairly quiet road.</p> <p>The proposals to counteract this seem disproportionate and I have the following comments to make:</p> <ul style="list-style-type: none"> • There would be considerable disruption to legitimate traffic including delivery drivers - perhaps 8 minutes or more may be added to their delivery time if they are unable to turn into Blandford Avenue from Sunderland Avenue, especially when delivering to the properties at that end of the road • There would be increased congestion from diverted legitimate traffic to those residential roads already experiencing congestion - Woodstock Road and Sunderland Avenue. • There would be increased traffic passing the houses at the Woodstock Road end of Blandford Avenue, reducing any benefit of preventing through-traffic for those properties. • The frustration caused by increased legitimate journey times and congestion along Sunderland Avenue is likely to reduce compliance with the 20mph speed limit on Blandford Avenue. <p>As less disruptive alternatives:</p>

	<p>Please could there be an enforced weight limit on Blandford Avenue to stop large lorries using it as a cut-through?</p> <p>And could there be consideration to traffic-calming bumps to enforce the 20 mph speed limit?</p> <p>I do not think the current proposal is proportional to the problem or indeed helpful to all residents of the road and wider community. In consequence I object to it.</p>
(e13) Member of public, (Oxford, Sunderland Avenue)	<p>Object – I am writing to object to the proposal to place a no entry sign at the entry to Sunderland Avenue south slip road at the junction with Blandford Avenue. This would have a devastating effect on cyclists.</p> <p>At the moment I frequently cycle home from school along the Banbury Road, using the cycle track on the pavement towards the Cutteslowe roundabout and turning left at that roundabout. I then continue home along Sunderland Avenue South slip road as directed by the cycle track.</p> <p>Under the proposals, anyone wishing to get from the Cutteslowe to the Wolvercote roundabout would have to cycle on the main road, which would be extremely unsafe. This flies in the face of national and local policies in favour of cycling -- particularly to and from school -- for health and environmental reasons.</p> <p>The proposal is poorly thought through and unnecessary. While there is a need to stop motor vehicles from speeding along Sunderland Avenue South slip road, this could be much more effectively achieved with speed bumps or chicanes that are cycle-friendly. Using traffic calming instead of access restrictions would also benefit residents of the slip road who use cars. Under the current proposals, they will be stuck in traffic on the main road while they wait to enter the slip road further west, rather than leaving the main road traffic jams in order to access their homes.</p>
(e7) Member of public, (Oxford, Sunderland Avenue)	<p>Concerns – I am as convinced as anyone that something must be done to stop the large number of irresponsible drivers from using all three roads as rat-runs. The speed and frequency of the cars, vans and lorries along the southern slip road (of Sunderland Avenue) in particular will, at some point, lead to a death.</p> <p>I am not convinced, however, that the proposed scheme is the best or even the cheapest. From my understanding of your plans, direct access to Blandford Road from the main carriageway would be prevented and a whole swathe of residents along Sunderland Avenue seriously inconvenienced.</p>

	<p>The fundamental problem, of course, stems from the botched attempt to increase capacity along the ring road, between the two roundabouts (Woodstock Road and Cutteslowe). It has been exacerbated by the failure to prevent excessive speeding along the highway and, especially when queues build for west-bound traffic, along the slip road itself. Few drivers heed the 30 mile an hour limit on the carriageway and many ignore the 20 mile an hour limit on the slip road. It is clear that the relevant authorities do not see these problems as a priority. (The sporadic use of a police van, with camera, parked half way along on the eastbound grass border at the quietest times of day, shows lack of serious intent.)</p> <p>I believe that we should be focussing on traffic calming measures along the Sunderland Avenue slip road, in Blandford Avenue and in Davenant Road. Anything else will have hitherto unforeseen consequences. For example, to enter my frontage at 21 Sunderland Avenue I would have to take the following routes:</p> <ul style="list-style-type: none"> • West-bound: I currently use the Blandford turn into the slip road. <p>In the new scenario, I could join the traffic along Sunderland Avenue and turn left, opposite 27 Sunderland Avenue, and back on myself into my driveway. However, when the traffic builds up along the Avenue (which is increasingly frequent), I'd have to deviate from the Cutteslowe roundabout and take Davenant Road, join the Woodstock Road and turn right into Blandford Avenue.</p> <ul style="list-style-type: none"> • East-bound: I currently follow Sunderland Avenue, move across into the right hand lane and turn into the Blandford junction into the slip road. <p>In the new scenario, I would not be able to use any of the access routes to the slip road, unless the westbound traffic is exceptionally light. I would therefore only have the option to leave the Woodstock Road roundabout in the direction of the city and use Blandford Avenue to the end before turning into the Sunderland Avenue slip road.</p> <p>Both scenarios are likely to inconvenience other residents along the Sunderland Avenue slip road and add considerably to the through traffic in Blandford Avenue and possibly Davenant Road.</p> <p>It is for these reasons that I believe we should focus once again on the real causes of the problem and introduce traffic calming on all three roads. Beech Croft Road provides one such example. Another is the entrance to Waterperry Gardens. It also looks as if Five Mile Drive might be moving in this direction.</p>
(e8) Member of public, (Oxford, Davenant Road)	<p>Concerns (with support) – I am all in favour of the traffic calming measures and extra protection for the trees as in your proposals.</p>

	<p>ne thing does puzzle me, however. I refer to section 5 of the Davenant Road proposals, on the side of the ride facing houses 2a to 14. I notice that in front of our house (no4) in both the existing and proposed layout, there is an error. Our house is faced with a solid red block allowing permit holders parking, and so not guaranteeing us exit from our driveway. I notice this is the same for house 6, but that the proposed layout does give house 2 a little orange 'no waiting' space to guarantee them vehicular access.</p> <p>At present it can be difficult to get in and out of house 4 (and I am sure house 6 also) due to the existing tree build outs in front of houses 3 and 8. We are entirely in favour of these tree buildouts. I wish to request that you reconsider the markings in front of houses 4 and 6. The difficulty of getting out of house 4 is in part due to the occasional parking of trucks and vans our side of the buildout at number 8 which can make sight lines difficult. So, please consider extending the orange line in front of house 2 to include all or part of the fronts of houses 4 and 6.</p> <p>Many thanks for the opportunity to comment on what I think are, in general, excellent proposals. I would be grateful if you would give my request your consideration,</p>
(e9) Member of public, (Oxford, Davenant Road)	<p>Concerns (with support) – It seems that all visitors short term parking will be removed. 1 question is where workmen, delivery men, health visitors will be allowed to park.</p> <p>Preventing vehicles from turning S off Sunderland Ave is unhelpful. I regularly use that access since I live near Woodstock road and turn S from Blandford Ave.</p> <p>I am strongly in favour of traffic calming in Davenant Road. There is much traffic using the road as an alternative to the ring road. However sufficient parking must be available for those who require it.</p>
(e10) Member of public, (Oxford, Davenant Road)	<p>Concerns – My comments and proposals are as follows:</p> <p>1 The impact of the changes already made, particularly in respect of number 34 is that on-street parking has already been much reduced through the development at 34A,B,C. The further removal of existing on-street parking outside no. 34 will through the implementation of a buildout reduce further the availability of on-street parking</p>

	<p>2 The implementation of a 2nd buildout opposite no.34, and adjacent to number 35 will also further reduce on-street parking</p> <p>3 I would propose that the buildout proposed adjacent to number 35 is quite sufficient for the overall purposes of traffic calming. If that was not sufficient, then please note that as part of the development of 34A,B and C, a new tree was planted. A small buildout positioned there would more than likely fulfill the objectives of traffic calming measures in the location if the measures outside number 35 were insufficient</p> <p>Given the above points I would urge the Traffic and Road Safety teams to re-assess the plans proposed for Davenant Road. There is a definite need for street parking, as there may be for street calming measures. However I believe both needs must be adequately assessed and the proposals balanced. In view that the drawings on which the proposals are based are out of date, I would ask that the process is re-started, the needs re-assessed and any updated plans re-submitted for comments before any decisions are made.</p>
<p>(e14) Member of public, (Oxford, Blandford Avenue)</p>	<p>Concerns – In respect of these proposed traffic measures I would much prefer to see these roads as access only on the eastern sides and monitored by cameras to prevent (or fine) through traffic. This will avoid the need for residents to sit in polluting traffic congestion for longer to access their homes especially as the situation on the ring road will become even worse following the completion of the proposed developments in the area and the restrictions in the City which will force a lot more traffic onto the ring road increasing pollution in this area.</p> <p>Camera control will be necessary in any event as otherwise the restriction is likely to be widely ignored in the same way as the 20mph speed limit is utterly pointless as never enforced.</p> <p>This approach would also benefit Davenant Road as it is questionable whether the proposed measures will be sufficient to prevent through traffic including that diverted from Blandford Avenue.</p> <p>I would also question why the Council won't pay for these measures when they are spending so much on the rest of the City and the roads around the ring-road will be detrimentally impacted by their proposals?</p>
<p>(e15) Member of public, (Oxford, Davenant Road)</p>	<p>Concerns – The problem of through traffic on Davenant Road is serious and will get worse. Many vehicles use the road as a rat-run and most travel much faster than the 20 mph speed limit which is signed. Heavy</p>

