



## ***Delegated Decisions by Cabinet Member for Highway Management***

***Thursday, 27 April 2023 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 Thursday 4<sup>th</sup> May 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**

Martin Reeves  
Chief Executive

April 2023

*Committee Officer:*

***Committees - Democratic Services***

*E-Mail: [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)*

*Note: Date of next meeting: 25 May 2023*

**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. Requests to speak should be sent to [committeesdemocraticservices@oxfordshire.gov.uk](mailto: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 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 the Previous Meeting (Pages 1 - 22)

To confirm the minutes of the meeting held on 23 March 2023 to be signed by the Chair as a correct record.

**5. Didcot - Vicinity of rail station - proposed parking measures**  
(Pages 23 - 60)

*Forward Plan Ref:* 2022/163

*Contact:* James Whiting, Principal Officer – Parking

Report by Corporate Director Environment & Place (**CMDHM 5**).

To seek approval of proposed parking measures.

**6. Cherwell and West Oxfordshire Districts - various sites: Disabled Persons Parking Places - proposed new provision and removal**  
(Pages 61 - 84)

*Forward Plan Ref:* 2023/043

*Contact:* Anthony Kirkwood, Principal Engineer Traffic & Road Safety Team,  
[anthony.kirkwood@oxfordshire.gov.uk](mailto:anthony.kirkwood@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM 6**).

A decision is required on sites proposed for new Disabled Persons Parking Places (DPPPs) and also sites where a DPPP is judged to be no longer required.

**7. Sonning Common - village centre - proposed waiting restrictions**  
(Pages 85 - 96)

*Forward Plan Ref:* 2023/041

*Contact:* Mike Horton, Technical Officer, Parking Team.

Report by Corporate Director Environment & Place (**CMDHM 7**).

To consider proposed waiting restrictions.

**8. Oxford - The Plain roundabout area - proposed no loading at any time restrictions (excepting existing designated loading bays)**  
(Pages 97 - 116)

*Forward Plan Ref:* 2023/035

*Contact:* Anthony Kirkwood, Principal Engineer Traffic and Road Safety,  
[anthony.kirkwood@oxfordshire.gov.uk](mailto:anthony.kirkwood@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM 8**).

A decision is required on a proposed no loading at any time restriction (excepting existing designated loading bays) at The Plain roundabout including the approaches to the roundabout on St Clements, Cowley Road, Iffley Road and Cowley Place).

**9. Abingdon - proposed 20mph speed limit and associated speed limit buffers** (Pages 117 - 228)

*Forward Plan Ref:* 2022/145

*Contact:* Geoff Barrell, Developer Schemes Coordinator and 20 Limits Project Manager.

Report by Corporate Director Environment & Place (**CMDHM 9**).

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

**10. Cumnor - proposed 20mph speed limit and associated speed limit buffers** (Pages 229 - 284)

*Forward Plan Ref:* 2022/233

*Contact:* Geoff Barrell, Developer Schemes Coordinator and 20 Limits Project Manager.

Report by Corporate Director Environment & Place (**CMDHM 10**).

To consider proposed 20mph and 30mph speed limits.

**11. Faringdon - proposed 20mph speed limit and associated speed limit buffers** (Pages 285 - 308)

*Forward Plan Ref:* 2022/232

*Contact:* Geoff Barrell, Developer Schemes Coordinator and 20 Limits Project Manager.

Report by Corporate Director Environment & Place (**CMDHM 11**).

To consider a proposed 20mph speed limit.

**12. Forest Hill - Old Road / Shotover Kilns - proposed 20mph speed limit** (Pages 309 - 316)

*Forward Plan Ref:* 2023/039

*Contact:* Geoff Barrell, Developer Schemes Coordinator and 20 Limits Project Manager.

Report by Corporate Director Environment & Place (**CMDHM 12**).

To consider a proposed 20mph speed limit on Old Road / Shotover Kilns within Forest Hill parish.



**13. Shrivenham - proposed 20mph speed limit and associated speed limit buffers** (Pages 317 - 334)

*Forward Plan Ref:* 2022/245

*Contact:* Geoff Barrell, Developer Schemes Coordinator and 20 Limits Project Manager.

Report by Corporate Director Environment & Place (**CMDHM 13**).

To consider a proposed 20mph speed limit.

**14. Steventon - proposed 20mph speed limit and associated speed limit buffers** (Pages 335 - 356)

*Forward Plan Ref:* 2022/225

*Contact:* Geoff Barrell, Developer Schemes Coordinator and 20 Limits Project Manager.

Report by Corporate Director Environment & Place (**CMDHM 14**).

To consider proposed 20mph speed limits.

**15. Woodcote - proposed 20mph speed limits** (Pages 357 - 376)

*Forward Plan Ref:* 2023/021

*Contact:* Geoff Barrell, Developer Schemes Coordinator and 20 Limits Project Manager.

Report by Corporate Director Environment & Place (**CMDHM 15**).

To consider proposed 20mph speed limits.

## **Councillors declaring interests**

### **General duty**

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

### **What is a disclosable pecuniary interest?**

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

### **Declaring an interest**

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

### **Members' Code of Conduct and public perception**

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

### **Members Code – Other registrable interests**

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

### **Members Code – Non-registrable interests**

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

This page is intentionally left blank

## DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

**MINUTES** of the meeting held on Thursday, 23 March 2023 commencing at 10.00 am and finishing at 12.25 pm

**Present:**

**Voting Members:** – in the Chair

Councillor Andrew Gant

### 54/22 DECLARATION OF INTEREST

(Agenda No. 1)

There were none.

### 55/22 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were no questions from County Councillors.

### 56/22 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

The following speakers addressed the meeting:

(All speakers on all the items have 3 minutes except for County Councillors representing the relevant division who have 5 minutes).

Item	Speakers
5. Witney Local Cycling and Walking Infrastructure Plan	<ul style="list-style-type: none"><li>• Cllr Dan Levy (5 mins, MS Teams)</li></ul>
6. Wantage – Market Place West – proposed permanent amendment to vehicle access and parking places	<ul style="list-style-type: none"><li>• Bill Falkenau – Clerk, Wantage Town Council (3 mins, in person)</li><li>• Cllr Jenny Hannaby (5 mins, in person)</li></ul>
General comments in support of 20mph speed limits in Oxfordshire	<ul style="list-style-type: none"><li>• Danny Yee – Oxfordshire Liveable Streets (3 mins, in person)</li></ul>
15. Uffington: proposed 20mph speed limits	<ul style="list-style-type: none"><li>• Mike Tustin (3 mins, MS Teams)</li><li>• Benjamin Rule (written statement)</li><li>• Carineh Shahbazian (written statement)</li></ul>
18. West Hanney: proposed 20mph speed limits	<ul style="list-style-type: none"><li>• Cllr Sally Povolotsky (5 mins, MS Teams)</li></ul>
19. East Hanney: proposed 20mph speed limits	<ul style="list-style-type: none"><li>• Cllr Sally Povolotsky (5 mins, MS Teams)</li></ul>

## Statements submitted for 23rd March 2023

### 57/22 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

Cllr Andrew Gant approved the minutes of the meeting from 23rd February 2023, subject to the following amendment (italicised):

#### 38/23 ABINGDON – PROPOSED 20MPH AND 30MPH SPEED LIMITS

The Cabinet Member for Highway Management **DEFERRED** the proposed introduction of 20mph and 30mph speed limits in Abingdon as advertised, *pending further discussions to assess the acceptability of reduced proposals that meet the needs of all parties.*

Cllr Gant explained that the deferrals from the previous meeting on 23<sup>rd</sup> February 2023 would be considered for decision at the next meeting on 27<sup>th</sup> April 2023.

### 58/22 WITNEY LOCAL CYCLING AND WALKING PLAN (LCWIP)

(Agenda No. 5)

This report presented the strategic Local Cycling and Walking Infrastructure Plan (LCWIP) produced for Witney. The LCWIP identified a network of walking and cycling routes in and around Witney (including potential future routes) and set out high level proposals for improvements to the walking and cycling infrastructure which made up this network. These infrastructure improvements were intended for development over a ten-year period to 2033 and would help to enable modal shift from private vehicle use to active and sustainable modes of travel. The LCWIP was also well aligned with the County Council's nine priorities as outlined in its Strategic Plan 2022-2025.

The Chair, Cllr Gant – Cabinet Member for Highway Management, invited speakers to address the meeting and responded to the points made.

Cllr Dan Levy spoke in support of the approval of the Witney LCWIP.

Noting that the active travel tranche 3 scheme intended to improve the public realm to make the High Street a more accessible, pleasant environment for people to walk, cycle and spend time, Cllr Levy enquired as to whether any of the policies in the LCWIP could be delivered through that scheme.

The Senior Transport Planner responded that the High Street and Market Square schemes had similar objectives and the pertaining active travel schemes were likely to be within the first of the LCWIP schemes to be delivered.

The Chair welcomed the report and thanked officers, in particular Odele Parsons, Senior Transport Planner, for the work that had gone into this proposal. The Chair felt the plan was extremely thorough and an excellent example of coproduction and constructive local engagement in the design of a scheme. The plan was also clearly aligned to the introduction of 20mph speed limits across Witney.

The Chair was pleased to note the reference to walking and wheeling in the report, reflecting the Council's commitment to making networks accessible for all.

The Chair also welcomed the inclusion of cycle parking in the report.

The Chair noted and addressed responses to the consultation.

A number of respondents took the view that funding for the plan could be better spent on other areas. The Chair's response was that the Council's policy of bringing forward LCWIPs facilitated access to funding opportunities from a variety of sources, including government grants, for schemes that delivered on national priorities such as increased walking and cycling.

The Chair invited officers to address the potential loss of vegetation and green space that may result from implementation of some proposals. Officers explained that the plan would avoid using green space where possible, but as each individual scheme was designed some grass verges may be lost to accommodate widened paths and other infrastructure. The loss of vegetation would be considered as a last resort and weighed against the benefits from increased active travel over motor vehicle use. Each scheme would undergo consultation and a Climate Impact Assessment and opportunities to increase vegetation or plant trees would be sought. Some schemes would also improve and increase access to green space.

In response to some objections received through the consultation, the Chair cited a report published by DfT (2020) which stated that there could be up to a 40% increase in shopping footfall from walking infrastructure improvements. This reflected the Council's belief that an enhanced public realm and cycling and walking infrastructure was better for the local economy.

The Chair highlighted that the policies within the plan were iterative and more could be brought forward as the scheme matured and evolved. Officers reiterated that the consultation highlighted a number of additional schemes and elements which could be considered in future iterations of the LCWIP. There was regular liaison with district and town councils regarding such matters.

The report referenced the potential cycle route between Witney and Eynsham via the A40. The Chair enquired whether consideration was given to a leisure route between Witney and Eynsham. Officers stated that this had not been considered within the Witney LCWIP but as the strategic development area in west Eynsham came forward the route would be covered.

A response from West Oxfordshire District Council and a query from the Creative Community Connector regarding funding for a bridleway between Deer Park Road and Downs Road and Deer Park Road, south of Range Road linking Deer Park Road

and the Bridleway was received. The Chair requested that officers respond and provide clarification regarding funding for these proposals.

The Chair wished to express his gratitude to the Windrush Bike Project and its excellent advocacy for such projects. The Chair asked that officers give due regard to the comments submitted by Windrush.

The Chair noted the response from the Witney Traffic Advisory Committee

Officers confirmed that the consultation responses had been fully considered and incorporated into this version of the LCWIP.

The Cabinet Member for Highway Management **APPROVED** the Witney Local Cycling and Walking Infrastructure Plan.

## **59/22 WANTAGE - MARKET PLACE WEST - PROPOSED PERMANENT AMENDMENT TO VEHICLE ACCESS AND PARKING PLACES**

(Agenda No. 6)

The report presented responses received to a consultation on an Experimental Traffic Regulation Order which came into effect on 3 January 2022. This Order continued on an experimental basis the provisions of Covid related Temporary Traffic Regulation Order which suspended waiting and parking places at the Western end of Market Place, the southern end of Alfred Street, and the northern end of Church Street in Wantage. The Order also prohibited the use of these parts of the above roads by all vehicles.

The aim of the Wantage Town Council promoted scheme was to provide outdoor seating and facilitate environmental improvement for the benefit of pedestrians, including customers of adjacent businesses. The temporary closure was implemented with planters and barriers.

The Chair invited speakers to address the meeting and responded to the points made.

Bill Falkenau, Clerk of Wantage Town Council delivered his written statement, which was subsequently endorsed by Cllr Jenny Hannaby.

It was noted that 43 objections and 44 concerns were received from members of the public, broadly relating to seven main issues which are highlighted in the report. The Chair stated the importance of officers taking objections into consideration but did agree with their responses to the concerns raised.

Officers assured the meeting that they had worked hard to develop robust proposals for Wantage.

The Chair thanked all consultation respondents.



The Cabinet Member for Highway Management **APPROVED** the permanent prohibition of vehicles and removal of parking places from the western end of the Market Place, continuing to utilise temporary planters and barriers, pending technical approval by the County Council of Wantage Town Council's consultant's permanent scheme design and subsequent construction works.

## **60/22 WITNEY: THE LEYS PROPOSED TRAFFIC CALMING MEASURES**

(Agenda No. 7)

The report presented the responses received to a statutory consultation on traffic proposals comprising of the introduction of traffic calming features in the form of speed cushions and hump in The Leys, Witney. The proposals were put forward by the Witney Town Council to address anti-social behaviour, particularly in the form of vehicles speed over this short distance.

The Chair noted that this proposal had been promoted by the town council and was an excellent example of input from people with detailed local insight.

The overriding objections to this scheme came from residents of Witney many of whom were not local to the scheme. Their objections were that traffic calming was not necessary and a waste of money. It could be surmised that they did not experience the anti-social behaviour because they did not live close to the Leys.

These concerns, along with the 59% of objections raised, were taken back to Witney Town Council which subsequently undertook a second informal consultation. Responses were taken to the Town Council's Parks and Recreation Committee with 67.5% of respondents in favour of traffic calming. The responses and comments from Witney Town Council and the Witney Traffic Advisory Committee further supported the introduction of the traffic calming measures.