	<p>vehicles, including coaches, use the road especially during the rush hours and are notably cavalier about the speed limits.</p> <p>These proposals to reduce the volume and speed of traffic are therefore timely and generally to be welcomed. However, they are unlikely to be sufficient. They would leave long stretches of the road where there were no buildouts and where traffic could continue to drive fast. On other long stretches, the successive buildouts are on the same side of the road, also allowing traffic to speed up.</p> <p>Therefore, the proposals should please be revised and extra buildouts planned so that traffic is really forced to slow down by having to zig-zag and to stop for oncoming vehicles. There is no need to limit the construction of buildouts to the spots where there are existing mature trees. The objective must be to make it extremely inconvenient for vehicles, especially large ones, to cut through Davenant Road. The present proposals do not go far enough.</p>
(e16) Member of public, (Oxford, Davenant Road)	<p>Concerns – I both support and have concerns about the proposal, it did NOT allow me to give my comments about my concerns.</p> <p>The proposal is to put "build-outs" onto Davenant Road in order to slow vehicular traffic. The location of the "build-outs" has not been thoroughly thought through. On the straight stretch of the road between house numbers 1A and 35 there are 6 "build-outs" on the north side of the road and NONE on the south side. This appears to be an oversight. There should be several on the south side so as to create chicanes in order to slow traffic.</p>
(94) Member of public, (Oxford, Squitchey Lane)	<p>Blandford Avenue – Concerns Concern about the impact on neighboring roads, specifically Squitchey Lane.</p> <p>Davenant Road – Concerns Concern about the impact on neighboring roads, specifically Squitchey Lane.</p>
(95) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – Concerns * Sunderland Avenue (south) service road endures reckless speeding vehicles every day 7 days of the week. Some of these cut in from the A40, some are from Blandford Avenue.</p>

	<p>* The proposed partial closure should discourage the A40 speeders, but will increase the traffic from Blandford Avenue.</p> <p>There are presently no 20mph limit signs at the (East) entrance to the service road, only a very small sign some distance down which is very difficult to see.</p> <p>* Clear 20mph entry signs are needed. 20mph are provided for most nearby residential roads including Blandford Avenue. Without clear signage some drivers seem to think there is no speed limit.</p> <p>* A "residents access only" sign is needed at the (east) entrance to the Sunderland Avenue service road as well as clear and larger 20mph signs.</p> <p>* 'Sleeping policemen' or other methods are urgently needed to slow the traffic down.</p> <p>Local residents have had to endure years of demolition and rebuilding in this area. Many family houses have been demolished and replaced with 2 houses or blocks of flats. * The construction work and new residents have greatly increased the volume of traffic along the service road.</p> <p>* The building work has damaged the road surface along the service road, in places the double yellow lines are dug up, obscured or worn away which leads to illegal and obstructive parking - a particular problem is the central access point halfway along Sunderland Avenue.</p> <p>* What is the CIL money collected from all these local developments being used for? This money should be used to improve the safety and amenity of the local roads - including the neglected Sunderland Avenue service roads.</p> <p>* As a local resident I strongly object to the suggestion made by a Blandford Avenue action group, that residents including Sunderland Avenue should pay for necessary infrastructure improvements. Road traffic measures in the rest of the city are not financed from the pockets of local residents why is an exception suggested in this area?</p> <p>* The junction between Blandford Avenue and Sunderland Avenue service road is a blind bend with restricted visibility. Vehicles career around this bend sometimes on the wrong side of the road. It is already hazardous for cyclists and pedestrians and this problem is likely to get worse with the proposed partial closure of traffic from Sunderland Avenue.</p> <p>* Traffic calming or planting boxes etc. are needed to slow the traffic down around this dangerous corner as has been implemented in other parts of the city.</p> <p>In summary, the proposed access restriction does not go far enough and fails to address the problem of reckless speeding down the Sunderland Avenue south service road. The closure will reduce speeding 'rat-runners' from the A40, but not other traffic. Please can something urgently be done about this?</p> <p>NOTE: photographs can be provided by email which illustrate the problems highlighted above on request.</p> <p>Davenport Road – Concerns</p>
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	<p>* Sunderland Avenue (south) service road endures reckless speeding vehicles every day 7 days of the week. Some of these cut in from the A40, some are from Blandford Avenue.</p> <p>* The proposed partial closure should discourage the A40 speeders, but will increase the traffic from Blandford Avenue.</p> <p>There are presently no 20mph limit signs at the (East) entrance to the service road, only a very small sign some distance down which is very difficult to see.</p> <p>* Clear 20mph entry signs are needed. 20mph are provided for most nearby residential roads including Blandford Avenue. Without clear signage some drivers seem to think there is no speed limit.</p> <p>* A "residents access only" sign is needed at the (east) entrance to the Sunderland Avenue service road as well as clear and larger 20mph signs.</p> <p>* 'Sleeping policemen' or other methods are urgently needed to slow the traffic down.</p> <p>Local residents have had to endure years of demolition and rebuilding in this area. Many family houses have been demolished and replaced with 2 houses or blocks of flats. * The construction work and new residents have greatly increased the volume of traffic along the service road.</p> <p>* The building work has damaged the road surface along the service road, in places the double yellow lines are dug up, obscured or worn away which leads to illegal and obstructive parking - a particular problem is the central access point halfway along Sunderland Avenue.</p> <p>* What is the CIL money collected from all these local developments being used for? This money should be used to improve the safety and amenity of the local roads - including the neglected Sunderland Avenue service roads.</p> <p>* As a local resident I strongly object to the suggestion made by a Blandford Avenue action group, that residents including Sunderland Avenue should pay for necessary infrastructure improvements. Road traffic measures in the rest of the city are not financed from the pockets of local residents why is an exception suggested in this area?</p> <p>* The junction between Blandford Avenue and Sunderland Avenue service road is a blind bend with restricted visibility. Vehicles career around this bend sometimes on the wrong side of the road. It is already hazardous for cyclists and pedestrians and this problem is likely to get worse with the proposed partial closure of traffic from Sunderland Avenue.</p> <p>* Traffic calming or planting boxes etc. are needed to slow the traffic down around this dangerous corner as has been implemented in other parts of the city.</p> <p>In summary, the proposed access restriction does not go far enough and fails to address the problem of reckless speeding down the Sunderland Avenue south service road. The closure will reduce speeding 'rat-runners' from the A40, but not other traffic. Please can something urgently be done about this?</p> <p>NOTE: photographs can be provided by email which illustrate the problems highlighted above on request.</p>
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<p>(96) Member of public, (Oxford, Davenant)</p>	<p>Blandford Avenue – Concerns I support the restriction to prevent potential use of Blandford avenue as a rat run, however I am concerned that the measures proposed in Davenant Rd will not be sufficient to prevent it being used as an alternative route for traffic on the A40 wanting to get to Woodstock Rd. The changes to Blandford Ave should not be made without additional measures on Davenant Rd to prevent it being used as a cut-through.</p> <p>Davenant Road – Concerns I am concerned that these measures will not be sufficient to prevent Davenant Rd being used as an alternative route for traffic on the A40 wanting to get to Woodstock Rd. There needs to be a 'no right turn' onto Davenant Rd for traffic going south on Banbury Rd. If this is not possible there should be a 'no left turn' from Davenant Rd onto Woodstock Rd. In addition the proposed build-outs are not adequate as traffic calming measures. They are unlikely to have much effect in slowing traffic because of their position (several on the same side of the road) and their small size relative to the width of the road.</p>
<p>(97) Member of public, (Oxford, Blandford avenue)</p>	<p>Blandford Avenue – Concerns I'm a resident of Blandford avenue moved here not long ago. I wouldn't like either of the road to become a through road for the A40 traffic. It is noisy enough in our house from one side(A40) and wouldn't like it to be noisy from both sides. Also, I have children using their bikes for school and wouldn't like to put them in danger when using tgeir bikes taken the road is narrow with cars parked both sides of Blandford avenue. Therefore would kindly insist on putting entrance restrictions for the cars avoiding A40 for both Davenant Rd and Blandford avenue.</p> <p>Davenant Road – Concerns None of the residential roads in Summertown should become ways through</p>
<p>(98) Member of public, (Oxford, Squitchey lane)</p>	<p>Blandford Avenue – Concerns As a resident of Squitchey lane we are concerned that the changes north of us will lead to even greater traffic in our road. We already suffer from people cutting through from woodstock to Banbury roads as a way of avoiding congestion on the ring road, plus we have heavy rush hour traffic due to the private school children being delivered . Despite some speed bumps , still people come through at speed clearly using it</p>