The Chair commented that this was an extremely comprehensive and detailed report.

The Cabinet Member for Highway Management **APPROVED** the proposed traffic calming features as advertised.

## **61/22 CHARLBURY - B4022 THE SLADE PROPOSED ZEBRA CROSSING AND B4026 SPELSBURY ROAD PROPOSED EXTENSION OF 30MPH SPEED LIMIT**

(Agenda No. 8)

The report presented responses received to a statutory consultation on traffic proposals comprising an extension of the existing 30mph speed limit on the B4026 Pound Hill/Charlbury Road northwards to beyond the access to the camping and caravan site, replacing the existing 40mph speed limit in the process. This aspect superseded the proposed extended limit, which was previously consulted on in May 2022, and sought to improve road safety for vulnerable road-users, specifically the

pedestrians walking to and from the camp site, bringing forward changes suggested over some years by local residents in the town. Additionally, a zebra crossing was also proposed for The Slade, which sought to improve road safety by assisting vulnerable pedestrians cross the carriageway in the vicinity of the Charlbury Primary School.

The Chair noted and addressed responses to the consultation.

Thames Valley Police felt that changes to the highway, for example through narrowing and providing vertical traffic calming or realigning the road, may be required to encourage lower speeds in addition to any change in the speed limit. The Cabinet Member queried whether those suggestions had been considered by officers to which the reply was affirmative.

The objections received stated that the proposed changes were unnecessary – citing a lack of need, potential impacts on journey times, the low number of accidents in the area, and the increase presence of road signage.

The Chair strongly believed in the 20mph policy improving road safety for residents. The proposal was aimed to make the roads safer, encourage residents and visitors to the nearby campsite to, to walk or cycle, and reduce noise pollution.

The zebra crossing would facilitate safer crossing for young pedestrians attending the local school and vulnerable road users and signing and other measures would be sympathetically applied.

The Cabinet Member for Highway Management **APPROVED** as advertised the following proposals:

- a) The extension of the existing 30mph speed limit on the B4026 Pound Hill/Charlbury Road northwards to beyond the access to the Camping & Caravan site, and
- b) a zebra crossing (a crossing for pedestrian use only) on The Slade, in the vicinity of the Charlbury Primary School.

## **62/22 SUTTON COURTENAY - B4016 DRAYTON ROAD - PROPOSED TRAFFIC CALMING MEASURES AND EXTENSION OF 30MPH SPEED LIMIT**

(Agenda No. 9)

The report presented responses to a consultation on a proposal to extend the existing 30mph speed limit and introduce a new traffic calming measure on B4016 Drayton Road, Sutton Courtenay.

The aim of the proposed schemes was to address the concerns raised by Sutton Courtenay Parish Council on the speed of vehicles entering and travelling through the village. The proposal comprised of an extension of the existing 30mph speed limit, and new chicane at approximately 20 metres and 40 metres west of the access to No.9 Drayton Road.

The Chair commented that this was a straight forward scheme and a good example of effective engagement with locally elected representatives.

The Chair highlighted the consultation response from Stagecoach Bus Company which raised its concern that the proposed distance between the chicanes would make navigation through the features a struggle for larger vehicles such as buses.

Officers explained that the traffic calming measures were trialled on-site with a temporary chicane at the proposed location. Video evidence raised no issues regarding large vehicles navigating through the proposed chicanes with the proposed dimensions and distances.

The Chair thanked respondent seven for their detailed response to the consultation and noted that they, a local resident, had undertaken detailed local analysis which found improvements in speed and safety and noise pollution. Overall, the consultation responses had provided detailed, local insight.

The Cabinet Member for Highway Management **APPROVED** as advertised the following:

- a) The extension of the existing 30mph speed limit on the B4016 Drayton Road, Sutton Courtenay westwards by approximately 70 metres, and
- b) a new kerbed traffic calming chicane on the B4016 Drayton Road (with buildouts) to be located approximately 20 metres & 40 metres west of the access to No. 9 Drayton Road.

## **63/22 BUCKLAND - BUCKLAND ROAD AT BUCKLAND MARSH - PROPOSED 40MPH SPEED LIMIT**

(Agenda No. 10)

The report presented responses to a statutory consultation on a proposal to introduce a 40mph speed limit at Buckland Marsh. The restriction was requested by the County Councillor and Parish Council.

The Cabinet Member felt that this proposal was a good example of a non-residential road with not many active frontages meeting the criteria for a 40mph schemes.

The Cabinet Member addressed the four responses to the consultation.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of a 40mph speed limit at Buckland Marsh as advertised.

***Meeting adjourned for 7 minutes.***

## 64/22 **BENSON: PROPOSED 20MPH AND 50MPH SPEED LIMITS**

(Agenda No. 11)

Prior to the consideration of Benson: proposed 20mph and 50mph speed limits, the Chair invited Danny Yee (Oxfordshire liveable Streets), to address the meeting. His contribution did not pertain to a specific item rather it was a general statement in support of 20mph speed limits across Oxfordshire.

The Chair thanked Danny Yee for his contribution and gave assurance that other schemes (as per the submission) were actively under consideration albeit timings and budgets were both complicating factors and impacted by other factors. The Chair stated that the Council was committed to delivering the 20mph policy across the county.

The Chair reminded the meeting that the Council was grateful to its bus company partners for their continued engagement. Bus companies were clear where they saw reduction in speed limits impacting their service and reliability, and the Council, as the highways authority, had the job of delivering both priorities (road safety and bus services) to improve both active travel and public transport.

The Benson: proposed 20mph and 50mph speed limits report presented responses to a statutory consultation on the proposed introduction of 20mph and 50mph speed limits in Benson.

The Chair addressed the responses received to the consultation.

Bus companies raised concerns rather than objections. The Chair highlighted the comment from Stagecoach regarding Edge Road and requested that officers take this into consideration

Officers explained that the centre of Benson, where the bus company's main reservations lay, was paradoxically where implementation of the 20mph speed limit was most important. Achieving 30mph through the site was unlikely at most times anyway due to speeds being compromised by traffic, thus officers believed that the concerns raised did not justify amending the proposals.

A number of respondents queried why the village of Preston Crowmarsh was not included in the proposals. Officers had omitted the village in error and a 20mph limit scheme would be promoted over the coming few months.

The Cabinet Member for Highway Management **APPROVED** the following proposals as advertised:

- a) New 20mph speed limit throughout Benson, replacing the majority of the existing 30mph speed limit, and
- b) a new 50mph speed limit will on the westerly unnamed road to Rokemarsh, from its junction with the B4009 The Sands northwards for a distance of 195 metres.

## **65/22 CHARLBURY: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 12)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Charlbury.

The Chair noted and addressed responses received to the consultation.

Whilst there was overwhelming support for the extension of the 20mph on the Woodstock Road, a number of respondents believed that the steep gradient on the Slade dip would create problems with a 20mph limit.

Officers acknowledged these as being reasonable concerns but felt that, on balance, the proposals as published offered the best solutions. They would monitor and review how the proposals worked in practice.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits as advertised.

## **66/22 NORTH ASTON: PROPOSED 20MPH AND 50MPH SPEED LIMITS**

(Agenda No. 13)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in North Aston, and a new 50mph speed limit on the A4260 Oxford Road between Deddington and North Aston.

Officers confirmed that 50 mph proposals would be funded separately from the Council's Accessibility Road Safety Fund.

Officers would continue to review speeds within this area in light of the consultation response received from North Aston Parish, which supported the 20mph limit as suggested but wished for a 40mph limit from the Duns Tew Crossroads and into North Aston. The Chair encouraged the Parish Council to keep in touch with officers regarding the proposal

The Chair concluded that the responses showed clear support for both the 20mph and 50mph speed limit proposals. The strong call for a lower limit on the connecting road from the A4260 was a predominately rural area without any specific mitigating factors to support a lower speed limit but would be kept under review by officers. The Chair encouraged locals to engage with the Council regarding how the proposals performed in practice.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph and 50mph speed limits in North Aston as advertised

**67/22 SYDENHAM: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 14)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Sydenham.

The Chair noted that the Parish Council was in full support of the proposals. One concern and one objection were received, namely the enforceability of the proposals and undue sign clutter, respectively. Officers confirmed that signage would be replaced like for like.

The Chair felt that the scheme would improve road safety and encourage greater use of active travel by reducing speeds.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits as advertised.

**68/22 UFFINGTON: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 15)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Uffington.

The Chair invited the speaker to address the meeting and then addressed points made in the written submissions received.

The Chair thanked the speaker for his considered contribution. In response, the Chair stated that the Council's 20mph policy was about enhancing road safety and believed that driving through a small village at 20mph was safe and would enable traffic to flow properly. The Chair agreed that ongoing discussion regarding the interface between 20mph limits and public transport was vital and the Council was dedicating time and effort into working with its partners on such proposals. The Council's ambition of reducing car journeys was ambitious but vital nonetheless due to the number of car journeys surpassing the capacity of road networks.

Officers confirmed that they were working with bus companies and freight providers and discussing reprofiling of local businesses' delivery schedules with Better Business. The scheme would be monitored and kept under review to ensure that the system worked for everyone.

The Cabinet Member felt that the scheme would improve road safety and encourage greater use of active travel by reducing speeds. Officers reiterated that objections and concerns raised had been considered and all schemes would be monitored and kept under review.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits as advertised.

**69/22 WATLINGTON: PROPOSED 20 MPH SPEED LIMIT**

(Agenda No. 16)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Watlington, including Christmas Common.

The Cabinet Member address the consultation responses and invited officers to remark on some of the objections received.

Harmans Way would form part of Watlington Edge Road and was designed at 30mph to encourage use of the bypass for through traffic which made up a high percentage of the flow. The Chair welcomed proposals that would liberate historic market squares from through-traffic.

The Chair highlighted the concerns raised from the Local Councillor and local residents and welcomed their detailed responses. Officers reassured the meeting that any implemented proposals would be kept under review.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits, but with the amendments in Britwell Road as outlined in paragraphs 11 and 12 of the report.

**70/22 WEST CHALLOW: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 17)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in West Challow.

The Chair noted and addressed the responses to the consultation.

Five online responses were received from members of the public, with three in support and two voicing objections. Both objections centred around the principle of the 20mph initiative with claims it is ineffective and undemocratic.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits as advertised.

**71/22 WEST HANNEY: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 18)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in West Hanney.

The Chair invited Cllr Povolotsky to address the meeting.

Five online responses were received from members of the public with three in support, and two raising objections. Both objections centred around the principle of the 20mph initiative with claims it was ineffective and undemocratic.

The Chair reminded the meeting that these schemes formed part of a countywide programme of works that sought to improve road safety and encourage use of active travel. The objections received challenged the philosophy being the democratically agreed policy to promote 20mph speed limits in communities.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits as advertised.

## **72/22 EAST HANNEY: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 19)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in East Hanney.

The Chair invited Cllr Povolotsky to address the meeting.

The Chair shared Cllr Povolotsky's concern regarding parents parking outside the school in the area instead of using the village hall carpark which was made available to them. This issue was raised in a response to the consultation in which safety during school drop off was described as "terrible".

The Chair agreed that ongoing discussions with Speedwatch and bus companies was key.

The Chair addressed respondent six, a local resident, reiterating his commitment to Vision Zero.

The objection and concerns raised by bus companies reflected their view that reduced speed limits compromise service viability and may lead to modal shift away from buses. Officers felt that there were no immediate threats to services but recent discussions with Oxford Bus Company regarding proposals for reduced limits in Abingdon suggested their concerns over the A338 proposals should be considered seriously. The Chair thanked bus companies for their responses.

The Chair reassured the meeting that the interface between the 20mph policy and the objectives and priorities of bus companies were very carefully considered. The Chair approved of officers' judgements with regard to this scheme and felt that the proposals were appropriate and workable. Partners were encouraged to keep in touch regarding how the scheme performed in practice.

The Cabinet Member for Highway Management **APPROVED** the proposals as advertised.



**73/22 WOODCOTE: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 20)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Woodcote.

The Chair noted that Thames Travel Bus Company objected to the introduction of 20mph speed limits on the B471 Oxford Road and on the Reading Road from the east of the village to its junction with Greenmore, citing the lack of active frontages on these sections. The bus company was concerned that this would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic and that maintaining the 30mph limit would provide a buffer between the national speed limit and the 20mph limit.

Given its rural location just off the A4074 and the distances involved on the Oxford – Wallingford – Woodcote – Reading corridor, Thames Travel Bus Company believed it unlikely that cycling and walking would constitute significant mode share for journeys on this corridor. Thus, the Council should be seeking to maximise support for public transport on this corridor to help achieve decarbonisation aims.

The Chair felt that the bus company's submission warranted further consideration and wished to defer decision on this item ideally to the 27 April 2023 meeting.

The Cabinet Member for Highway Management agreed to **DEFER** a decision on the proposed introduction of 20mph speed limits so that officers could conduct further conversations and engagement with bus companies.

..... in the Chair

Date of signing .....

This page is intentionally left blank

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT**

**23 MARCH 2023**

### **SPEAKERS**

#### **WRITTEN STATEMENTS RECEIVED**

##### **ITEM 5 – WITNEY LCWIP**

###### **Cllr Dan Levy**

I am speaking as the County Council Active Travel Champion, and as someone who spends a lot of time in Witney, and who represents a division where residents look equally to Witney and to the city.

I am pleased to support the adoption of the Witney LCWIP. It is a thorough piece of work. The officers of this council and WODC, and the individuals and organizations which have contributed all deserve our sincere thanks.

The LCWIP sets out locations where improvements to infrastructure are required to remove barriers and increase the attractiveness of walking and cycling to residents and visitors to Witney. Some of these barriers should never have been built in the first place, and could have been removed in previous rounds of infrastructure building, but that does not diminish the importance of making things better when we can. The suggested improvements are thorough and evidenced and necessary.

The ambition is to make walking and cycling the preferred methodology for short journeys, and to double cycling trips by 2031. That is ambitious, and entirely the right objective. We can particularly note that the two senior schools in Witney should be aiming to have the sort of cycling levels we see at Lord Harry's in Abingdon or even Cherwell in North Oxford. Witney has really good stretches of bike facility already. Much of this, like the route from Cogges to the town centre which I often use coming in from Eynsham, is completely traffic free. Witney is compact and flat, and the LCWIP outlines plans to get round the one significant hill. Unfortunately the existing good bits tend to end in road junctions that are at best inconvenient and at worst dangerous or barely passable.

This LCWIP identifies those bottlenecks, and prepares the groundwork for when money becomes available to fix them. It is a key step in fixing the problems.

Combined with our ambitious strategic active travel network which will link Witney to outlying towns and villages and to Oxford, and with the commendable whole town 20 mph safety measures and the opening of the High Street to walkers and cyclists with most cars directed to the huge free carparks nearby, I am confident that a thriving Witney will be a beacon of active travel in future years and part of an active Oxfordshire.

## **ITEM 6 – Wantage – Market Place West – proposed permanent amendment to vehicle access and parking places**

### **Bill Falkenau – Clerk, Wantage Town Council**

Good morning. I am Bill Falkenau, Clerk to Wantage Town Council. Thank you for the opportunity to speak in support of the permanent prohibition of vehicles and removal of parking places from the western end of the Wantage Market Place.

The Town Council's ambition to pedestrianise this area goes back to July 2018. A number of events in the Market Place had demonstrated that the ambience in this area could be significantly improved by closing it off. Dialogue regarding what would be involved to introduce a permanent closure commenced in early 2019. The prospect of conducting short trials to test feasibility were contemplated. The elections in May 2019 changed the makeup of the Town Council but it remained committed to pursuing the change. There were a couple of Sunday afternoon events held in the area in the latter part of 2019. The pandemic outbreak in March 2020 prompted the need for social distancing and it was apparent that the closure of the area provided an appropriate route for pedestrians to pass through, maintaining a suitable distance apart. This prompted an 18 month temporary closure from 4 July 2020.

Later in the pandemic, when the public were being encouraged to only gather outdoors, the area accommodated al fresco hospitality. The County Council, being aware of, and supportive of the Town Council's long-term ambitions, agreed to extend the closure period for a further 18 month period from January 2022 under an experimental order. During the closure period the Town Council's consultant and County Council officers have been working together to agree details of a final scheme. This led to the County Council consultation between January and July 2022.

The Town Council's responses to the consultation objections/concerns are detailed in the report. There is strong support for the scheme. Principal objections/concerns related to disabled persons' parking places, and these have been addressed.

The temporary closure of the area has been in place for coming up to two years and nine months. Few schemes are given such a lengthy period of test. No major issues or problems have emerged. Whilst there are some loose ends, there is agreement that these can be dealt with.

May I, on behalf of the Town Council, request that the recommendation of the Corporate Director, Environment and Place be approved.

## **Statement in support of 20mph schemes across Oxfordshire**

### **Danny Yee – Oxfordshire Liveable Streets**

I fully support the traffic speed reduction measures being decided on today, but these will have relatively small effects compared to reducing speed limits in Oxford. Tens of thousands of people a day walk and cycle along or across Oxford's main roads, and reducing speeds there is the single biggest contribution you could make towards both Vision Zero and enabling active travel -- and would be vastly cheaper than either junction rebuilds or corridor upgrades.

I understand your reluctance to upset the bus companies. But if we have to wait first on Network Rail to finish their bridge works and then on eighteen months for the traffic filter trial to finish, that means a delay of over three years! Meanwhile, Wales is set to make 20mph the built-up area default in September, Scotland is committed to that by 2025, and other local authorities in England are moving forward. This change is going to happen sooner or later, so the bus companies need to accept it.

A conservative estimate -- based on STATS19 injury data and evidence from 20mph changes on Iffley Rd and in other local authorities -- is that reducing the speed limit on the current 30mph roads in Oxford would, over three years, avert or reduce the severity of more than ten serious injuries.

20mph limits would also enable walking and cycling for tens of thousands of people currently deterred by motor traffic. Lower speeds make using zebra crossings easier, make informal crossings usable by children and slower adults, and make cycling along - and most importantly across - main roads safer and less stressful.

Three years is two whole cohorts of Year 5 and 6 children, many of whom will miss out on being allowed to walk or cycle to school by themselves, and on the gains in independence and well-being which that brings.

So - as I have previously argued for School Streets schemes - I urge you to prioritise 20mph schemes based not just on how easy they are, but on how much of an effect they will have. Please make Oxford's main roads 20mph as soon as possible.

## **ITEM 15 – Uffington – Proposed 20mph speed limits**

### **Benjamin Rule**

I object to the proposed implementation of a 20mph speed restriction in Uffington.

Oxfordshire has a policy of implementing 20mph in towns and villages. The speed policy statement specifies benefits from increased active travel and a reduction in casualty rates and improved road safety.

The questions facing the Cabinet Member today are:

1. Does 20mph restriction in Uffington specifically deliver these stated benefits? and
2. Can proposals for Uffington be prioritised over other locations in the County?

The answer to these questions is no. The proposal must be rejected by the Cabinet Member.

Regarding benefits. **20mph will not encourage active travel in Uffington.** The village is well provided with footpaths allowing all of the 30mph zone to be reached safely on foot.

Speed in the village centre is reduced by road layout and on street parking. A 20mph zone exists for relevant school times. Uffington is remote. Active travel to other locations places the individual in a 60mph area not covered by this policy. There were 15 individual consultation responses. **The majority (12 out of 15) and majority of supportive responses (6 out of 9) said it would not encourage travel change.**

The proposal has been progressed with no analysis of casualty rates in Uffington. Department for Transport figures show 10 accidents in the whole of Uffington Parish since 2013. Outcomes were:

- Across the whole parish 14 injuries: 13 minor and 1 serious (a motorcyclist)
- Of the 10 accidents only two occurred in the 30mph area, both described as 'slight'
- Of the two accidents in the 30mph area none involved cyclists or pedestrians
- There have been no accidents involving pedestrians at all in the parish since 2013 and only 1 cyclist injured in an accident with a car on Whitehorse Hill (a 60mph area).

**Replacing the existing 30mph restriction in Uffington with a 20mph restriction will have no impact**

**on accident rates.** Accident rates in Uffington Parish would be improved by focussing action in the 60mph areas.

The declared resource prioritisation statement lists the following in order of priority. I have added the facts relevant to the Uffington proposal:

- a) Recorded KSIs (None recorded in Uffington 30mph zone)
- b) Evidenced minor incidences (2 slight car accidents, no cycle or pedestrian accidents)
- c) Evidenced near misses (No evidence provided for this for the Uffington 30mph zone)
- d) On a school walking route (Does apply, but 20mph warning lights already provided)

- e) Level of pedestrians walking along or crossing the road (As expected in village of this size)
- f) Level of active frontage (No shops face 30mph zone directly, the shop has its own car park)
- g) Areas of high traffic volume expected for the type of road (No evidence of this in Uffington)
- h) Local [funding] contribution (No funding being provided)

Therefore, ***the Uffington proposal cannot be approved ahead of other existing proposals with much stronger cases.*** The Abingdon proposal (already deferred) has many serious cycling accidents and some fatal accidents. The Thame proposal (submitted prior to the Uffington proposal) is in a later tranche despite there being a number of serious pedestrian, cycling and motorcycling accidents recorded. If the Council wishes to achieve the stated objectives and benefits then the available money must be prioritised accordingly. Uffington is not one of those locations.

### **Carineh Shahbazian**

I object to the introduction of a 20mph speed limit in Uffington because I do not believe that it will achieve its stated aims, namely improving road safety or increasing the number of journeys made by bicycle instead of by car.

Those people advocating for the scheme to be introduced in Uffington have not been able to demonstrate that doing so would achieve either of these aims in the village. Therefore, spending money on implementing this scheme in Uffington would be a waste of money which given the current economic climate, is unconscionable.

If there is a real desire to improve road safety in Uffington, money needs to be spent correcting the problems which actually affect road safety in the village (namely the poor road quality which also poses a significant safety risk to cyclists and the poor visibility due to inconsiderate / illegal parking).

If the aim is to increase journeys made by bicycle, then analysis of the sorts of journeys which people might swap car for bike and the issues currently preventing them from doing so needs to be undertaken before any schemes are proposed or funded.

If there is a serious desire to improve road safety in Oxfordshire in general, money needs to be allocated to a range of initiatives which correctly target the identified causes of road traffic incidents in the worst affected locations, not on a first come first served basis for a scheme where nobody has undertaken due diligence to show that it would provide any benefit in the location for which it is being proposed.

## Mike Tustin

My name is Mike Tustin a resident of Uffington. Due to the fact that Uffingtons proposed 20mph zone is on a road that is largely used by village residents and the fact that the road is not an essential transport route for Oxfordshire I am broadly in favour of reducing the speed limit to 20mph in this village and other small villages especially as the plan has kept the limit to 30 in the faster more open run out zones of the village.

However, I am not in favour of reducing all 30 speed limits to 20 mph all over Oxfordshire thereby reducing traffic flow and making travelling by car or any other means in Oxfordshire less pleasant than ever. A county already in turmoil over the debate between working people having to drive private cars due to less public transport and county council officials wanting to reduce those journeys whilst at the same time increasing housing in rural areas, centralising health care (on Oxford), as well as increasing travel necessary for employment and education.

I think it is particularly noticeable that without exception all applications considered by this council are to reduce speed limits to cause congestion. Where are the applications to improve traffic flow and increase speed to offset the current continued reduction in driving speeds across Oxfordshire? This stampede to promote politically correct 20 zones also effects journey times on public transport too and like the forest of now rusting speed cameras funded by government will probably get lost in time when people take no notice.

The advertised main arguments for 20mph zones are:

**Road safety.** Granted 20mph reduces the physical damage done to a person if they are actually run over. How many pedestrians got run over and seriously injured or killed on Oxfordshires roads in 2020. 23 reduced from 45 in 2016 without 20s. Not very many when you consider 136 die or are seriously injured in cars and on motorcycles in the same period.

A person running in front of a car waving a flag could be more effective. But would the reduction in road deaths be worth that cost. Perhaps this is the next step if government offers funding.

Would it not be better to spend the huge sums of money that are currently funding 20mph zones on repairing road drainage systems and potholes so a driver or cyclist can lift their eyes off the road surface when driving in Oxfordshire without breaking your car. If that was achieved my own driving would be better and not have to be punctuated by swerving to avoid the frequent massive craters and deep floods caused by blocked drains (after only 5 minutes of rain). This would allow me to concentrate on other road users better and not spend a large percentage of my available mental capacity scanning the road ahead for the myriad of potentially very expensive car breaking obstructions let alone pedestrians.

**Reduced pollution.** I would like to see the hard evidence that lowering the speed limit from 30 to 20 actually reduces pollution. My own car has to be driven in a lower gear to do 20mph rather than 30 and as such the engine will be combusting more in a given distance than before. My personal view would be that this reduction in pollution is a fantasy, perhaps dreamt up by politicians to make 20s more palatable to the masses. Added to the basic reduction in speed additional traffic queues and tailbacks caused by 20mph zones are surely likely to increase emissions. Finally, no one seems to have considered the move to electric cars where reduced speed limits will make no difference to the emissions of these cars. As a result, the emissions argument is a poor one to persuade people to support 20mph zones. Another government funded message that I hear every morning on the local radio station.



## **ITEM 19 – East Hanney – Proposed 20mph speed limits**

### **Cllr Sally Povolotsky**

I am here as the WARD Councillor for Steventon and The Hanneys to speak on the East Hanney 20mph

The need to allocate housing (and employment) is not a justification for failing to meet policy objectives and, specifically, to mitigate the effects of traffic generation. From an East Hanney perspective, I want to repeat village fears and the parish council that the village is being sacrificed to enable unbalanced growth in Wantage/Grove and the surrounding area. We are all struck by the fact that the 'Healthy [and Safe] Streets Approach' summarised in LTCP is focussed on the towns and city but not on villages where the reverse effects are being experienced.

The 20mph I hope is the start of measures to help make our villages safer, we already have issues with children being able to safely cross the road due to parking outside the school, despite provision being offered at the Village Hall Car Park. The village and parish council has been championing 20mph through signage, bin stickers and banners at the main village entry. The A338 now has a new crossing to help those homes on the frontage on both sides of the main road to cross. The A338 is at full capacity in every possible way, and having encountered buses on that road myself, I would like to ask them to kindly slow down, as the bend in the road at La Fonatana can cause hazards when confronted by a bus and/or a HGV. The comments by Thames Travel lead me confused, there are many homes with a frontage and a two businesses onto the A338 including Dews Meadow Farm shop and La Fontana as well as a depot for a housing association. The reference to Summertown, has a straight section and then a series of bends and historic bridge and heritage buildings...

Ironically I was here a month ago speaking about Steventon and their 20mph which also deferred due to Thames Travel issues, and Chair perhaps you will read with interest the number of buses caught speeding by the speedwatch group there, and I am hoping The Hanneys will form a Speedwatch group as well. We already have a TAS on the A338, and the traffic crossing, its unfair on residents to have to continually ensure the speeds inside the village and on the A338. As the ward councillor I will be supporting this approach in the same way I did for Steventon.

We want children to be able to move around the village safely to school by walking and cycling, residents to their provisions like the pubs, village hall, allotments and the wonderful newly refurbished. I disagree with the comment – or take a different slant on the one by the bus company, the short distance makes ALL the difference in encouraging walking and cycling, and horse riding locally especially given the semi and rural location, and new estates being connected to the older village. The school is walkable and well within cycling distance throughout the east and west Hanney parish boundaries. Please help us make this safer by granting this 20mph request.

In relation to the Thames valley police comment, I think perhaps they are geographically confused as they are talking about the A4260?