	<p>as a "rat run" , evidenced by the number of people who hit the bumps, and number of cars passing through the street .</p> <p>Davenant Road – Concerns as noted above the possible increase in traffic through Squitchey lane as one of the only other roads bridging Banbury and woodstock roads</p>
(99) Member of public, (Oxford, Squitchey Lane)	<p>Blandford Avenue – Concerns Squitchey Lane has large amounts of traffic during rush hour/school delivery-collection & often cars don't observe speed limit. The Blandford Avenue measures are Ok, but traffic volume in Squitchey will increase markedly. i.e. the plan must be more holistic / take impact on traffic flow in other streets into account. Squitchey's sleeping policemen don't deter /slow traffic. Squitchey, not just Blandford also needs build-outs.</p> <p>Davenant Road – Concerns I live in Squitchey Lane, which has large amounts of traffic during rush hour/school delivery and collection times. Many cars do not observe the speed limit. The measures proposed for Blandford Avenue are Ok, but full consideration needs to be made of the impact of traffic volume on Squitchey, which they will cause to increase markedly. i.e. the plan must be more holistic / take the traffic flow in the area more generally into account. Squitchey 's sleeping policemen don't deter /slow traffic. If there are to be build-outs in/restrictions on entering Blandford Avenue, there need to be build-outs in Squitchey.</p>
(100) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – Concerns Restricted access to Sunderland Avenue (service road) causing problems for large vehicles/deliveries. Building work is often in progress and large lorries, etc already block accesses and drive up on the grass causing damage.</p> <p>Davenant Road – No opinion No opinion.</p>
(101) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Concerns</p>

	<p>I fully agree that heavy goods vehicles must be restricted and the 20pm speed limit needs to be enforced. However I disagree with the solution of there being No entry from the A40 as it's too inconvenient to the homeowners at the A 40 end of Blandford Ave</p> <p>Davenant Road – No opinion Do not live on Davenant</p>
(102) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Concerns I have concerns that the measures proposed are overelaborate and therefore will cost an extortionate amount. I would be keen supporter of measures that took a similar approach and met the needs of residents and were not so outrageously expensive.</p> <p>Davenant Road – No opinion I make no comment on these proposals which are not in the road I live in.</p>
(103) Member of public, (Wolvercote, Meadow Prospect)	<p>Blandford Avenue – Concerns Difficult to go to work by car if this is the only option for some people</p> <p>Davenant Road – Object Difficult to get to places if only option is car for some people</p>
(104) Member of public, (Oxford, Five Mile Drive)	<p>Blandford Avenue – Concerns Whenever I go along Blandford Avenue it is quiet so I don't see why traffic calming is needed. Blocking the road will increase pollution and traffic on Sunderland Avenue by making cars travel much further in already congested traffic. It's not easy turning right onto the Woodstock Road as it is and Blocking the Sunderland Avenue end will mean more people have to do this.</p> <p>Davenant Road – Object Whenever I go along Blandford Avenue it is quiet so I don't see why traffic calming is needed. Blocking the road will increase pollution and traffic on Sunderland Avenue by making cars travel much further in already congested traffic. It's not easy turning right onto the Woodstock Road as it is and Blocking the Sunderland Avenue end will mean more people have to do this.</p>

(105) Member of public, (Oxford, Sunderland Avenue - south side)	<p>Blandford Avenue – Concerns</p> <p>This proposal does not go far enough. This route is well used by cyclists, commuters and school children to Cutteslowe and Wolvercote Primaries and to Cherwell schools along the OXC cycle route; as such we must take this opportunity to upgrade this critical junction to the benefit of active travel. Additional give way signs are needed at the Blandford Avenue before Sunderland Avenue and continuous and straight raised table across Blandford Avenue to get cyclists easily to Sunderland Avenue. PS I am resident of this side of Sunderland Avenue and have nearly been killed by a speeding rat runner!!!</p> <p>Davenant Road – Support</p> <p>I support any measure to prevent rat running and encourage active travel</p>
(106) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Concerns</p> <p>My concern is that as a Davenant Road resident, there are currently a couple of options of through road around the ring road. Blandford is one option, as is Sunderland Avenue. So if you close off two of the four options (FMD & Davenant Road are the other two), will this just drive traffic through these remaining two options and significantly increase traffic through residential roads. If you believe that traffic calming measures work, why not implement them consistently across all four roads (or 3 that are being considered)?</p> <p>Davenant Road – Support</p> <p>The speeding of cars in this road has got to a ridiculous level - I would say the average speed is in excess of 30mph. Building out calming measures will have an impact, but cars approach too quickly from both ends of the road, so there needs to be a solution at the ends of the road also. Cars turning left into Davenant Road from the Banbury Road whizz around the corner. There is a school bus that drops off there and the speed is such a hazard, so I think the corner being built out would help. There is also not enough signage on the road - you have to look really hard for the 20mph signs and I think an improvement in signage (as in St Bernards Road) would help in addition to the scheme planned.</p>
(107) Member of public, (North Oxford, Davenant Road)	<p>Blandford Avenue – Concerns</p>

	<p>Whilst we support the principle of this scheme to provide access restriction for the Blandford residents, we are very concerned that the proposal will push yet further traffic into Davenant Road which is already being used as a short-cut 'rat run' to avoid the traffic lights at the Woodstock and Banbury Road traffic lights.</p> <p>Davenant Road – Support We live in Davenant Road and fully support the proposal to reduce the speed of cars using Davenant Road. Since the introduction of the traffic lights at the Woodstock and Banbury Road roundabouts, Davenant Road has been increasingly used as a short cut to avoid waiting at these lights. But the number of cars using the road to gain access to other roads and schools has proliferated to the point that the road is now a major thoroughfare (rat-run) for cars and for delivery vans, coaches and lorries. The air quality is very poor and the noise levels have increased. Drivers are also doing excessive speeds (way over 20 mph) and do not obey the 20 mph signs (which are small) and easily missed when concentrating on turning into Davenant Road from both ends. These signs should be increased in size so as to make them more noticeable. Davenant Road is a very long and very straight road and consequently this encourages excessive speeding. The introduction of additional 'build-outs' should ensure drivers will reduce their speed. Sadly though, it is unlikely to address the road being used as a rat-run and the number vehicles using the road as a short cut.</p>
(108) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Concerns I don't think we have the right to restrict traffic - we live in a city and the traffic won't disappear. We will just force the problem elsewhere. Other traffic calming measures may be better - signage and speed bumps.</p> <p>Davenant Road – Support A better idea than restriction.</p>
(109) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – No opinion I leave it to residents of Blandford Avenue to comment.</p> <p>Davenant Road – Concerns These proposals to reduce the volume and speed of traffic are timely and generally to be welcomed. However, they are unlikely to be sufficient. They would leave long stretches of the road where there were no buildouts and where traffic could continue to drive fast. On other long stretches, the successive buildouts are on the same side of the road, also allowing traffic to speed up.</p>

	<p>Therefore, the proposals should please be revised and extra buildouts planned so that traffic is really forced to slow down by having to zig-zag and to stop for oncoming vehicles. The objective must be to make it extremely inconvenient for vehicles, especially large ones, to cut through Davenant Road. The present proposals do not go far enough.</p>
<p>(110) Member of public, (Oxford OX2, Davenant Road)</p>	<p>Blandford Avenue – No opinion I do not live in Blandford Avenue so have no opinion</p> <p>Davenant Road – Object I object because the drawings on which the proposals are based are out of date compared to the current layout of the road ie: since the drawings were made in 2019, new houses have been built at number 34A and this has changed the parking availability. Due to this, the proposals need to be re-assessed, and re-proposed</p>
<p>(111) Member of public, (Oxford summertown, Davenant Road)</p>	<p>Blandford Avenue – Support Too much traffic cutting through Blandford using it as a short cut to avoid the round about etc for A40</p> <p>Davenant Road – Concerns Generally I think the proposals are excellent as you will slow traffic down in a residential street as well as further protect some trees along the route which is vital. However</p> <ol style="list-style-type: none"> 1. You have mislabelled your plan. Number 4 on the plan is NOT number 4! Number 4 is next to House number 2. I believe your plan refers to flats which are further up the road beyond number 10 etc. This may cause confusion when others comment on the plan! 2. The resident parking permit runs on the proposed plan runs along the side of the road with 2, 4, 6, 8 houses. We live at number 4. We would prefer the section between Number 2 and 4 to say no waiting at any time as we find that large lorries park overnight in this space. It then makes it hard to get in and out of our drive early in the morning or at night as this is blocked and the outbuild on the other side of the road (which we support) makes it more difficult too. 3. I assume that there will be clear road markings to stop the blocking of driveways along between houses 2, 4, 6 and 8 etc so as to ensure we can access our properties easily. <p>Thank you</p>

(112) Member of public, (OXFORD, Howard)	<p>Blandford Avenue – Support This is not a street that should be carrying through traffic</p> <p>Davenant Road – Concerns If high volumes of traffic persist (perhaps displaced from Blandford) the road narrowings risk producing the same effect as in Rymer's Lane (East Oxford) pre-LTN - creating a kind of "mincing machine" for people cycling. (A modal filter would be cheaper and reduce traffic more, though there might be problems with turning on either side of it.)</p>
(113) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support I live in Davenant Road and would welcome a reduction in traffic using it as a short cut.</p> <p>Davenant Road – Support I live in Savenant Road and would welcome a reduction in traffic using it as a short cut</p>
(114) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support To reduce traffic in local streets.</p> <p>Davenant Road – Support To reduce its use as a rat run.</p>
(115) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support Safety is key as is inhibiting traffic</p> <p>Davenant Road – Support The dangerous speeding of cars especially rat running plus overweight vehicles travelling at up to 50mph and completely ignoring 20mph limit must be addressed</p>

(116) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support Traffic cutting through to avoid A40 has become a serious problem</p> <p>Davenant Road – Support Significant use of the road as a cut through by cars, trucks and buses, often at excessive speed needs to be discouraged</p>
(117) Member of public, (Oxford, Blandford Av)	<p>Blandford Avenue – Support Helpful to traffic calming</p> <p>Davenant Road – Support Helpful to traffic calming</p>
(118) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support This road is a dangerous rat run with no policing or traffic calming measures - it is a danger to pedestrians and cyclists.</p> <p>Davenant Road – Support All ratruns must be stopped.</p>
(119) Member of public, (Oxford, Davenant)	<p>Blandford Avenue – Support Traffic in this road is getting worse</p> <p>Davenant Road – Support For years we have been plagued by speeding traffic in this road, being used as a cut through to Woodstock & Banbury road. We also have a huge number of over sized vehicles using the road which shakes these houses and causes the break up of the road and paths making it even more dangerous for pedestrians & cyclists.</p>
(120) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support</p>

	<p>To reduce cars speeding down this road and using as a cut through</p> <p>Davenant Road – Support Too many speeding cars, vans, coaches using it at a cut through</p>
(121) Member of public, (Oxford, Oatlands Road)	<p>Blandford Avenue – Support As a cyclist I strongly support this restriction on "rat-running" motorists.</p> <p>Davenant Road – Support As a cyclist I strongly support this restriction on rat-running motorists.</p>
(122) Member of public, (Oxford, Blandford Ave)	<p>Blandford Avenue – Support resident on Blandford Ave - extent, speed and size of through traffic is becoming increasingly bad</p> <p>Davenant Road – Support Both roads need calming measures - to do one only will increase the impact on the other</p>
(123) Member of public, (Oxford, Sunderland Av)	<p>Blandford Avenue – Support Rat running traffic along Sunderland Avenue slip road - often doing 50 mph plus</p> <p>Davenant Road – Support Needs to prevent increase in traffic arising from closure of Blandford road access.</p>
(124) Member of public, (OXFORD, Blandford Avenue)	<p>Blandford Avenue – Support I support the traffic restrictions in Blandford Avenue primarily for the safety of the children who live in the road. I have personally observed a couple of near misses with cars driving at high speed not noticing the children cycling on the road. Non resident road users should not have access or limited access to ensure that there is a safe environment</p> <p>Davenant Road – Support I support the restrictions for the safety of children and families</p>

(125) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support There are occasional rat-runners and HGVs. Some drive at high speed. I support the measures but additional signage etc needed to remind drivers.</p> <p>Davenant Road – Support Speed reductions important here.</p>
(126) Member of public, (Oxford, Blandford ave)	<p>Blandford Avenue – Support Vital to limit and slow down traffic for safety reasons.</p> <p>Davenant Road – Support stop a rat run</p>
(127) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Blandford Avenue is currently used as a cut through and angry motorists who have been stuck in traffic, speed down our road, putting children and pets at risk. The councils proposal for filters in the city would probably increase this issue as well where Woodstock and Banbury road become the main arterial roads causing more congestion in this area.</p> <p>Davenant Road – Support Again, Davenant suffers from people using it as a cut through so I support the proposal</p>
(128) Member of public, (Oxford - North Summertown, Davenant Road)	<p>Blandford Avenue – Support Reducing rat-running is important. But that you also need to reduce congestion on the Ring Road. Reviving the "tin hat" project from many years back could be worth consideration.</p> <p>Davenant Road – Support I live in Davenant Road and have experience of periods of excessive traffic, some of at travelling at much more than 20 mph. Reducing congestion on the Ring Road would tend to reduce this rat-running.</p>

(129) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Serious rat-running from East to West along Blandford Avenue, particularly of lorries. This seems to be driven by the new lights on the Woodstock Road roundabout and for lorries tips their satnav to take them down Blandford (to avoid the delay on the roundabout) for destinations on the Woodstock Road.</p> <p>Davenant Road – Support Rat-running needs to be addressed simultaneously on both roads.</p>
(130) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Blandford Avenue is frequently used as a short cut and vehicles are often speeding and of unsuitable size for the road</p> <p>Davenant Road – Support Don't live on Davenant Road, but it is also used as a shortcut and a combined response to the problems here and Blandford Avenue is required</p>
(131) Member of public, (OXFORD, Davenant Road)	<p>Blandford Avenue – Support Proposals will help calm traffic and help stop the avenue being used as a short cut</p> <p>Davenant Road – Support Excellent proposals, there are too many cars using Davenant Road as a short cut, very often at speed. The proposals will help slow down those that use the road, and should also reduce the number of users.</p>
(132) Member of public, (OXFORD, BLANDFORD AVENUE)	<p>Blandford Avenue – Support Traffic enters from Sunderland Av, use it as a cut through, and very often speed down Blandford Ave at sometimes ridiculous speeds - completely ignoring the 20mph limit. Furthermore very heavy trucks use Blandford as a short-cut. If cars are parked on either side, the trucks have limited space and it's very dangerous. As the Wolvercote and Woodstock road roundabout get more and more and more congested, (ie</p>

	<p>with Northern Gate volumes) this will only become worse. There are now many small children live in the road and the volume, speed and size of the traffic is dangerous</p> <p>Davenant Road – Support It is recognised that there is a strong link between the traffic flows and congestion in Davenant and Blandford, so ideally we need a scheme which does not just send the traffic from one street to another, and that Davenant and Blandford should be tackled conjointly , which this proposal does</p>
(133) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Reduce traffic on the road</p> <p>Davenant Road – Support Ease the noise and traffic on the road</p>
(134) Member of public, (Oxford, Blandford Ave)	<p>Blandford Avenue – Support I live on Blandford Ave and observed very high volume of traffic using the road.</p> <p>Davenant Road – Support High volume of traffic using the road.</p>
(135) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Blandford Avenue is a residential street which suffers from commercial traffic such as coaches, very large lorries and vans as well as large numbers of private cars. These vehicles often break the speed limit, endangering cyclists, especially children and their carers travelling to and from Wolvercote School. Cycling and walking should of course be strongly encouraged for a wide variety of reasons, and the council should do everything possible to promote this and make it as safe as possible. Heavy traffic adversely affects air quality and spoils the residential character of the street. Whilst most of my local journeys are by bike, I do use the car for trips to other parts of the city and beyond. I strongly support the access restriction although it means that on occasion I will have to drive slightly further to reach my home.</p> <p>Davenant Road – Support</p>