This page is intentionally left blank

Division(s) affected: *Didcot West*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 27 APRIL 2023**

### **DIDCOT: CENTRAL (WEST) AREA - PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME**

Report by Corporate Director, Environment and Place

#### **Recommendation**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals as advertised for:
  - i. 'Resident Permit Only Parking (past this point)' spaces on; Cronshaw Close, Station Road, and White Leys Close,
  - ii. 'Shared-Use Parking' spaces on; Haydon Road, and Lydalls Road,
  - iii. 'No Waiting at Any Time' (Double Yellow Lines) restrictions on; Haydon Road, Lydalls Road, and White Leys Close.

#### **Executive summary**

2. Following the introduction of Civil Parking Enforcement (CPE) across Cherwell, South Oxfordshire and The Vale of the White Horse districts in November 2021, many requests have been received to review existing parking restrictions. One of these requests was received for the section of Lydall Road in these proposals, where parking restrictions that had received little enforcement prior to CPE were causing problems for residents. Other roads are included in these proposals either because they are even closer to the generation of commuter parking at Didcot Parkway Rail Station, or 2 roads (closer to the Orchard Centre Shops) where s.106 Developer funding is in place to provide a residents parking scheme.
3. As funding was available, and a review of restrictions had the potential to assist residents, the decision was taken to suspend enforcement of some of the restrictions in the area. Although enforcement was retained for safety and access issues, elsewhere this has led to non-enforcement of all-day parking, whether by rail commuters or town-centre workers for example, taking up limited parking space to the detriment of residents' parking needs. It has also led to a perception that enforcement isn't working effectively which can be addressed if the proposals are approved and implemented.
4. This report presents the consultation responses to the advertised Traffic Regulation Order (TRO) that reviews the existing restrictions, mainly focussed on a residents' permit parking scheme.

## Introduction

5. Civil Parking Enforcement (CPE) was introduced across Cherwell, South Oxfordshire and The Vale of the White Horse districts on 1st November 2021. There was an expectation that a review of existing parking restrictions would be needed and publicity, in advance of CPE starting, made reference to the process for reviewing restrictions and that the County Council's Parking Team would suspend enforcement of restrictions where a commitment to undertake a particular review had been agreed.
6. When enforcement started in 2021, Penalty Charge Notices were issued to illegally parked vehicles, including those owned by residents, when previously enforcement by the police had been minimal. Consequently, enforcement of many of the existing parking restrictions was suspended in the area, because funding was available from 2 separate 's.106' developer agreements, DI14 and DI83, to fund a review of existing parking controls in the area.
7. The area covered by the proposals is attractive to 'non-residents' as it offers free on-street parking compared to some nearby off-street car parks which charge for parking. There are two significant generators of parking by non-residents – the 'Parkway' rail station and the town centre shops; this is predominantly for all-day parking by commuters but also some short-stay parking by shoppers. Hence these residential streets suffer pressure upon the limited number of spaces available, and the existing restrictions (if enforced) make no allowance for residents' parking needs.
8. Subsequently officers have designed and consulted informally upon proposals to alter the restrictions in the area, mainly for the benefit of local residents. The proposals consist of three areas, with differing types of control, and are as illustrated in **Annex's 1-3** as follows...
  - i. Haydon Road & Lydalls Road:  
The proposals in this area replace the existing mixture of '2-hour' limited waiting (parking spaces) and '1-hour' single yellow lines with a 'shared' parking space arrangement of parking for permit-holders only or 30 minutes parking for others.
  - ii. Cronshaw Close:  
The proposals in this close replace the existing '1-hour' single yellow lines with a permit-holders only 'past this point' arrangement. This system is in place elsewhere in Oxfordshire, has the benefit of not needing to mark out individual parking spaces, and reduces the impact of upright signs as well as minimising lining. Essentially, motorists would see signs upon entry into the close and note that parking is only available if you have a permit.
  - iii. Station Road & White Leys Close:  
The proposals in this (currently unrestricted) area are similar to the permit-holders only 'past this point' arrangement described at ii. above, but the existing double yellow lines would be retained on Station Road

(which is a bus route) and new double yellow lines would be introduced in both White Leys Close and the section which runs west-east alongside the Orchard Centre car park.

9. Residents parking permit schemes throughout Oxfordshire also offer facilities for residents' visitors, for tradesman/contractors working at properties, for carers visiting clients and allow deliveries (loading/unloading) in line with many parking restrictions nationally. However, there is not an unlimited supply of on-street parking spaces, and a scheme can never guarantee any or a particular space. The schemes in Oxfordshire currently therefore only allow applications for 1 permit per resident and a maximum of 2 per property.

## **Sustainability Implications**

10. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives which are currently being considered as part of the 'Didcot Central Corridors' study.

## **Financial and Staff Implications (including Revenue)**

11. Funding for the proposals, including design and consultation fees and implementation costs has been provided by 2 separate 's.106' developer agreements, D114 and D183.

## **Equalities and Inclusion Implications**

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

## **Formal Consultation**

13. The Formal consultation was carried out between 8th March and 31st March 2023. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Didcot Town Council, South Oxfordshire District Council, local District Cllrs, and the local County Councillors representing the Didcot East & Hagbourne, Didcot Ladygrove, and the Didcot West divisions.
14. A letter was sent directly to approximately 200 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site.

in and around the area, and the documents deposited at Didcot library to allow members of the public to view hard copies of the consultation materials.

15. A total of 44 responses were received during the course of the formal consultation - with 27 received via the online consultation survey, and these are summarised in the table below:

i. Residents permit parking places:

Proposal	Support	Object	Concerns	No objection or opinion	Total
Cronshaw Close	10 (37%)	2 (7%)	8 (30%)	7	27
Station Road	12 (44%)	-	8 (30%)	7	27
White Leys Close	13 (48%)	-	6 (22%)	8	27

ii. Shared-use parking places:

Proposal	Support	Object	Concerns	No objection or opinion	Total
Haydon Road	10 (37%)	2 (7%)	10 (37%)	5	27
Lydalls Road	12 (44%)	2 (7%)	8 (30%)	5	27

iii. 'No Waiting at Any Time' (double yellow lines):

Proposal	Support	Object	Concerns	No objection or opinion	Total
Haydon Road	15 (56%)	1	7 (26%)	4	27
Lydalls Road	14 (52%)	4 (15%)	5 (18%)	4	27
White Leys Close	12 (44%)	1	8 (30%)	6	27

16. Additionally, a further 17 responses were received via email, with Thames Valley Police (TVP) and Stagecoach Bus Company raising no objection, nine residents raising concerns, one objecting, and five submitting comments in support.

17. The full responses are shown at **Annex 4**, and copies of the original responses are also available for inspection by County Councillors.

## Officer response to objections/concerns

18. These officer comments are in the light of all the responses received, but are simplified into subject headings to ease analysis, with one heading at the end covering specific responses about individual streets.

Possible displacement of commuter parking and the need for further controls:

19. The proposals focus on a relatively small area, where some of the roads already have existing parking restrictions which protect against all-day parking, but the same restrictions also impact upon residents, such as single yellow lines operating for 1-hour periods or parking spaces subject to a 2-hour limit, and the residents have little alternative off-street parking of their own.
20. In nearby areas, outside of the proposals, such as sections of Lydalls Road and Haydon Road, there are also some existing parking restrictions but, in the main, residents are able to park on their own private driveways and so the impact of those existing restrictions upon them is less. Although anticipated displacement of non-resident (especially commuter) parking into those areas will add pressure onto the limited availability of unrestricted parking for local residents, it is important that full enforcement should recommence in this area of Didcot generally as soon as possible, and so that the impact of these proposals (if approved) can be assessed in the light of effective enforcement, and options for extending controls further out can then be considered.
21. Notwithstanding that, it is acknowledged that some of those nearby areas would also benefit from a resident permit-style parking scheme. Officers are currently liaising with the 'Didcot Central Corridors' study that is also looking into ways of encouraging more sustainable forms of transport and there is also a pending planning application for the 'Gateway' site opposite Didcot Parkway station that would impact significantly upon parking due to the possible removal of the St Julian's car park. All of these issues would have a role to play in formulating a parking strategy for the areas not covered by the current proposals.
22. It is recommended that officers monitor the impact of the proposals, if approved and after being implemented, with a view to developing parking scheme options to discuss further with local stakeholders, including the Town and District Councils, with views from local residents being gleaned through representatives invited to the local 'Traffic Advisory Group' meeting (a sub-committee of the Town Council).

Inadequate enforcement – both previously and concern for the future:

23. As mentioned earlier in this report, because the parking enforcement has been suspended pending the outcome of this project, there is some concern that parking restrictions have been abused widely in the past and so will not work in the future. To the contrary, if these proposals are approved, then once they are implemented, full enforcement can recommence and bring the restrictions into effect. Experience from operating schemes elsewhere suggests this will be effective because there is then a knock-on effect of displacing parking to nearby areas, where they are unrestricted, discussed above in paragraph. Enforcement could also be undertaken overnight, as the proposed scheme operates at any time, and so there is flexibility to target resources to times of day/days of the week if problems persist.

Why should residents have to pay for permits?

24. There are many reasons for levying a charge for residents parking permits. Chief amongst these is the need for on-street parking schemes to be self-funding, and not be a burden on the public purse. To that end, income from permits for residents and their visitors helps to cover the costs of enforcing the restrictions, managing the applications for and issue of permits and also ongoing management costs. In the case of Didcot, there is developer funding to pay for the initial design, consultation and implementation costs. Other schemes may need to recoup those costs from permit or pay & display charges. One respondent has asked for clarification of the price for permits and it is confirmed this would be £70 p.a. for both the first and any second permits per property.

25. Other reasons for charging for permits include:

- i. To reflect the improvement a scheme offers to those residents compared to roads that don't have a scheme where residents have to compete with others for limited parking space. It should always be remembered that, without such schemes, there are no implied 'rights' for residents to park on the highway outside their homes over and above other motorists.
- ii. To maintain uniformity for parking charges across the Towns, Districts and ultimately Oxfordshire overall. Free permits in one town would soon lead to a clamour for the same elsewhere.
- iii. The suggestion of free permits could mean every resident would apply for one even if they did not need one. Some residents are fortunate in having alternative off-road parking and this helps reduce the pressure upon the limited supply of on-street spaces. In some ways, parking charges act as a form of rationing for a limited supply of roadspace.

Concerns that insufficient visitor permits will be issued:

26. The proposed scheme would operate in accordance with rules elsewhere across Oxfordshire, so initially 25 permits (or 25 day's-worth of parking) is available per adult resident, and so multiplies of 25 are available if there are more adults at a particular property. These initial first block of 25 visitors permits are free of charge but a second block would cost £1 per permit (so £25). Visitors permits for residents aged 70 or over would be free of charge. There is a limit of 50 visitors permits per resident per year. This equates to almost 1 days' worth of parking a week and it should be noted that there is an option for residents who have their own drive (or other off-street parking) can always allow their visitors to use that whilst they avail themselves of an annual residents' permit at £70 p.a.

Parking pressure from a new development replacing St Julian's car park:

27. There is a pending application for a new 'Gateway' residential development on the site of this car park (east of Haydon Road / north of Lydalls Road). It is understood that the proposed development would be 'car free' i.e. no car parking spaces would be provided, reflecting its proximity to the rail station. Officers have advised colleagues in the Development Control team that a highways condition should be placed on any planning consent that removes



any new residential properties from eligibility for residents parking permits, thus preventing any increased pressure upon limited parking spaces on-street. Furthermore, discussions are ongoing to seek a financial contribution from any developer towards the cost of additional parking schemes, in anticipation of displaced parking from the old car park site.

Why does the scheme need to provide shared use i.e., short-stay parking?

28. The existing restrictions along the section of Lydalls Road that is within the proposals allow for short-stay parking up to 2 hours. Also, this reflects a historical approach to parking controls (without permit schemes) to dissuade all-day parking. There are other local factors that require a short-term parking facility, including parents dropping off children to a local nursery school and visitors to the local Housing Association (SOHA) office. This is an aspect of the proposed scheme that would be monitored and, if there is inadequate parking supply for permit holders then a change could be made to reduce the amount of shared parking or remove it altogether.

Why aren't separate permit zones being proposed?

29. Permits are allocated to specific zones, and this allows some control over the number of permits issued versus spaces available. If zones were limited to individual streets, there is a danger that some streets would be oversubscribed whereas others might be underutilised. This is particularly the case with smaller-sized zones and is the reason why it is proposed to operate the Didcot scheme as one overall zone allowing the flexibility for permit-holders to use whichever roads have spaces available.

What about disabled persons blue badge holders, especially those visiting residents?

30. In Oxfordshire, all the residents parking schemes contain an exemption that allows blue badge holders to park without time limit, in common with the national exemption for parking in on-street parking spaces generally.

Concerns raised about particular local issues in certain roads:

31. Compton Close (accessed off Lydalls Road) isn't included in the scheme because it is not an adopted highway and there are private parking spaces allocated within the close.
32. In White Leys Close one respondent is concerned that parking would block access to the private area opposite the terraced houses. Under the proposed scheme, it would only be residents or their visitors who would be allowed to park there and so, as the area concerned belongs to each of those properties, it is anticipated this problem won't arise in practice.
33. Station Road already has a 'prohibition of motor vehicles' (except for access) restriction, and currently this remains enforceable by the police as it is a 'moving traffic' restriction, not subject to CPE. However, this could change in

the future as 'Regulation 6' aspects of the Traffic Management Act are extended to cover these restrictions.

34. There is a section of 'end-on' (or echelon) parking along Lydalls Road, and one respondent is concerned would be altered to parallel parking, which is not the case. Another respondent is concerned that new double yellow lines in Lydalls Road should only be provided if there are dropped kerbs, and this is the case.

## **Monitoring and evaluation**

35. It is suggested that a review of the scheme is carried out approximately 12 months after its implementation, should it be approved. As mentioned at paragraph 19, it is also recommended that officers monitor the impact of any displaced parking, with a view to developing options to further extend residents parking controls.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                                      Annex 1-3: Consultation plans  
   Annex 4: Consultation responses

Contact Officers:                      Mike Horton 07912 474356

April 2023

Drawing No. PRD/2022/008/

## KEY

- Existing No waiting at any time (double yellow lines)
- Proposed No waiting at any time (double yellow lines)
- Shared parking place for Permit Holders Only at any time (without time limit) or for parking up to 30 minutes no return for 30 minutes
- Zone Boundary

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

**CONSTRUCTION**  
(ENTER 'NONE' IF APPLICABLE)

**MAINTENANCE/CLEANING**  
(ENTER 'NONE' IF APPLICABLE)

**USE**  
(ENTER 'NONE' IF APPLICABLE)

**DECOMMISSIONING/DEMOLITION**  
(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	Feb 2023	Reduced time limit on shared spaces	MDH	JW	JW



Owen Jenkins  
Director for  
Infrastructure Delivery  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

## Project title

Didcot: Parkway Station area  
Proposed resident permit parking scheme

## Drawing title

Formal consultation

1. Lydalls Road & Haydon Road

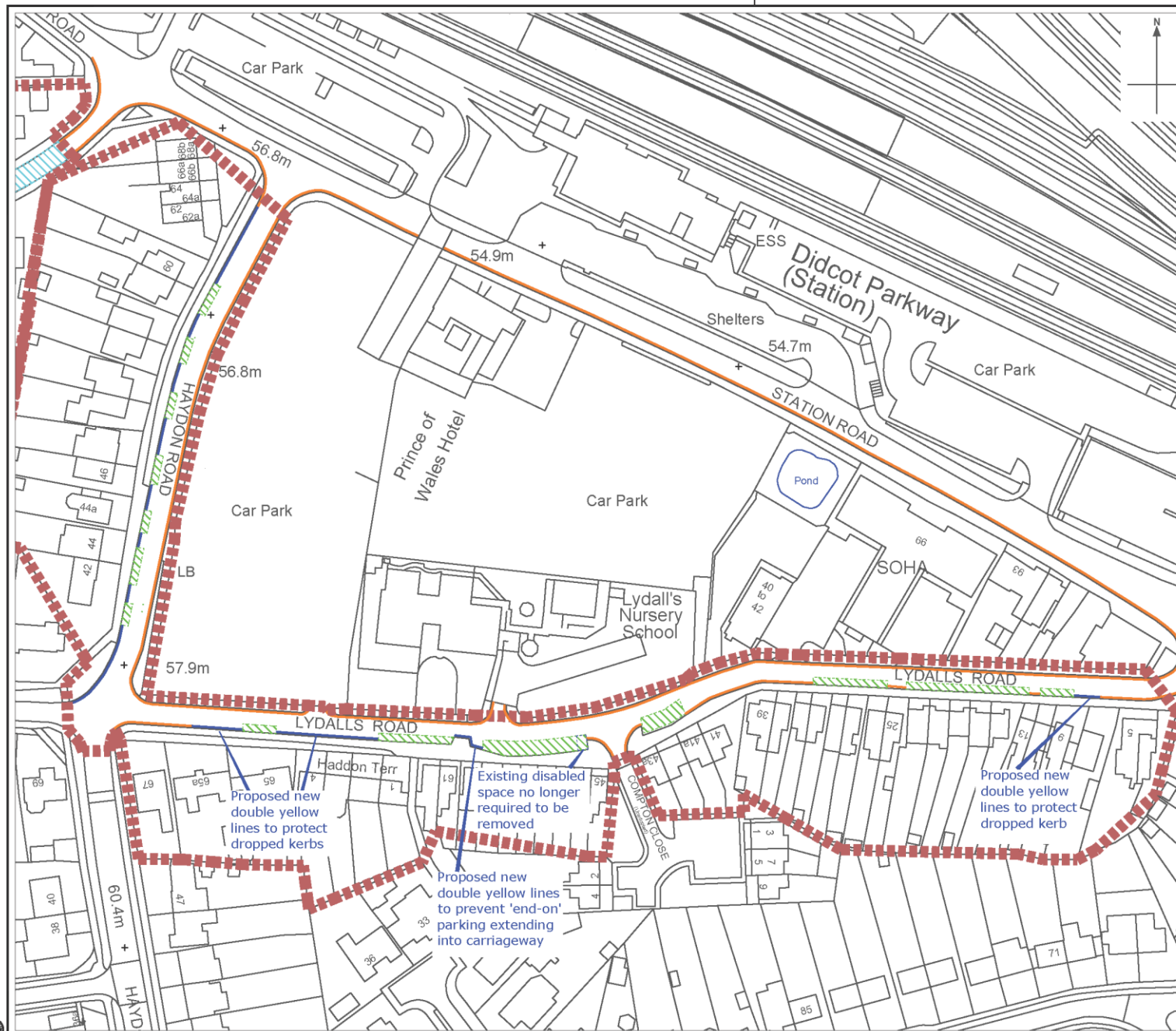
## Drawing Status

Draft

Scale @ A3	Drawn by MDH	Checked by JW	Approved by JW
1: 1,250	Date drawn JUN 22	Date checked JUN 22	Date approved JUN 22

## Oxfordshire Project No. &amp; File Ref




Drawing No.	Revision
PRD/2022/008/1	1



## ANNEX 2

Drawing No. PRD/2022/008/

### KEY

-  Existing No waiting at any time (double yellow lines)
-  Zone boundary
-  Permit Holders Only 'Past This Point' at any time



### SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

#### CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

#### MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

#### USE

(ENTER 'NONE' IF APPLICABLE)

#### DECOMMISSIONING/DEMOLITION

(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	Feb 2023	Key corrected	MDH	JW	JW



**OXFORDSHIRE  
COUNTY COUNCIL**

Owen Jenkins  
Director for  
Infrastructure Delivery  
Committee  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0545 310 1111

### Project title

Didcot: Parkway Station area  
Proposed resident permit parking scheme

### Drawing title

Formal consultation  
2. Cronshaw Close

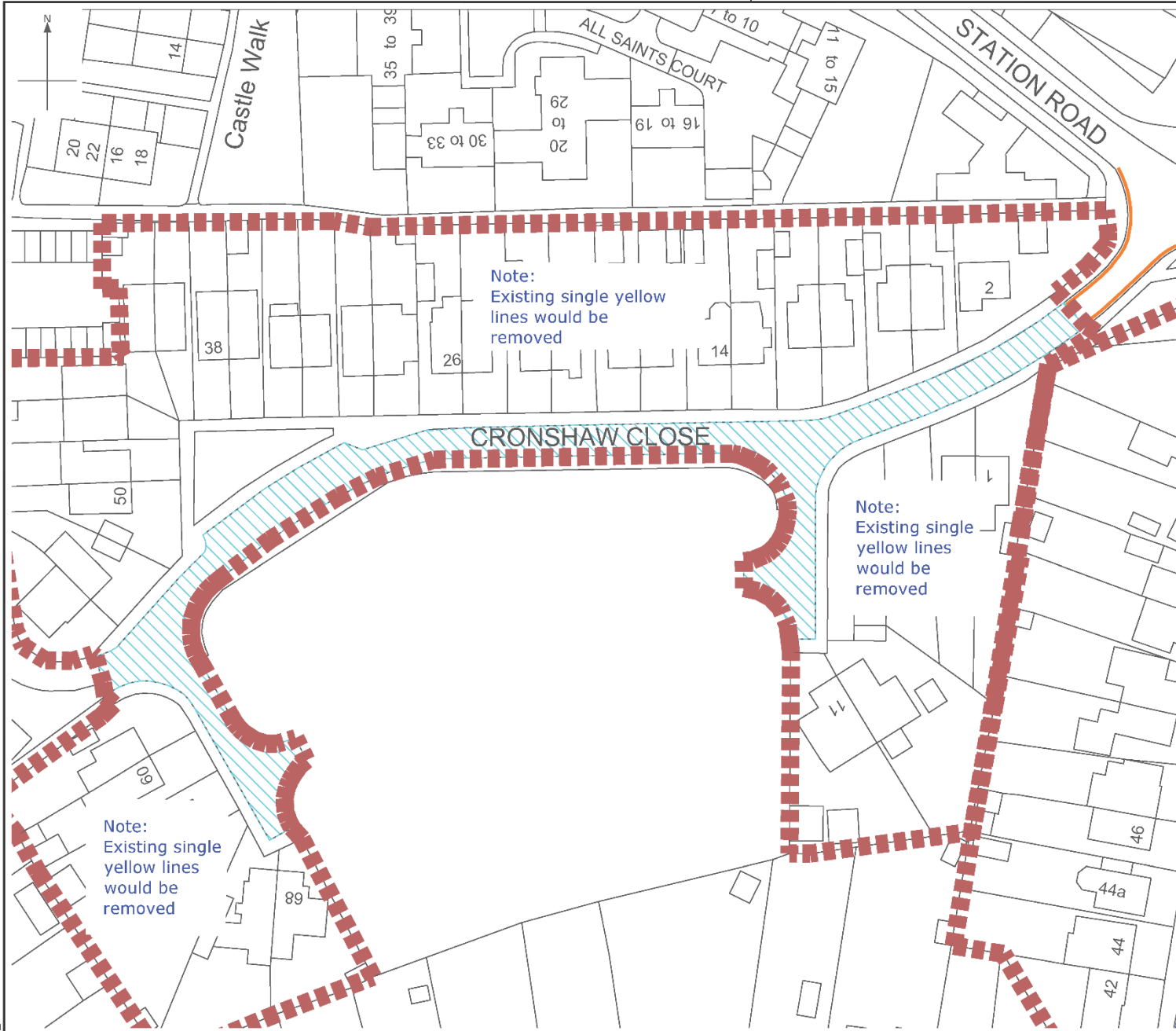
### Drawing Status

Draft

Scale @ A3	Drawn by MDH	Checked by JW	Approved by JW
1: 625	Date drawn JUN 22	Date checked JUN 22	Date approved JUN 22





### Oxfordshire Project No. & File Ref

Drawing No. PRD/2022/008/2	Revision 1
----------------------------	------------



Drawing No. PRD/2022/008/3

## KEY

-  Existing No waiting at any time (double yellow lines)
-  Proposed No waiting at any time (double yellow lines)
-  Zone boundary
-  Permit Holders Only 'Past This Point' at any time



## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION  
(ENTER 'NONE' IF APPLICABLE)MAINTENANCE/CLEANING  
(ENTER 'NONE' IF APPLICABLE)USE  
(ENTER 'NONE' IF APPLICABLE)DECOMMISSIONING/DEMOLITION  
(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 1002343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	Feb 2023	Boundary altered so as not to overlap	MDH	JW	JW



**OXFORDSHIRE  
COUNTY COUNCIL**

Owen Jenkins  
Director for  
Infrastructure Delivery  
Community  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 01865 310 1111

## Project title

Didcot: Parkway Station area  
Proposed resident permit parking scheme

## Drawing title

Formal consultation

3. Station Road and White Leys Close

## Drawing Status

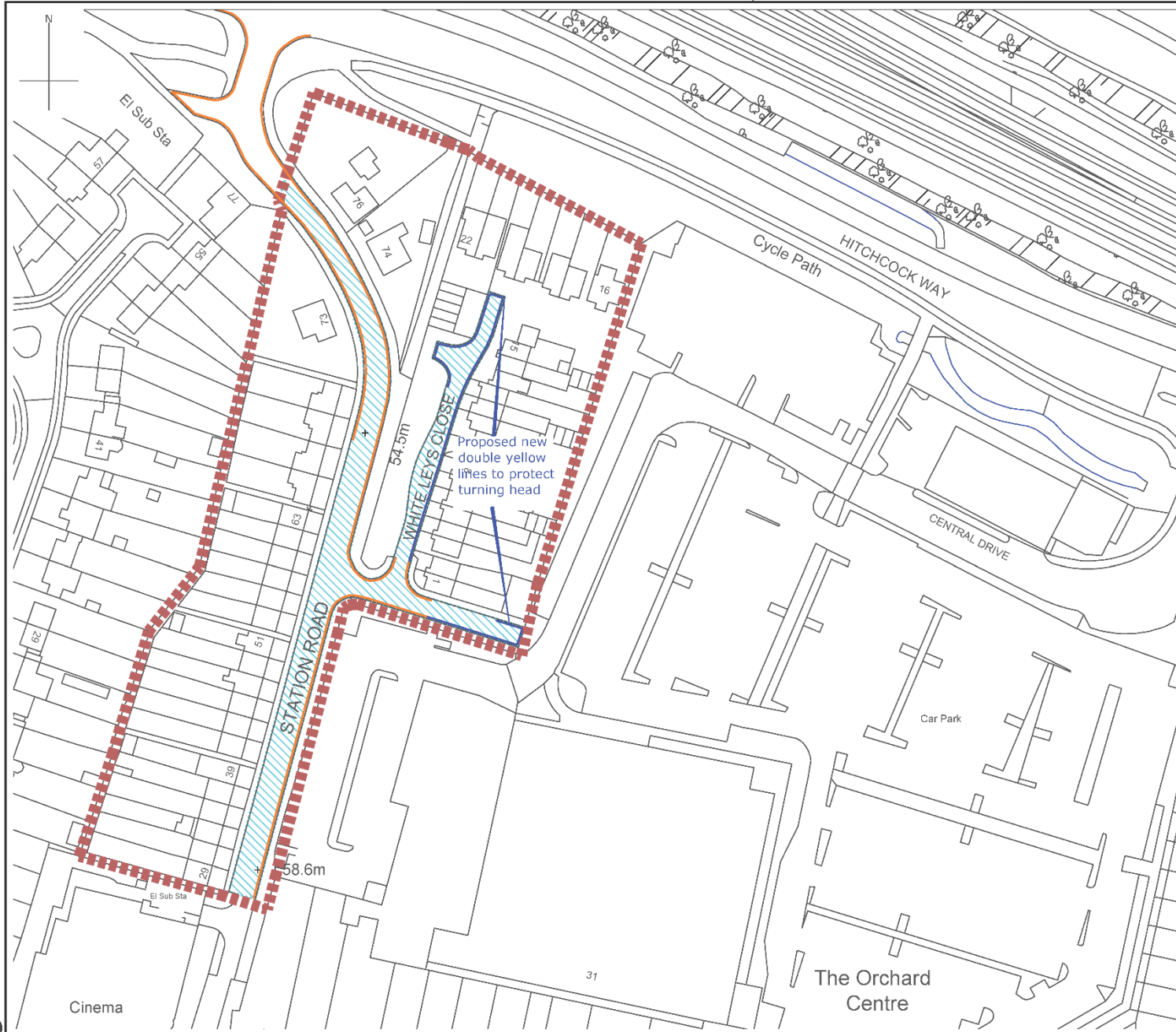
Draft

Scale @ A3	Drawn by	Checked by	Approved by
1: 1,000	MDH	JW	JW
Date drawn	JUN 22	Date checked	JUN 22
		Date approved	JUN 22