	New buildouts will assist traffic calming and help to protect street trees
(136) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support I live in this area and know how badly these roads suffer from rat runners including HGVs yet there are no systems in place to control use and typically high speeds</p> <p>Davenant Road – Support Many of the cross roads between Woodstock and Banbury roads have some form of traffic calming measures yet these roads near the top of Woodstock road have been neglected in spite of the volume of traffic using them as rat runs</p>
(137) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support As a resident of Blandford Avenue, I regularly observe vehicles exceeding the 20 mph speed limit when travelling from the A40 towards Woodstock Rd. The proposed measures would prevent this, and also protect the many children passing through the area on the way to school.</p> <p>Davenant Road – Support These measures would help enforce the existing speed limit.</p>
(138) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Supporting the need for traffic calming measures in an area hit very badly by increasing numbers of speeding rat runners including HGVs that endanger people including young children going local schools</p> <p>Davenant Road – Support There is increasing pressure on these highly vulnerable roads yet they have so far been given no protection against rat runners in spite of the relatively high speeds seen in this area</p>
(139) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support The proposed traffic restriction will help ensure speed and weight restrictions are adhered to on a residential road. Currently, there are many times of day (ranging from very early morning to late at night) when these roads are used by ring road traffic to rat run down. This traffic includes car commuters, taxis and more</p>

	<p>worryingly, large and small heavy goods vehicles and even coaches. This traffic is often going faster than 20mph, resulting in noise, heavy vibrations and even damage to trees. Blandford Avenue is a road regularly used by children and families as part of a walking or cycling school route. Rat runner traffic is sent down here by traffic apps to save time by avoiding the traffic lights at wolvercote roundabout turning onto the Woodstock road.</p> <p>Davenport Road – Support I support this measure as these roads are affected by the same issue and so need to be dealt with together. The problem would just be pushed onto them if otherwise.</p>
<p>(140) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Resident on Blandford Avenue and want to minimise through traffic</p> <p>Davenport Road – Support Generally in favour of reducing rat runs between Banbury and Woodstock roads</p>
<p>(141) Member of public, (Oxford, Blandford Ave)</p>	<p>Blandford Avenue – Support I am resident in Blandford Ave. With the proposed restrictions planned all around the city, the flow of traffic along the ring road is certain to lead to gridlock. If Blandford Ave does not become restricted access, then the traffic will 100% push through our Avenue and increase the risk of serious injury or death to the large number of elderly and young people living on this Ave, my 4 children included. Secondly the pollutant resulting from the traffic will exacerbate our asthma and general health issues. Thirdly, the current use of the Avenue as a fast short cut for inconsiderate drivers is a nuisance with noise and danger to children. Lorries continue to use it at unsociable hours late at night and very early in the morning. I am certain that restrictions will be beneficial to all the residents of the Avenue with regards to this point. My only reservation is that Residents will not be able to access from the A40 which, when the other city proposed restrictions come into force, means we will have no means to exit the gridlock into our Avenue without sitting in the traffic along with those heading for the A34...</p> <p>Davenport Road – Support To minimise the impact on residents of Davenport Road of drivers using it as a cut through between Banbury and Woodstock Road, which will become much more prevalent once future restrictions on car movement in the city are enforced.</p>

(142) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Rat running by heavy lorries into Blandford Avenue following the reconfiguration of the two Sunderland Avenue roundabouts is very dangerous to property and people, they routinely speed, damage the round surface and houses when they brake, and must not continue. · Based on data from traffic surveys, polls of residents' preferences and discussions with the County Council over several years, consensus has emerged for a solution to limit nuisance traffic. It is based on a combination of measures to prohibit access (by westbound traffic to Blandford/Sunderland Ave) or to discourage access (by traffic in both directions in Davenant Rd), using chicanes.</p> <p>Davenant Road – Support To ensure speed is observed, and rat running discouraged.</p>
(143) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Essential to stop dangerous rat running by heavy lorries which are unacceptable and unnecessary. Long overdue.</p> <p>Davenant Road – Support To complement the Blandford Avenue changes.</p>
(144) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support The traffic has been increasingly using these streets as a rat run and I am concerned it will get worse as the local developments increase.</p> <p>Davenant Road – Support It is essential to slow the traffic which increasingly uses the road as a rat run and does not obey the speed limits</p>
(145) Member of public, (Oxford, blandford avenue)	<p>Blandford Avenue – Support reduce traffic / people bypassing</p>

	Davenant Road – Support slow down the traffic
(146) Member of public, (Oxford, Blandford Avenue)	Blandford Avenue – Support To reduce traffic flows through Blandford Avenue Davenant Road – Support To slow down traffic and discourage it
(147) Member of public, (Oxford, Blandford Avenue)	Blandford Avenue – Support Reduce flow of southwest bound traffic through Blandford Avenue, Davenant Road – Support Reduce flow of traffic
(148) Member of public, (Oxford, Blandford Avenue)	Blandford Avenue – Support The use of the road by people cutting through is too high, and I believe likely to increase Davenant Road – Support The speed on the road is too high
(149) Member of public, (Oxford, Sunderland avenue)	Blandford Avenue – Support I live in the area and see cars driving very fast to beat the A40 traffic They do not obey the 20mm h speed limit and it's dangerous for pedestrians and children walking to school in particular Davenant Road – Support I would like motorists to stop using these roads to avoid m40 traffic

<p>(150) Member of public, (OXFORD, Blandford Avenue)</p>	<p>Blandford Avenue – Support I support the access restriction as this is causing lot of noise, air pollution effecting the healths of the families living in this areas.</p> <p>Davenant Road – Support I support the traffic calming and prking amendments as the traffic is causing the noise and air pollution which is creating health issues to all living in this areas.</p>
<p>(151) Member of public, (Summertown, Davenant Road)</p>	<p>Blandford Avenue – Support A local resident who supports traffic calming measures on residential streets</p> <p>Davenant Road – Support I am a local resident who supports traffic calming measures on residential streets. Davenant road in particular has become over-run with through traffic which do not obey the speed limit on this residential road and where the excess of traffic is unsustainable for a residential street. This traffic should be kept/localized onto the normal through roads of Woodstock and Banbury road and also onto the ring road. With the closure of of the Left Hand turn from the A40 onto Blandford road there is the concern that even more traffic will be funnelled down Davenant Road so this should be monitored.</p>
<p>(152) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support The very heavy vehicles - many from the construction industry - that use Blandford Avenue as a rat Run go so fast and are so heavy that i have always worried that a child crossing the road or playing in the are may be killed by one of them.</p> <p>Davenant Road – Support They have the same problems we do in Blandford Avenue</p>
<p>(153) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support As a family living here for many years now, we have seen a change in the road usage in more recent years. There has been a significant rise in traffic using this road to cut off the A40 and the Wolvercote roundabout to</p>

	<p>access the Woodstock Road (and other roads beyond). It would appear to be time dependent and direction biased. It seems:</p> <ol style="list-style-type: none"> 1. Nearly all vehicles use a Google Maps based navigation system to favours using Blandford Ave to access the Woodstock Road rather than the Wolvercote roundabout route - note the more people that use this route, the more the system recommends it, so it is an increasing trend. 2. There are noticeable number of HGVs that use the road, and nearly always entering from the A40 to access the Woodstock Road. They will nearly always exceed 30mph. 3. During the mornings there are a significant number of private cars again using the road as in point 2 above. 4. It would be a fair statement to say that vehicles using the road as a cut-through are saving time, and will almost never stay near the speed limit, in fact normally exceeding 30mph and even 40mph. <p>Having dogs and children, the road no longer feels safe for pedestrians, and we have concerns when using the road, it really is primarily due to the traffic using the road as a short-cut. As they do not live on the road they are not thinking about residents or pedestrians while they use it, but are focused on saving time. We strongly support the closure of the entrance access on the A40 end of the road, as this will restrict the majority of the vehicles using the road to reduce their journey time by a very small amount.</p> <p>Davenant Road – Support We walk down this road daily when we walk our dogs, and it is easy to see people using this road as a quick cut-through from the Banbury Road to the Woodstock Road, and vice-versa, and many do seem to be completely ignoring the speed limit or taking account of the narrow nature of the road with parked cars.</p>
(154) Member of public, (North Oxford, Sunderland Ave on the south side)	<p>Blandford Avenue – Support I live on the south side of Sunderland Ave. and do not like the slip road being a rat run of cars trying to "beat" the traffic in front of them and driving too fast along the slip road.</p> <p>Davenant Road – Support It is not helpful to have Davenant as a rat run.</p>
(155) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Because of the large number of vehicles using Blandford Avenue as a "rat run" to avoid traffic queues on the A40 Sunderland Avenue westbound. Not only HGVs, but also private cars travelling along what should be a quiet residential street at over 30mph.</p>

	<p>Davenant Road – Support Because if the Blandford / Sunderland proposals are accepted, and the Davenant proposals are not, then Davenant will also become a rat run.</p>
<p>(156) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Blandford Avenue used as a rat run, cars turn in and drive at speed along residential street. Not safe for children and elderly residents especially during busy times. Coaches and lorries also use Blandford Avenue as a rat run and occasionally as a coach park</p> <p>Davenant Road – Support If the traffic calming measures were applied to Blandford Avenue but not Davenant Road it would tend to divert more rat run traffic onto Davenant Road</p>
<p>(157) Member of public, (North Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support I find the traffic inappropriate for a residential road</p> <p>Davenant Road – Support Traffic too fast and heavy</p>
<p>(158) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support I live at 5 Blandford Avenue - every morning from 6am or earlier we are woken up by at least one huge noisy lorry (often the same ones) using our road as a short cut; during the day lorries continue to use Blandford Avenue as a short cut as well as other traffic - usually exceeding the speed limit of 20 mph. There was a period before lockdown when the road was closed at the top for some road works - it made such a difference - children could even play on the road.</p> <p>Davenant Road – Support I do not live on Davenant Road, but I imagine they have similar problems to us in that people use it as a short cut between Banbury and Woodstock Road.</p>

<p>(159) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Blandford Avenue has become a frequently-used through-route for HGVs, commercial vans, and cars, mainly in the east-west direction as a cut-through between the Banbury Road roundabout and Woodstock Road. It is a residential road with a large number of families and children of all ages and is entirely unsuited to that sort of traffic, which constitutes a considerable nuisance in terms of noise, exhaust pollution, and unsightliness, and also poses dangers to residents, because many of the vehicles are extremely large and very often exceed the speed limit. There has been a noticeable deterioration in the road surface, and this creates both nuisance and dangers, as residents find themselves forced to negotiate the hazards.</p> <p>Davenant Road – Support Davenant Road suffers to some extent as a rat-run between Woodstock and Banbury Roads, and the problem is likely to get worse as levels of traffic and development of residential and commercial property in the area increases. This is a residential road and unsuitable for through traffic. It needs some sort of traffic calming and protection from speeding drivers .</p>
<p>(160) Member of public, (Oxford, Blandford avenue)</p>	<p>Blandford Avenue – Support I have lived on Blandford Avenue for over 20 years and am increasingly concerned by the increased use of the road as a way to bypass traffic. The speed with which drivers approach Blandford Avenue from Sunderland avenue is often dangerous.(My own dog was knocked down by one driver). The demographic of the avenue has changed and has many more families and young children. My primary concern is safety.</p> <p>Davenant Road – Support Reduction of unacceptable speed.</p>
<p>(161) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support There are currently too many 'rat run' cars/vans/lorries that speed dangerously along Blandford Avenue in order to try and 'cut out' traffic. We live on Blandford Avenue and I am worried about the dangers that these speeding cars/vans/lorries pose to the safety of my two young children.</p> <p>Davenant Road – Support There are currently too many 'rat run' cars/vans/lorries that speed dangerously along Davenant Avenue in order to try and 'cut out' traffic.</p>

(162) Member of public, (Oxford, Richards Lane)	<p>Blandford Avenue – Support I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>Davenant Road – Support I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p>
(163) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support To stop the high level of heavy lorries using it as a shortcut.</p> <p>Davenant Road – Support To slow cars down</p>
(164) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support I strongly support this access restriction. Blandford Avenue has become increasingly dangerous because vans/cars/lorries try and 'rat run' away from traffic and speed dangerously down the road. I have 2 young children and am very concerned about number of wreckless/speeding drivers that drive dangerously on Blandford Avenue.</p> <p>Davenant Road – Support I support this proposal ONLY IF the access restriction on Blandford is approved. It will reduce the number of reckless 'rat run' drivers that speed along these two streets.</p>
(165) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support I am a resident of Blandford Avenue and am suffering from excessive traffic using our road at speed to avoid the Woodstock Road roundabout.</p> <p>Davenant Road – Support This road is suffering from excessive traffic cutting through and very often travelling at high speed.</p>

<p>(166) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support It will prevent the road being used as a rat run and speed limit breaches. At the moment cars drive way over the 20mph limit.</p> <p>Davenant Road – Support Prevent road being used as rat run. If blandford avenue limits access then Davenant will be used instead. Both roads should have calming measures</p>
<p>(167) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – Support To stop Blandford Avenue being used as a rat run for traffice using the ring road.</p> <p>Davenant Road – Support To stop Davenant Road being used as a rat run for traffic using the ring road. And to stop all traffic, especially heavy vehicles, driving dangerously fast.</p>
<p>(168) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>Blandford Avenue – Support The proposal creates a safer streets in Blandford Avenue and Sunderland Avenue, both of which can become cut-throughs, Blandford Ave at an time and Sunderland Ave when the A40 North Way is congested. Sunderland Avenue is an important part of an East-West cycle route (OXC in the Oxford LCWIP). It is used by local residents and children going to/from the local schools. The plans should be developed slightly to allow continuous cycling between Sunderland Avenue and the cycle path on North Way to the east. Creating safer, quieter streets will support the Council's LTCP policy of prioritising walking and cycling, and increasing the share of these modes relative to private cars.</p> <p>Davenant Road – Support The traffic calming looks proportionate, increasing the number of build-outs to make the 20mph speed limit a 'speed by design' rather than 'by sign only'. Davenant Road is at less risk of becoming a cut-through, but there is a potential risk as it links Banbury Road with Woodstock Road. Occasional monitoring would be useful to assess if this is a problem. We support the minor adjustments to the parking controls, which seem essentially those necessary to accommodate the build-outs.</p>

(169) Member of public, (Oxford, Argyle Street)	<p>Blandford Avenue – Support Cycling and walking are safer and easier with the LTNs. It is great to have reduced numbers of cars on the road. As a parent of a young child it has made me feel much safer.</p> <p>Davenant Road – Support Cycling and walking are safer and easier with the LTNs. It is great to have reduced numbers of cars on the road. As a parent of a young child it has made me feel much safer.</p>
(170) Member of public, (Wolvercote, Godstow Road)	<p>Blandford Avenue – Support To prevent the road being used as rat run when the A40 gets busy</p> <p>Davenant Road – Support This road is often used as a cut through (I say this as someone who often uses it by bike). This should be discouraged, and if people still do it, traffic needs calming as it is a residential street</p>
(171) Member of public, (Oxford, Marston Road)	<p>Blandford Avenue – Support I support the proposal as I feel reducing traffic on Blandford Avenue would make it a safer place to live.</p> <p>Davenant Road – Support The houses along Blandford Avenue have plenty of space for multiple vehicle off road parking.</p>
(172) Member of public, (Oxford, Donnington Bridge Road)	<p>Blandford Avenue – Support his will improve to environment for the residents and reduce pollution.</p> <p>Davenant Road – Support this will improve the environment for the residents and reduce pollotion.</p>
(173) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support Safety. Cars drive too fast along Blandford Avenue and Davenant road</p>

	<p>Davenant Road – Support Traffic drives much too fast. Traffic calming is needed. The road is dangerous because of speed. Calming needed to protect lives</p>
<p>(174) Member of public, (Oxford, Hernes Road)</p>	<p>Blandford Avenue – Support More bikes fewer cars</p> <p>Davenant Road – Support Less pollution, better health outcomes</p>
<p>(175) Member of public, (Oxford, Norreys Avenue)</p>	<p>Blandford Avenue – Support I used to live in Summertown (now New Hinksey) and had noticed the use of Blandford Avenue as a cut through. This seems a good solution.</p> <p>Davenant Road – Support As before</p>
<p>(176) Member of public, (Headington, North Way)</p>	<p>Blandford Avenue – Support I support any restrictions which make driving harder. It has been too easy to just jump in the car and drive 1 mile to pop to the shops/get a takeaway/etc. We all know the shortcuts and how to cut through different residential areas to shorten the journey or avoid traffic. Too many people are using their car for short journeys which could be done by walking/cycling/bus. I support this for the future of my children.</p> <p>Davenant Road – Support I support any restrictions which make driving harder. It has been too easy to just jump in the car and drive 1 mile to pop to the shops/get a takeaway/etc. We all know the shortcuts and how to cut through different residential areas to shorten the journey or avoid traffic. Too many people are using their car for short journeys which could be done by walking/cycling/bus. I support this for the future of my children.</p>