Oxfordshire Project No. &amp; File Ref

Drawing No. PRD/2022/008/3

Revision 1





RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – All of these areas have in the past suffered parking issues relating to the Railway Station, placing a constant burden on the Police.</p> <p>As this area is now subject of Civil Enforcement that burden has been removed. Has displacement been a consideration as it is inevitable Rail commuters will look for other means of free parking?</p>
(2) Didcot Town Council, (Planning and Development Committee)	<b>Support</b>
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>No objection</b> – Again, this is another locality where Stagecoach are not operating. There are probably some implications for the operation of buses in this town centre locality and I trust that the Council will give and comments or objections from other operators due weight.</p> <p>Otherwise, we have no other comments to make.</p>
(4) Local group/organisation, (OXTRAG)	<p><b>Concerns</b> – People are generally tired of being 'managed' and ever increasing costs for things they feel they have already paid for through taxes (highways in particular). LTPs, ZEZs residents parking schemes are making places 'no go' areas. Disabled people rely far more on their cars than general public but seem to lose out to a greater degree with each new scheme. If people have given up trying to use Oxford city and its rail station they will head for Didcot. Further stopping &amp; parking restrictions may prevent ad-hoc parking but will add pressure on formal/ private/ closest car parks (who often have less provision for blue badge parking)</p> <p>I guess if the £60 per household for parking permits were invested directly into highway maintenance people could see I bet people would be more supportive.</p>
(5) Local resident, (Didcot, Station Road)	<b>Object</b> – I am a resident of Station Road and am vehemently against having permits for residents and visitors.

	<p>I feel that charging us for parking outside our own hose is abhorrent, particularly as when we moved here over 30 years ago, parking was never an issue.</p> <p>I think that having a sign of 'Residents Parking Only' would be adequate enough. If permits were introduced then we certainly should not be charged for it.</p> <p>I understand that the parking situation in this part of Didcot needs to be sorted out but your proposal is not the answer.</p>
(6) Local resident, (Didcot, Lydalls Road)	<p><b>Concerns</b> – We welcome the introduction of residents' parking permits, which we have been requesting for a long time. However we have concerns around some details:</p> <p>1. Shared-Use Parking Spaces with 30-minutes for non-residents. Objection. There is limited parking space available for residents on this stretch of Lydalls Road. Most of us do not have any off-street parking available so are dependent on the limited on-street parking. It is unfair on residents to expect them to compete for space with people who have not paid for permits. There are public car parks only seconds away from our street so non-residents should be using these. There is also the issue that the 30-minute rule may not be monitored/enforced effectively.</p> <p>2. New double yellow lines. Partial objection. There is already limited parking space available on these streets. Introducing new double yellow lines will restrict this space further. We would only support these where they protect dropped kerbs.</p> <p>3. Enforcement Concern. We have been advised by Cllr David Rouane that enforcement officers don't do random visits, but respond to residents reporting illegally parked vehicles in their area. It should not be up to residents to monitor this. If the parking permit scheme is not enforced then it is not fit for purpose. Robust action must be taken to discourage illegal parking and encourage the use of public car parks.</p> <p>4. Extent of permit-only areas</p>

	<p>Compton Close does not seem to be included, but should be as it is off Lydalls Road. The proposed area is very small. It is likely that the problem parking will just move to, for example, the parts of Haydon Road and Lydalls Road not currently included.</p> <p>5. Visitor permits Concern. 50 permits per year is not very much (less than one per week) for people who have regular visitors.</p> <p>6. Future-proofing Concern. Given the limited amount of on-street parking available, there will be no capacity for residents of the new Didcot Gateway development when it is built. This is being presented as a low-car development and therefore the new residents should NOT be included in the residents' permit scheme.</p>
(7) Local resident, (Didcot , Lydalls Road)	<p><b>Concerns</b> – I have no objection to this but I would like to draw to your attention that directly opposite the lay-by my property which will be the parking area included for parking - there is a nursery school which has parents picking up/ dropping off their children at various times of day Monday to Friday except for the school closing for holidays. This could cause a problem which should be looked into before parking permits are going to be issued should the proposal be enforced at some point. I thought this should be brought to your attention and would be interested on your comments.</p>
(8) Local resident, (Didcot, White Leys Close)	<p><b>Concerns</b> – My concerns are threefold:</p> <p>1) The whole of the area I have highlighted has no pavement and is entirely 'Dropped Kerb' on both sides of the road therefore as per rule #243 of the Highway Code "you cannot part where the kerb is lowered to provide easier access for wheelchairs and powered mobility vehicles" it is illegal to park anywhere in the area I have shaded. All the properties in White Leys Close have two private parking spaces and therefore the vehicles that do park on the street currently are almost exclusively non-residents wishing to use the Orchard Centre. This is highlighted in the evenings, when White Leys Close is almost always devoid of cars. Furthermore, currently only residents should be using Station Road/ White Leys Close as per the signage at the entrance to Station Road indicating that motor vehicles are not permitted except for access, further adding to my understanding that vehicles that currently parking in White Leys Close are doing so illegally,</p>



	<p>2) As per my second figure title ON180188, the land on both sides of the road is privately owned by the houses in White Leys Close and therefore allowing parking in the area I have highlighted would block access over a dropped kerb which would again be in breach of Highway Code rule #243 "DO NOT stop or park in front of an entrance to a property",</p> <p>3) When vehicles do park in the area you have allocated for parking, not only do they obstruct private land, they also obstruct the access road to the carpark (private road) meaning that the only way to exit/enter the carpark is to drive over the grass, the damage from this is shown in my last photo, parking in this area is therefore in breach of highway code rule #242.</p> <p>My conclusion is therefore that residents parking cannot be introduced in the area I have highlighted (unless you plan to compulsory purchase the land adjacent to the road and remove the dropped kerbs), as the highway code already fully prohibits parking in this area. I would be grateful to see action taken against the vehicles that currently park in the area illegally.</p> <p>Finally, I would note that your letter appears to confirm what I stated in my email to the planning team in January around proposal P22/S0492/O (on which I am still awaiting a reply) that the proposed development does not have adequate parking and if approved will further exacerbate parking issues.</p>
(9) Local resident, (Didcot, Cronshaw Close)	<p><b>Concerns</b> – I am writing to express my concerns about the new parking restrictions proposed for the area around Didcot Parkway Station.</p> <p>As a resident of Cronshaw Close the proposed changes will have direct impact on our household.</p> <p>Firstly we are concerned that the permits have to be purchased by residents. Is this not making residents pay a penalty to prevent non-residents parking in Cronshaw close? We occasionally have use of a third vehicle. Should we use our allowance of visitor permits for this?</p> <p>Would it not be better to start enforcing the current parking restrictions to deter non- residents from parking in Cronshaw close? In the 18months we have lived here I have not seen a traffic warden. Having said that we do not feel there is a problem with parking in Cronshaw close. The majority of cars that park here belong to residents.</p> <p>Secondly the need for a permit for any visitor will be an inconvenience to put it mildly. 25permits allows for just 2 visitors a month. We recently had a new baby so have had a number of visitors and people coming to help. If our visitors all had to use permits, we would have used around 15 permits in the first two months of this year. How about when someone pops in for 10mins? Or what about when we have a group of friends over in the summer and may</p>

	<p>use 5 or 6 permits in one day? Should we have to pay to have friends visit? Or charge our friends £1 per visit when we have used our 25 permits? Then there is the problem of tradesmen, healthcare workers who may visit the house and anyone else on business.</p> <p>I cannot see how the changes "help manage the supply of residential and short-stay parking" better than the current restrictions do. They just seem more inconvenience and expense for the residents. As previously stated- we don't feel there is a problem with parking here in Cronshaw close, so see no need for change.</p>
(10) Local resident, (Didcot, Station Road)	<p><b>Concerns</b> – I am inquiring into the proposed traffic-parking changes in Station Rd Didcot, can you confirm if it is resident parking only, or permit holders only? I see from your letter that contractors will have access to permits. This being the case I believe this will create a free for all situation. It seems that we will not be allocated bays outside our own properties. This will also create problems and confrontation. Are we going to be harassed when the new development starts at the bottom of Station Rd, if contractors are allowed permits?</p>
(11) Local resident, (Didcot, Haydon Road)	<p><b>Concerns</b> – I'm a bit disappointed. I'm fortunate enough to have a driveway with space for 3 cars so the proposals may suit others but for me it does not go far enough to address the issues we have. Fundamentally, the problem is that people treat Haydon Road as a free car park because they know they won't get caught. That is the attitude/behaviour you need to eradicate. We had years on no enforcement by the Police, we worked hard to bring CPE to our area, when it came we got woefully inadequate levels of enforcement, then when the permit work started the enforcement had to stop and all that has resulted in people thinking they can park in Haydon Road for free. The proposal to allow half an hour (I'm sure I read somewhere that was Saturday only?) with no return in half an hour does not address the issue of people thinking they can use the train station and not pay for the facilities they use. The proposals rely on regular enforcement in order to stop people parking over half and hour and returning within half an hour and we all know that won't get the level of patrols required. Therefore these proposals will fail in their objectives. The other issue is people nuisance parking over driveways - not enough that you have justification to phone the Police but enough to hinder access to my property. Will the proposed double yellows cover our driveways with space to spare such that we can see oncoming traffic and cyclists?</p> <p>All in all I think these proposals are very disappointing. We needed permit zones throughout the area with no exceptions. That way anyone using the station and hoping to not pay for the facilities they use won't be able to. It doesn't take a genius to understand why the half hour has been proposed. The first phase of the Gateway project is a proposed 140 dwellings with no parking - by allowing 30 mins for visitors on our road Councillors are paving the way to getting this project approved. So no we have Gateway residents using our road as a car park.</p>

	<p>You will only eradicate the parking issues in Didcot with strict policies and aggressive enforcement, to hit people where it really hurts - in their wallet. Remember that someone commuting from the station will save money taking a parking fine every 2 weeks than paying for regular parking. Until you reverse that trend and make it cost ineffective to park on residents road you won't ever solve our issues. Also worth mentioning that as I understand it Didcot shares a parking warden with the rest of SODC and Vale. This needs to change - Didcot needs it's own dedicated warden. Proper enforcement, regular patrols and aggressive ticketing - not for a few weeks but permanently - is what is needed.</p> <p>I'm also curious to know how these proposals aim to tackle people parking on our road overnight? As I assume any patrols will have a finishing time. The behaviour is just the same, albeit with less of an impact.</p>
(12) Local resident, (Didcot, Cronshaw Close)	<p><b>Concerns</b> – I appreciate that commuter parking around the station needs to be addressed and in principle do not have an issue with a residents only parking scheme/parking permits being implemented. However as a resident of Cronshaw Close who does not have an official driveway our main parking area is normally in the lay-by in front of 32 - 50 Cronshaw Close. Can I please ask if the visitor permits we can apply for, if it is 25 per adult resident then an additional 25 chargeable or is it per household. Will there be any flexibility shown to the residents who do not have a driveway to apply for more if they are issued per household if we need them. We are a family of four adults who all have visitors at times.</p> <p>I know the majority of resident in Cronshaw Close have driveways so this would not be a major issue for them if they bought an annual permit as they could park on the road so that their visitors could park on their driveway.</p> <p>Can I also ask My father has a disabled parking permit, and is in his 80's, he does call in occasionally, Would the disabled permit cover him to park?</p>
(13) Local resident, (Didcot, Station Road)	<p><b>Concerns</b> – In view of the likely Gateway development and significant loss of parking close to the railway station there is a need to address what will become an even worse issue than it is now.</p> <p>I'm disappointed that the section of Station Road from the junction by Enterprise to the pedestrianised area at Cineworld and White Leys Close has had to be included.</p> <p>As I'm sure you are aware this section is in fact currently NO ENTRY to motorised vehicles except for legitimate access. The only reason this does not work is that the police do not have the resources to police this any more.</p>

	<p>However I understand that Oxfordshire are one of the areas that are being permitted to enforce moving traffic offences so I presume that Oxfordshire have it in their power to take on enforcement of this restriction. I ask has this been considered?</p> <p>Presuming that a residents permit scheme has to be brought in it is of course disappointing that there will be a charge, especially in these times of financial difficulties for many. I do acknowledge that any scheme has to be managed both in office administration and enforcement and this costs money. I trust that the scheme charges will be kept at a minimum, I'm assuming that the fines that may be issued are unlikely to cover the administrative costs.</p> <p>Finally I would ask if the permits could be for individual streets rather than one permit for all streets?</p>
(14) Local resident, (Didcot, Lydalls Road)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>No opinion</b>, Station Road - <b>No opinion</b>, White Leys Close - <b>No opinion</b> Local resident</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b> I was hoping that it would be residents parking only. If the intention is shared use then it has to be properly managed. As people using the road over the years for the station have totally ignored the time restrictions already in place along there.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b>, White Leys Close - <b>No opinion</b> The double yellow lines are ignored currently. It is extremely dangerous with commuters parking on corners etc. again needs to be properly regulated to work.</p>
(15) Local resident, (Didcot, Lydalls road)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>No opinion</b>,</p>

	<p>Station Road - <b>No opinion</b>,  White Leys Close - <b>No opinion</b>  Have the areas to be residents parking been properly thought out. Is the catchment area large enough, I don't think so</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>No opinion</b>  Why shared use, the station has an area for pick up and drop offs already</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Object</b>,  White Leys Close - <b>No opinion</b>  I live in terrace in conservation area with no off road parking available. Are we going to have double yellow lines outside our houses in Lydalls road?, if so where are we supposed to park? We should not be penalised for living in a house with no option for off road parking.by creating a small zone of residents parking you are just pushing the parking problems further up the road. Lydalls road houses that are terraced with no other means of parking off road should be included in the permit area. Cronshaw close has garage area around rear of houses and also most front gardens have been converted to drives but you are still giving them the option of residents parking but not addressing the issue further in Lydalls or manor road</p>
(16) Local resident, (Didcot, Lydalls road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>No opinion</b>,  White Leys Close - <b>No opinion</b>  I dont live in those roads - I'm.Lydalls Rd resident &amp; not on the One Way end either We need to be parking permits too</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b></p>

	<p>Parking will be pushed further round to the Church end of Lydalls rd - its a Nightmare already due to lot of the houses NOT having driveways, and parking is shocking now. We will need our own parking permits or we won't be able to park at all</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Object</b>,  White Leys Close - <b>No opinion</b>  The bottom / station end of Hayden Rd- they've driveways so Yellow lines would be ok</p> <p>Lydalls rd middle section - again all have driveways so fine / double yellow ok</p> <p>HOWEVER that means people will instead park from Queens pub twds Church section of Lydalls - which is Shocking already as 2x blocks are victorian terraces so no driveways- residents struggle to park now as it is, let alone with then adding on Station parking (due to yellow lines everywhere else)</p>
(17) Local resident, (Didcot, Lydalls Road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b></p> <p>I'm a resident owner of a property in Lydalls Road and we experience frequent (daily) occurrences of rail users parking on our street all day. If parking permits or shared-use parking are to be introduced on roads near the railway station, then they need to be extended to cover all of Lydalls Road (including the cul-de-sac at the Foxhall Road end of Lydalls Rd) and Stonor Close. The footpath between Cronshaw Cl and Lydalls Rd allows commuters to park on Lydalls Rd and walk to the station. This is becoming a major inconvenience as commuters often block driveways and cause congestion, which restricts access to homes and makes driving on the roads less safe. Focus should be on encouraging commuters to use the Foxhall Multi-Storey carpark and the Station Road carpark.</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b></p> <p>I'm a resident owner of a property in Lydalls Road and we experience frequent (daily) occurrences of rail users parking on our street all day. If parking permits or shared-use parking are to be introduced on roads near the railway</p>

	<p>station, then they need to be extended to cover all of Lydalls Road (including the cul-de-sac at the Foxhall Road end of Lydalls Rd) and Stonor Close. The footpath between Cronshaw Cl and Lydalls Rd allows commuters to park on Lydalls Rd and walk to the station. This is becoming a major inconvenience as commuters often block driveways and cause congestion, which restricts access to homes and makes driving on the roads less safe. Focus should be on encouraging commuters to use the Foxhall Multi-Storey carpark and the Station Road carpark.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Object</b>,  Lydalls Road - <b>Object</b>,  White Leys Close - <b>Object</b></p> <p>Double yellow lines without resident permits are not a suitable solution as this will restrict residents ability to park outside their homes. Some houses along Lydalls Road do not have off street parking so these residents would not be able to park near their homes.</p>
(18) Local resident, (Didcot, Lydalls )	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b>  Concerned this will push commuters to park further up lydalls and stoner close and lydalls close</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b>  Concerned residents will not be able to park as commuters already park in these areas rather than using the station car park and push parking further up lydalls to, Lydalls close, stonor close</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b>  Need To allow parking for residents but concerned residents will not be able to have deliveries or visitors and will push parking further up lydalls road where there is already limited parking</p>

(19) Local resident, (Didcot, White Leys Close)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>No opinion</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>People parking at the end of White Leys Close is dangerous as it forces drivers to be on the wrong side of the road when turning out on to Station Road. Repainting and adding new sections of double yellow lines would definitely help prevent accidents. Everyone living down that road has a private parking space and most would not even need to buy a permit so I am in support of the proposed permit areas.</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b></p> <p>Residents should be able to easily park near their own house. Hopefully this will encourage commuters to cycle, although it would help if the cycle paths were properly maintained.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>I have seen multiple near-misses due to people parking dangerously and think this would help.</p>
(20) Local resident, (Didcot, White leys close)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>Fully support.  Constant parking by non-residents to avoid paying for parking at the orchard centre causes significant disruption to local residents and in many cases dangerous parking on narrow roads. Especially white leys close!</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b></p>



	<p>No Waiting at Any Time' (Double Yellow Lines)          Haydon Road - <b>Support</b>,          Lydalls Road - <b>Support</b>,          White Leys Close - <b>Support</b></p>
<p>(21) Local resident, (Didcot, Lydalls Road (cul de sac))</p>	<p>Resident Permit Parking Spaces          Cronshaw Close - <b>Support</b>,          Station Road - <b>Support</b>,          White Leys Close - <b>Support</b>          We have had problems for many years with people parking in the areas mentioned, by people using the railway station and staying away all day, and sometimes for a long weekend. Residents should be looked after.</p> <p>Shared-Use Parking Spaces          Haydon Road - <b>Concerns</b>,          Lydalls Road - <b>Concerns</b>          I believe that the whole of Haydon Road and the whole of Lydalls Road (including the cul de sac at the top end of Lydalls Road) should be residents only parking. If the restrictions are only in a small area, commuters will then start to park in the nearest available areas, which just moves the problems of parking to other residents (sadly there are already problems). We need to consider a much larger 'restriction area' which hopefully will force the commuters to use the multi storey carpark. We should consider a consultation with Network Rail to reduce the parking charges considerably.</p> <p>No Waiting at Any Time' (Double Yellow Lines)          Haydon Road - <b>Concerns</b>,          Lydalls Road - <b>Object</b>,          White Leys Close - <b>Concerns</b>          At the upper end of Lydalls Road there are long term residents who do not have 'off street parking'; where are they going to park? The areas that already have parking restrictions on Lydalls Road aren't policed enough as it is.</p>
<p>(22) Local resident, (Didcot, Lydalls Road )</p>	<p>Resident Permit Parking Spaces          Cronshaw Close - <b>Concerns</b>,          Station Road - <b>Concerns</b>,</p>

	<p>White Leys Close - <b>No opinion</b>  I live halfway up in Lydalls Road - are the existing no parking restrictions going to remain in place ( Mon - Fri 2pm - 3pm ) ??  if not all that will be accomplished with these new proposals is that the commuters currently parking all day in Haydon Road ( between Station Road and the corner of Lydalls Road ) will merely just move into Lydalls Road and will take up all the available parking the length of it  this really concerns me  any update would be appreciated thank you</p> <p>Shared-Use Parking <b>Spaces</b>  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b>  it appears that the current commuter all day parking will merely just move into Lydalls Road and we will have a large number of cars parked there from early morning to mid evening  Lydalls Road is a residential Road and needs safeguarding from this happening</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>No opinion</b>  no further comment</p>
(23) Local resident, (Didcot, Cronshaw Close)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>No opinion</b>,  White Leys Close - <b>No opinion</b></p> <p>As a resident of Cronshaw Close I'm concerned that I will have to pay £70 to park outside my own house. This £70 is on top of council tax and road tax and comes at a time when everybody is having to tighten their belts and save money. Why can't the resident's permits be free or at the very least much much cheaper? It feels that the £70 price far outweighs the cost of logging me as a local resident and printing a card to put in my vehicle window. I have lived in Didcot all my life and didn't support the building of thousands of houses around the town, teeming with people who now want to travel by train but not pay to park their own cars in the car parks or walk or cycle to the station. Why should I now be having to pay because of these people? Why can't Great Western Railways subsidise the parking scheme seeing it's their business that's the root of the problem? It feels unfair to me.</p>

	<p>Shared-Use Parking Spaces Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b> I don't live there so it doesn't impact me, but I know parking along there is tight.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b>, White Leys Close - <b>Concerns</b> Completely barring parking along White Leys Close seems hard if you live along there.</p>
(24) Local resident, (Didcot, Lydalls Road)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Concerns</b>, Station Road - <b>Concerns</b>, White Leys Close - <b>Concerns</b> I'm not sure why Cronshaw Close is included. Should it be Compton Close? I have general comments about the scheme as a whole which I will add later.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Object</b>, Lydalls Road - <b>Object</b> I support the introduction of residents' permits but I object to the shared use spaces. There is limited parking space available for residents on this stretch of Lydalls Road. Most of us do not have any off-street parking available so are dependent on the limited on-street parking. It is unfair on residents to expect them to compete for space with people who have not paid for permits. There are public car parks only seconds away from our street so non-residents should be using these. There is also the issue that the 30-minute rule may not be monitored/enforced effectively.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Concerns</b>, White Leys Close - <b>Concerns</b> There is already limited parking space available on these streets. Introducing new double yellow lines will restrict this space further. We would only support these where they protect dropped kerbs.</p>

<p>(25) Local resident, (Didcot, Lydalls Road)</p>	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Support</b>, Station Road - <b>Support</b>, White Leys Close - <b>Support</b> Because long term parking by users of the GWR in Lydalls Road causes problems for all the residents. There is ample parking provided by the GWR in their multi-story car park but it is always half empty.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Concerns</b> No, I believe that these roads should also be added to the Residents Permit Only Parking Spaces scheme.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Concerns</b>, White Leys Close - <b>Concerns</b> As before:- No, I believe that these roads should also be added to the Residents Permit Only Parking Spaces scheme.</p>
<p>(26) Local resident, (Didcot, Station)</p>	<p>Resident Permit Parking Spaces Cronshaw Close - <b>No opinion</b>, Station Road - <b>Support</b>, White Leys Close - <b>Support</b> I have concerns over the parking arrangements for Enterprise Car Rental. At the moment they have a total disregard as to where they park. Cars &amp; vans are parked on pavements, double yellow lines &amp; the grass verges to the side and also on the land to the side of my house 76 Station Road. We also have car transporters parked outside our houses. Station Road is supposed to be a conversation area. Also since the buses have been allowed to go up and down the road it can get very congested. The constant vibration is causing damaged to our homes.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b></p>

	<p>The general public park anywhere they like to commute to the station, how it will be re-enforced that they cannot continue doing this. It is not fair on the residents</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b>  This is positive news for residents</p>
(27) Local resident, (Didcot, Lydalls Road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>No opinion</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>No opinion</b>  I live near the Didcot parkway station (Lydalls Road)</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>No opinion</b>,  Lydalls Road - <b>Support</b></p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Concerns</b></p>
(28) Rather not say, (Didcot, Cronshaw Close)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>The roads around the station are full of cars that sit there all day whilst the owners are off working or shopping elsewhere. It is difficult often to navigate these roads safely as a pedestrian or as a driver. Delivery vans for example have to weave onto the opposite side of the road to overtake the parked vehicles. I am expecting an accident to happen at some point soon.</p>

	<p>Shared-Use Parking Spaces Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b></p> <p>The permit scheme needs to benefit all of the mentioned areas. If you roll it out in one street but not the other then you are in danger of an increase of unwanted parking in those neglected streets. The station has a decent sized car park the problem is people don't want to pay. The town has good bus access to the station but people don't want to use it or are too lazy to walk. The scheme will if rolled out force people to make a change in their commute and will potentially reduce traffic volume.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b>, White Leys Close - <b>Support</b></p> <p>The introduction of new double yellow lines will help with traffic flow and will increase visibility around the Haydon/Lydalls Road junction. The White Leys Close lines will benefit the residents.</p>
(29) Local resident, (Didcot, Haydon Road)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Support</b>, Station Road - <b>Support</b>, White Leys Close - <b>Support</b> All necessary</p> <p>I support the proposals, as I do feel they are necessary given the loss of the "Julians" parking spaces, which will obviously push parking to other roads in the area, but there was no space for further comment.....</p> <p>I feel you have neglected the upper part of Haydon Road, past the junction with Lydalls Road. If the proposed restrictions and residents permits areas extend as far as the whole of Cronshaw Close and Station Road/White Leys Road, which are much further away than upper Haydon Road, then why haven't you made similar arrangements for us?</p> <p>People already park outside my house to go to the station, but thankfully this is only occasional at the moment. In the future when the car park on the "Julians" land is gone, more people are certain to park up Haydon Road including those who live in the new development.</p>

	<p>Making it double yellows up the West Side will just mean a line of cars parked all up the East side. This will lead to a road which was once spacious and pretty safe for a 'main road' being busy and more dangerous to cross or get on/off our drives. Haydon Road is a lovely, tree lined road, which will soon become ugly and cluttered.</p> <p>Being frank, I don't hold out much hope of being listened to on this. I objected the development that these parking proposals have grown out of to no avail, as well as objecting to a recent planning permission request of a HMO on the street which was ignored. I know all my neighbours feel the same, but the council seems to do what it wants regardless. Nevertheless, that's my opinion and the opinion of my neighbours so I feel obliged to put it across when it affects me directly.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b> Required, but hope that they are properly monitored.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b>, White Leys Close - <b>Support</b> Required</p>
(30) Local resident, (Didcot, cronshaw close)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Object</b>, Station Road - <b>No opinion</b>, White Leys Close - <b>No opinion</b></p> <p>The area has already parking restrictions in place. These restrictions work fine: the residents have space to park their cars and we have never experienced commuters or passers by to leave their cars parked for prolonged time causing issues to the road viability. The proposal to introduce parking permits paid by the residents would only aggravate the already unbearable increase of living costs, this is the last thing we need this year. Please do not force the residents of cronshaw close to pay to be able to park their cars in front of their houses. If parking permits are an absolute necessity for the council, they should be offered for free to residents.</p> <p>Shared-Use Parking Spaces</p>