(177) Member of public, (Oxford, Southfield Park)	<p>Blandford Avenue – Support This is a modest and sensible measure in line with the County Council's general policy of preventing motorists from using residential streets as rat runs.</p> <p>Davenant Road – Support As above</p>
(178) Member of public, (oxford, monmouth road)	<p>Blandford Avenue – Support This looks like it'll remove a rat run for motor vehicles.</p> <p>Davenant Road – Support Reducing traffic speeds is generally good.</p>
(179) Member of public, (Oxford, James St)	<p>Blandford Avenue – Support To keep the road safer, quieter and less polluted for the residents</p> <p>Davenant Road – Support To keep the speed of the traffic down so that the road is safer for the residents</p>
(180) Member of public, (Oxford, City Council)	<p>Blandford Avenue – Support Current arrangements are dangerous, especially vehicles accessing Blandford Avenue and using Sunderland Avenue as a cut through</p> <p>Davenant Road – No opinion nobe</p>
(181) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – Support I live on the south side of Sunderland Avenue and wish to stop the road being used as a rat run by non-residents.</p>

	<p>Davenant Road – No opinion I do not use this road.</p>
<p>(182) Member of public, (Wolvercote, Home Close)</p>	<p>Blandford Avenue – Support I support because Sunderland Avenue service road is used by vehicles avoiding the queue on Sunderland Avenue. They are often driven dangerously & aggressively, and my bike has been forced off the road by oncoming vehicles.</p> <p>Davenant Road – No opinion no opinion</p>
<p>(183) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Support I live on Sunderland Avenue and find it fast passing cars concerning and dangerous. There are lots of cyclist (including children) on the service road and it is the only place to walk along the motorway. Houses are heavily hedged along the road, because of noise and pollution from the motorway. Each time I try to get out of my parking space behind a high hedge of the neighbour I feel at risk. Thank you for considering the application. I am strongly in support of it.</p> <p>Davenant Road – No opinion I understand this is part of our application, but I don</p>
<p>(184) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support There are vehicles, especially trucks, driving over the limit (Weight and speed) at all times of night.</p> <p>Davenant Road – No opinion Its for the residents to decide, I have no issues.</p>
<p>(185) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Support I have lived on Sunderland Avenue for 26 years and in that time have witnessed much dangerous driving along what is a neighbourhood access road, mostly it is cars trying to outrun the traffic on the big centre road and in the process endangering children, cyclists, and neighbourhood drivers. I know an elderly man who</p>

	<p>was knocked off his bike. I myself have been forced off the road more than once when on a bike in front of an impatient motorist.</p> <p>Davenant Road – No opinion none, rarely go onto Davenant</p>
(186) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support To prevent very large vehicles from using Blandford Avenue (which is a residential street) as a rat-run</p> <p>Davenant Road – No opinion I cannot comment on the situation in Davenant Road</p>
(187) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support I live on Blandford Avenue and witness HGVs and coaches on a daily basis using the road as a rat run, often at speed. The road isn't suitable for this traffic.</p> <p>Davenant Road – No opinion I don't use Davenant avenue so I have no opinion.</p>
(188) Member of public, (Oxford, BLANDFORD AVENUE)	<p>Blandford Avenue – Support This is a screen with many families and small children, yet we often have cars speeding down the road to avoid the congestion on the Sunderland avenue. These cars often move very fast (30 mph or over) and this is unsafe for families.</p> <p>Davenant Road – No opinion I do not have a strong opinion on this, as I do not live on Davenant road and am not much affected by the traffic going through it.</p>
(189) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Too many cars and vans at times and speed limits are not observed.</p>

	<p>Davenant Road – No opinion I do not frequently pass through davenant Road</p>
<p>(190) Member of public, (Oxford, Hill Top Road)</p>	<p>Blandford Avenue – Support I use the A40 and am annoyed and frustrated by the misuse of adjoining service roads by queue jumping vehicles.</p> <p>Davenant Road – No opinion I do not use Davenant Road so have no opinion.</p>
<p>(191) As part of a group/organisation, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Support As a resident of Sunderland Avenue, the proposed measures should help to limit access to our service road being used as a short cut by through traffic from A40</p> <p>Davenant Road – No opinion no comment</p>
<p>(e1) Member of public, (Oxford, Davenant Road)</p>	<p>Support – as long-term residents here that we are wholly supportive of the measures.</p> <p>We have had a number of near misses with our children and fast cars using Davenant Road as a cut through to avoid the A40. Speeding is frequent and has made the road unsafe. We wholly support traffic calming measures as detailed in the proposal.</p>
<p>(e3) Member of public, (Oxford, Davenant Road)</p>	<p>Support – I know people tend to write when they have objections so for balance my husband and I wanted to express our support for the proposed traffic calming measures. We live near the middle of Davenant Road and having raised three children from babies to teenagers here I can confirm that people get to a significant speed, likely 40mph + past our front door. This makes the toddler on a scooter or skipping child on the pavement a nervous walk to school.</p> <p>Thank you for overseeing these changes, keeping our children safer and making our neighbourhoods quieter and less polluted.</p>

(e4) Member of public, (Oxford, Blandford Avenue)	<p>Support – I have witnessed the increased traffic and dangerous driving on all 3 roads. I support any measures that could improve the situation in each road. Though I feel that less costly solutions should be possible.</p> <p>In Blandford Avenue I see the problem as mainly due to drivers totally ignoring the speed limit and often reaching as high a speed as they can to cut through. Much larger and clearer 20 mph signs might help as would sign that tells you current speed. How much these signs are obeyed I wouldn't know but I suspect that as with most rules people are increasingly inclined to break them when it suits them and when they don't expect to be caught.</p> <p>More effective enforcement is probably the only real answer. With the technology that is now available to enforce charging zones etc., it should be possible to have permanent speed traps, residents only streets, etc which could be self financing. I hope that politicians will not be afraid to bring such measures in when it is possible.</p>
(e5) Member of public, (Email response)	<p>Support – Most of my journeys are by bicycle but if I am driving I am more likely to enter Blandford Avenue from Sunderland Avenue than Woodstock Rd. None the less I support the proposed restrictions to enter this way as it is frequently used as a cut-through by lorries, vans, coaches and no doubt cars.</p>
(e6) Member of public, (Oxford, Davenant Road)	<p>Support – I thoroughly approve of the proposed traffic calming measures. Rat running along the road is a serious problem that endangers cyclists (like myself) and degrades the environment. My only comment is that a simple alternative would be to block one end of the road or the other.</p> <p>Interestingly, I would contrast these proposals with the ridiculous "traffic filter" proposals to block six main highways in Oxford. The latter scheme will simply make journeys much longer and more polluting, and will do nothing to help neighbourhoods.</p>

Divisions affected: *Wallingford*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

WALLINGFORD - READING ROAD: PROPOSED BUS STOP CLEARWAYS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of bus stop clearways as advertised.

Executive summary

2. This report presents responses received to a consultation on the proposed introduction of bus stop clearways on the Reading Road at Wallingford as shown at **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund their implementation if approved

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate bus transport within Wallingford and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 28 September and 21 October 2022. An email sent to statutory consultees & key-stakeholders, including

Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Wallingford Town Council, South Oxfordshire District Council, and the local County Councillor representing the Wallingford division. Letters were also sent to approximately 10 adjacent properties, and public notices placed on site in the immediate vicinity of the proposals.

7. Five responses were received during the formal consultation, comprising of two objections, two expressions of concern, and one non-objection from Thames Valley Police.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

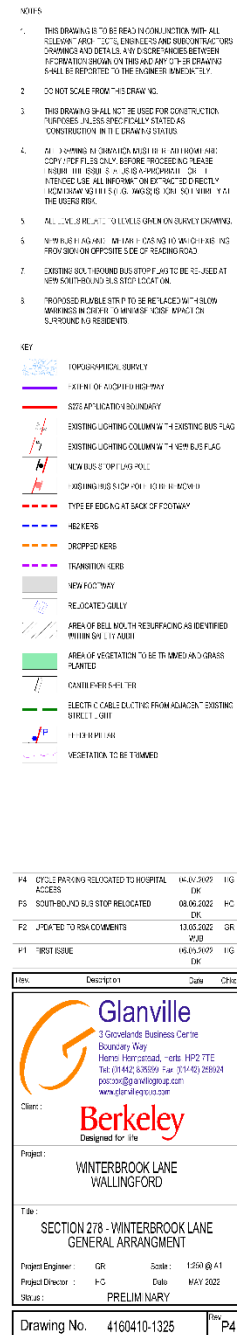
9. Thames Valley Police raised no objection.
10. The remaining responses were from four members of the public, all local residents, raising objections and concerns over the suitability, safety, amenity for existing bus users and the visual impact of the proposed bus stops and associated shelters and passenger information displays.
11. While noting these concerns, the proposals reflect a detailed consideration of the optimum arrangements for providing for bus passengers in conjunction with approved residential development.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plans Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Anthony Kirkwood 07392 318871
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November 2022



RESPONDENT	COMMENTS
(1) Thames Valley Police, (Traffic Management Officer)	No objection – The Police have no objection based on the current drawings.
(2) Member of public, (Wallingford, Winterbrook)	<p>Object – 1. We are in a designated conservation area so you can expect resistance on this issue alone.</p> <p>2. Simple and far less expensive double yellow lines will do the job of preventing parking as you stated in your opening paragraph.</p> <p>3 Why are you moving the existing perfectly adequate bus stop on the western side which is 40 metres to the south (which interferes with no one) as opposed to installing one exactly opposite our drive no 33 and next door no 31?</p> <p>In turn this will become a traffic hazard in leaving and entering these properties and especially with the combined traffic exiting and entering Winterbrook lane.</p> <p>As you are a road and traffic safety officer I'll be interested in your thoughts on this.</p> <p>The existing eastern side bus stop is now being moved northwards and it's new position is opposite long brick wall which will not interfere with the residents coming and goings.</p> <p>Why are you targeting us?</p> <p>4. This is a rural road, are you seriously considering installing lit information diodes on the bus shelter that will cause light pollution to the local homes?</p>
(3) Member of public, (Wallingford, Winterbrook)	Object – In my opinion there is no justification for making any of the proposed changes other than to satisfy the greed of property developers. It does not meet the objective you state of facilitating the safe operation of local bus services in the area.

Where buses currently come in towards the town from Reading, the present bus stop is close to the Nursing home which means elderly people visiting their relatives have just a short walk. It is after all, elderly people who are the most frequent users of buses. They would have a much longer walk back to the residential home to visit family ,followed by yet another long walk on their return.

For our property, the proposed new location is especially dangerous. This is because every time we were to turn left towards Cholsey there could be lorries and cars forced into our carriageway, were they to overtake a stationary bus that was accepting passengers. At present as long as no traffic is approaching from Wallingford there is little risk, as the traffic coming into Wallingford would remain in its own lane.

Additionally anyone coming out of Winterbrook Lane would have their view hampered by a stationary bus. This could cause a fatal collision if a cyclist were to be overtaking that bus at any sort of speed and the vehicle exiting the lane was picking up speed heading towards Cholsey.

To my knowledge the bus stop outside our property was never given planning consent by Oxfordshire Highways. It was merely placed there as a goodwill gesture for someone who knew the Thames Travel Manager at that time and wanted a shorter walk than going to the bus stop at The Murrens.

In my view it is deplorable that between Oxfordshire Highways and Thames Travel the more than adequate pull in for buses at the Murrens should never have been allowed to grow into parking for the terraced houses there. It should be re-established. This would be far safer than the bizarre decision to have a bus stop immediately after the Bradford Brook bridge with its dreadfully limited sight lines. Add to this its proximity to a road crossing down to the river and the nearby hospital entrance. Again the only winners have been the property developers, not the inhabitants of Winterbrook. I believe the original proposals were that buses would be going through Winterbrook Park. What happened to that planning intention?

The drawing sent to us does not reflect the properties as they stand at present which is a crucial flaw that requires correction. You are showing the old cottage not our new dwelling and you do not show our new exit nor the new exit onto the road at our next door neighbours property. Neither does it show the revised entrance at number 33. All of these properties have frequent visitors daily all of whom exit close to these proposed new bus stops.

I would also question whether the road near to the proposed bus stop outside the former home of Agatha Christie is wide enough to accommodate a bus shelter and a footpath.

	<p>In summary your proposals are seriously detrimental to the safety and to the mental health of the owners of those properties in the immediate vicinity. They are likely to significantly reduce our amenity through increased noise and pollution. This would be from the vehicles held up by the buses remaining at these stops and by traffic from Winterbrook Lane and our own houses having engines running yet remaining stationary for longer time frames.</p>
<p>(4) Member of public, (Wallingford, Winterbrook)</p>	<p>Concerns – We have a number of concerns:</p> <p>1) In respect of the listing of our building and the designation of Winterbrook as a ‘conservation’ area which extends to our South boundary, we find the proposal to site a ‘cantilevered bus shelter’ directly adjacent to our boundary and within the conservation area to be quite contrary to the intentions of preserving the appearance of our listed building and maintaining the conservation area, however eroded the latter may have become by recent planning decisions.</p> <p>2) The adjacency of both bus stops to the difficult and blind exit from Winterbrook Lane will increase the hazardous nature of the junction and the difficulty of negotiating traffic on the wrong side of the road from both directions (instead of one as at present) when buses are stopped. When buses are stopped on both sides of the road the traffic hazard adjacent to the junction will be considerably worsened.</p> <p>3) The adjacency of both bus stops to the recently installed ‘tapered pavement edge’ to facilitate pedestrian /wheeled road crossing to the proposed bus stop represents a further hazard</p> <p>4) There is an existing bus stop on the west side of the Reading less than 150 yards south, a second bus stop in such close proximity seems extraneous and unnecessary, it would be more sensible, if required, to site the ‘cantilevered bus shelter’ there or move the site to the adjacent junction of the Reading and Wallingford (old Cholsey turning). Either location is in a good position for the current buildings and residences at the south end of the Reading Road and would reduce the hazards described in points 2) and 3).</p> <p>5) Winterbrook lane is a single vehicle track and in no way suitable for the central marked division of lanes as shown on the drawings. Neither are there currently ‘rumble strips’ as implied by the markings on the drawings.</p>
<p>(5) Member of public, (Wallingford, Winterbrook)</p>	<p>Concerns</p> <p>1. Once the Winterbrook Lane is joined as a pedestrian route to the new developments then in future years increasing numbers of passengers will wish to use this strategic bus route to travel towards Reading or Oxford. So development</p>

in terms of electronic timing information and a bus shelter as well as a clearway for the stops is to be welcomed, but safety is also important in any new construction.

2. The whole of this stretch of the Reading / Winterbrook road covered by the plans is relatively a narrow but straight roadway. The traffic is increasing, and often fast and frequent. Pedestrians use often narrow single-side footways that have to be frequently crossed to progress up the road. The automated 'over 30' road sign shows how often groups of vehicles exceed the speed limit. Cars and buses including their mirrors are substantially wider on average in recent years, and children's buggies too.

3. The proposed removal of the existing Reading Road Northbound stop near the roundabout with the A329 may have implications for the care home residents and visitors nearby, though they do not have access to a local stop Southbound as there is no pavement opposite. The footway here I estimate to be 1.2m, but I estimate there is also 1.5 of hardstanding just to one side behind, so 2.7m of space here for passengers and walkers.

4. At the proposed new site Northbound the plan states that the existing footway will be widened to 2m into the grass verge. That is welcome to give space for both waiting passengers under the new shelter and passing walkers to keep to the footway and avoid having to step into the street. At this point the plan marks the roadway as composed of a 3m wide bus clearway plus a 3.9 residual road width up to the opposite pavement. So the road here is 6.9m wide presumably.

5. But the proposed new stop Southbound is much narrower. The plan shows the footway as 1.6m. That will have to accommodate the new bus shelter, and all of the proposed clearway is against a substantial blank-faced brick wall. At this point the plan marks the Bus Clearway again as 3m wide, but it does not say how wide the road is opposite. In fact I believe that the remainder of the road is 2.7m, but that is my estimate. In fact both the roadway and the footway visually are clearly substantially narrower beyond no 29. So the road here I estimate to be 5.7m, and already very narrow for two buses to pass each other. The Clearway will be over the middle of the road here.

6 I believe that the footway at the present Southbound bus stop is 1.9m wide up to the end of the plot for no29, and is against a property entrance, which can be used (as is the next stop towards Oxford) by waiting passengers to leave room for walkers. I also believe that the road can also be considered to be 6.7m wide. This site is opposite the entrance to Winterbrook Lane.

Questions raised:

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| | <p>A. Could there be provision to retain the existing northbound stop by the care home, or even further towards it. If so is there a possibility for a new stop opposite the care home Southbound and a piece of new local footway.</p> <p>B. Is the site of the new Southbound site overall too narrow, and is it likely that walkers and passengers will have to step into the road to pass each other, against an increasingly fast and busy road.</p> <p>C. Could the existing Southbound site be modified to continue.</p> <p>D. This roadway is no longer the A329, and its previous through traffic (eg Cholsey - Shillingford) could now use the bypass. Should this scheme include traffic calming to make the footways, frequent crossings, and bus stops much safer, and then by reducing average traffic speed naturally further reduce the 'Google' attraction of this short cut against the bypass. Should the whole road become 20mph.</p> <p>F. Should this proposal be given longer in consideration.</p> |
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