	<p>Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b></p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b>, White Leys Close - <b>No opinion</b></p>
(31) Local resident, (Didcot, Cronshaw close)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Object</b>, Station Road - <b>No opinion</b>, White Leys Close - <b>No opinion</b> I do not see the point of paying for the parking since the situation is currently very convenient for residents. If any permit will be necessary it should be offered for free to the residents.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b></p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b>, White Leys Close - <b>No opinion</b></p>
(32) Local resident, (Didcot, Haydon Road)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Support</b>, Station Road - <b>Support</b>, White Leys Close - <b>Support</b> As a resident of Haydon Road I can rarely park outside my own house, so I think it would be beneficial for residents to be able to park outside their own properties.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Support</b>,</p>



	<p>Lydalls Road - <b>Support</b>  As a resident of Haydon Road I would like to be able to park outside my own house and so would visitors like to be able to park.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b>  Some concern would be that visitors wouldn't be able to park. I believe that if the new parking permits go ahead we would be able to buy visitors parking spaces. This will need to be monitored closely as at the moment some commuters would rather chance getting a ticket rather than pay for car parking. We as residents have unfortunately been caught on a number of occasions parking outside our own property between the 12-1 no parking restrictions .</p>
(33) Local resident, (Didcot, Lydalls Road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b>  Control of the areas need to be in place</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b></p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close – <b>Support</b></p>
(34) Member of public, (Betchworth, Glenfield Road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>No opinion</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p>

	<p>Too many commuters are parking down residential streets and should be encouraged to use public transport or cycle instead.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b> Short stay parking is needed.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b>, White Leys Close - <b>Support</b> Parking on road corners obstructs view and is a safety concern</p>
(35) Member of public, (Brockham, Glenfield Road)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>No opinion</b>, Station Road - <b>No opinion</b>, White Leys Close - <b>Support</b> Difficulty parking due to local shoppers.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b> To aid parking when visiting family.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b>, White Leys Close - <b>Support</b> Safety as difficult to see when accessing main road.</p>
(36) Local resident, (Didcot, Cronshaw Close)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Support</b>,</p>

	<p>Station Road - <b>Support</b>,  White Leys Close - <b>Support</b>  Seems a feasible solution that will meets the needs of local residents in a fair way</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>  Adequate solution to the parking needs whilst still supporting local residents</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b>  Supports the needs of local residents and safety considerations</p>
(37) Local resident, (Didcot , Haydon Road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b>  The scheme will only work if it is policed daily, who is going to check the permits? How will you enforce the rules?</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Object</b>,  Lydalls Road - <b>Object</b>  I live in Haydon Road close to the station. I am constantly battling to access my driveway due to illegally parked cars or those collecting people from the station. The current rules are no parking between 12-1pm but this is not enforced. By giving them 30 minutes to park will not work as it will be abused. Unless you are going to provide the resources to check on illegally parked cars daily the scheme is useless. At the moment people park for days on end, sometimes going on holiday by train and know they will not get a parking ticket because nobody comes down to check. You are asking us to pay to park in the road we live in but the chances of actually getting a space will be limited. Realistically you will not be able to provide enough spaces for the residents let alone allowing non-permit holders to park as well? How many spaces will be made available? Why not make it residents only like Cronshaw close? Once the new houses are built opposite then the nightmare of trying to get a space will increase massively</p>

	<p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>Currently struggle to access my drive due to people collecting from station or parking over driveway. So this is a good idea and will assist with potential H&amp;S of being able to see more clearly when leaving your driveway</p>
<p>(38) Local resident, (Didcot, Lydalls Road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b></p> <p>Although resident permit parking is welcome, I am concerned that the limited scope will just push the parking into surrounding roads</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b></p> <p>Parking is already a problem on the other side of Lydalls Road (between Haydon and Foxhall Roads) and surrounding streets. The permits seem likely to exacerbate the problem, especially if Julian's car park is closed.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>These prevent dangerous parking, particularly on the corner of Lydalls and Haydon Road. However, they will need to be enforced and extended further up both roads if parking is displaced</p>
<p>(39) Local resident, (Didcot, Lydalls Road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b></p>

	<p>Restrictions near the railway station will force commuter parking further up the road (just moving the problem elsewhere). Residents without off road parking should be able to park by their property. I feel that if the permit system is not properly enforced then it will be a waste of residents' money purchasing one.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Concerns</b></p> <p>Restrictions near the railway station will force commuter parking further up the road (just moving the problem elsewhere). Residents without off road parking should be able to park by their property. I feel that if the permit system is not properly enforced then it will be a waste of residents' money purchasing one.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Concerns</b>, White Leys Close - <b>Concerns</b></p> <p>Restrictions near the railway station will force commuter parking further up the road (just moving the problem elsewhere). Residents without off road parking should be able to park by their property. I feel that if the permit system is not properly enforced then it will be a waste of residents' money purchasing one.</p>
(40) Local resident, (Didcot , Lydalls Road)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Concerns</b>, Station Road - <b>Concerns</b>, White Leys Close - <b>Concerns</b></p> <p>Residents parking areas in around the station in Didcot are a good idea as long as the area is large enough. If not the the zones will simply push parking a bit further away. Lydalls Road west of Haydon Rd already suffers from cars parking for the station. This scheme will just push more cars here. The residents parking area needs to extend further along Lydalls Road and up Haydon Road - far enough to not be convenient for station parking.</p> <p>Shared-Use Parking <b>Spaces</b> Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Support</b> Not clear of logic for shared use in Haydon Rd</p> <p>No Waiting at Any Time' (Double Yellow Lines)</p>

	Haydon Road - <b>Support</b> , Lydalls Road - <b>Support</b> , White Leys Close - <b>Support</b>
(41) Local resident, (Didcot, Lydalls Road)	<p><b>Support</b> – I am a resident of Lydalls Rd and enthusiastically support the initiative to provide permit parking for Lydalls Rd subject to the observations in the following bullet points:</p> <ul style="list-style-type: none"> <li>• Section C, comment 2: double yellow lines and ‘end on parking currently protrudes into the carriageway (Lydalls Rd, Nos 57 to 45)’. This suggests current parking is inappropriate, but it is practical and efficient: <ul style="list-style-type: none"> <li>o This style of parking has been used here for approximately 20 years. I am aware of no incidents during this period and would therefore question any inference that it is unsafe.</li> <li>o I believe a change to parallel parking, if I am correctly inferring that as the intention, may cause unnecessary issues with capacity for both residents and parents dropping children off at the school.</li> <li>o I suggest a more effective option would be white line marked end-on parking.</li> </ul> </li> <li>• Is the resource and responsibility for enforcing these new parking restrictions allocated? The existing parking restrictions on Lydalls Rd have not been enforced for over 20 years (I have lived on this road for 29 years). Attempts to have it enforced have been previously re-buffed by the Police, who I believe are currently responsible. When I first moved to the property restrictions were intelligently enforced by a parking warden, but the PW resource was de-allocated approximately 20 years ago. If charges are to be made, restrictions must be enforced.</li> <li>• There seems to be some confusion over pricing. Page one of the letter states resident charge is £65/annum. First paragraph section E of the accompanying document states resident charge is £70.</li> <li>• Section C, 2. It is suggested double yellow lines are placed outside 59 and 61. This strengthens the case for the point made in bullet one – these properties are outside the school and restriction in parking here with parallel parking may lead to inadequate capacity for the school and the residents. I would suggest double yellow lines outside property 61 are unnecessary – only 59 needs it.</li> </ul> <p>I hope the comments that I have made assist those responsible with implementing a very worthy and long overdue scheme.</p>
(42) Local resident, (Didcot, Cronshaw Close)	<p><b>Support</b> – We reside at Cronshaw Close and believe the idea of residents parking permits for our road is long overdue and therefore very welcome.</p>

	<p>We are fortunate that we can park 2 vehicles within our boundary after having been granted permission to install a dropped kerb to access the hard standing at the front of our house, prior to this we very often struggled to park in the close due to non residents regularly parking to take the train for work, nights out and on several occasions holidays!</p> <p>The inconsiderate parking continues on a daily basis and causes issues for residents who rely on using the lay-by in front of their houses.</p> <p>We would not require a residents permit but would certainly apply for a visitors permit.</p> <p>We look forward to a positive result to your proposal.</p>
(43) Local resident, (Didcot, Lydalls Road)	<p><b>Support</b> – It is good to know that there is an imminent solution to the parking congestion in the above mentioned area.</p> <p>Please can you clarify the following point/s in your letter:  * C. Proposed no waiting at any time (Double Yellow Lines): Point 2 regarding Lydalls Road does not mention the double yellow lines to Nos 2-4 Haddon Terrace Lydalls Road, even though this is marked with a blue line on the map.</p> <p>I welcome the new proposal and trust this is an oversight.</p>
(44) Local resident, (Didcot, White Leys Close)	<p><b>Support</b> – I'd like to simply say a very well thought out scheme from what I can make of it. A practical point the 'existing' double yellow lines will also need 'repainting' because they were painted originally with a paint mix so poor that within a fortnight they'd degraded enough to not consider them as being there in White Leys Close,... and it's been years now. Additionally I trust it will be patrolled and enforced, currently it's parked all over on a permanent basis.</p>

This page is intentionally left blank



Divisions affected: *Banbury Calthorpe; Banbury Ruscote; Bloxham & Easington; Charlbury & Wychwood; Chipping Norton; Eynsham; Kidlington South; Kirtlington and Kidlington South*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 APRIL 2023**

### **CHERWELL & WEST OXFORDSHIRE DISTRICTS - VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
  - a. The proposed provision of Disabled Persons Parking Places (DPPP) at: Beatrice Drive (Banbury), Sandford Rise (Charlbury), Nine Acres Lane (Charlbury), Hannis Road (Chipping Norton), John Lopes Road (Eynsham), Marlborough Avenue (Kidlington), Park Close (Yarnton),
  - b. the proposed removal of the DPPP at: Oxford Close (Kirtlington),
  - c. the proposed relocation of the DPPP at: High Street (Bloxham),
  - d. to defer approval of the proposals at the following location pending further investigations: Merton Close (Eynsham), and
  - e. to defer approval of the proposals to remove a DPPP at: Western Avenue (Banbury).

#### **Executive summary**

2. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public, Councillors or following observations made by officers. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones. Together with a view to make the most efficient use of space while reducing sign clutter

#### **Financial Implications**

3. Funding for the proposed changes has been provided from the County Council's revenue budget.

## **Equalities and Inclusion Implications**

The provision of disabled persons parking places assists those with a mobility impairment.

## **Sustainability implications**

4. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence or work.

## **Introduction**

5. This report presents comments received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the Cherwell and West districts of Oxfordshire.

## **Background**

6. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annex 1** to **Annex 11** provide plans of the locations for which responses have been received or concerns raised.

## **Formal consultation**

7. The formal consultation on the proposals for Cherwell and West Areas, was carried out between 8 February and 10 March 2023. A notice was placed in the local newspapers and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell and West District Council and the local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.
8. Thames Valley Police, Cherwell District Council, West Oxfordshire District Council, Eynsham Parish Council and Bloxham Ex-Servicemen's Village Hall Committee responded expressing no objections. The local councillor for Kidlington and for Bloxham were in support of the disabled bay proposals.
9. Sixteen responses were received from members of the public during the course of the consultation, and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Banbury	Beatrice Drive			1
	Western Crescent (Removal)		1	
Bloxham	High Street			1
Charlbury	Sandford Rise	2		
	Nine Acres Lane	1		
Chipping Norton	Hannis Road	1		
Eynsham	John Lopes Road	1		
	Merton Close		3	1
Kidlington	Marlborough Avenue	1		
Kirtlington	Oxford Close (Removal)	2		
Yarnton	Park Close	1		

10. The responses are recorded in **Annex 12**, and copies of the full responses are available for inspection by County Councillors

### **Officer response to objections/concerns**

11. Comments and recommendations are provided in response to the concerns and objections as given in Annex 12 in respect of each of the proposed site in the following paragraphs.

#### Banbury – Beatrice Drive – proposed DPPP

12. One expression of concern was raised; parking in this road is very difficult due to a shortage of parking spaces and this proposal does not help: It is recommended that this proposal is approved, due to the applicant already parking in Beatrice Drive, there would not be a loss of parking spaces.

#### Banbury – Western Crescent – proposed removal of DPPP

13. One objection to the removal was raised; the disabled parking place is still in use. It is recommended to retain the DPPP.

#### Bloxham – High Street – proposed relocation of DPPP

14. One expression of concern was raised; with concerns over its location could be abused by non -blue badge holders: It is recommended that this proposal is approved.

#### Charlbury – Sandford Rise – proposed DPPP

15. Two expressions of support were raised; one with a suggestion on locating the DPPP nearer to the dropped kerb: It is recommended that this proposal is approved.

Charlbury – Nine Acres Lane – proposed DPPP

16. One expression of support was raised; it is close to disabled accommodation: It is recommended that this proposal is approved.

Chipping Norton – Hannis Road – proposed DPPP

17. One expression of support was raised but with concerns over legitimate use; I support this proposal as long as the requirement is genuine: It is recommended that this proposal is approved.

Eynsham – John Lopes Road – proposed DPPP

18. One expression of support was raised; It is recommended that this proposal is approved.

Eynsham – Merton Close – proposed DPPP

19. Three objections and one expression of concern was raised; applicant has parking to the rear of property and location of proposed bay is a cause for road safety concerns: It is recommended to defer this proposal.

Kidlington – Marlborough Avenue - proposed DPPP

20. One expression of support was raised; correct siting of the disabled parking place is recommended: It is recommended to approve this proposal.

Kirtlington – Oxford Close - proposed removal of DPPP

21. Two expressions of support were raised; the disabled parking place is no longer required: It is recommended to approve the removal of this parking place.

Yarnton – Park Close - proposed DPPP

22. One expression of support was received, but with concerns over available parking for the residents living in the close: It is recommended to approve this proposal as the applicant already parks in Park Close, there would not be a loss of parking places.

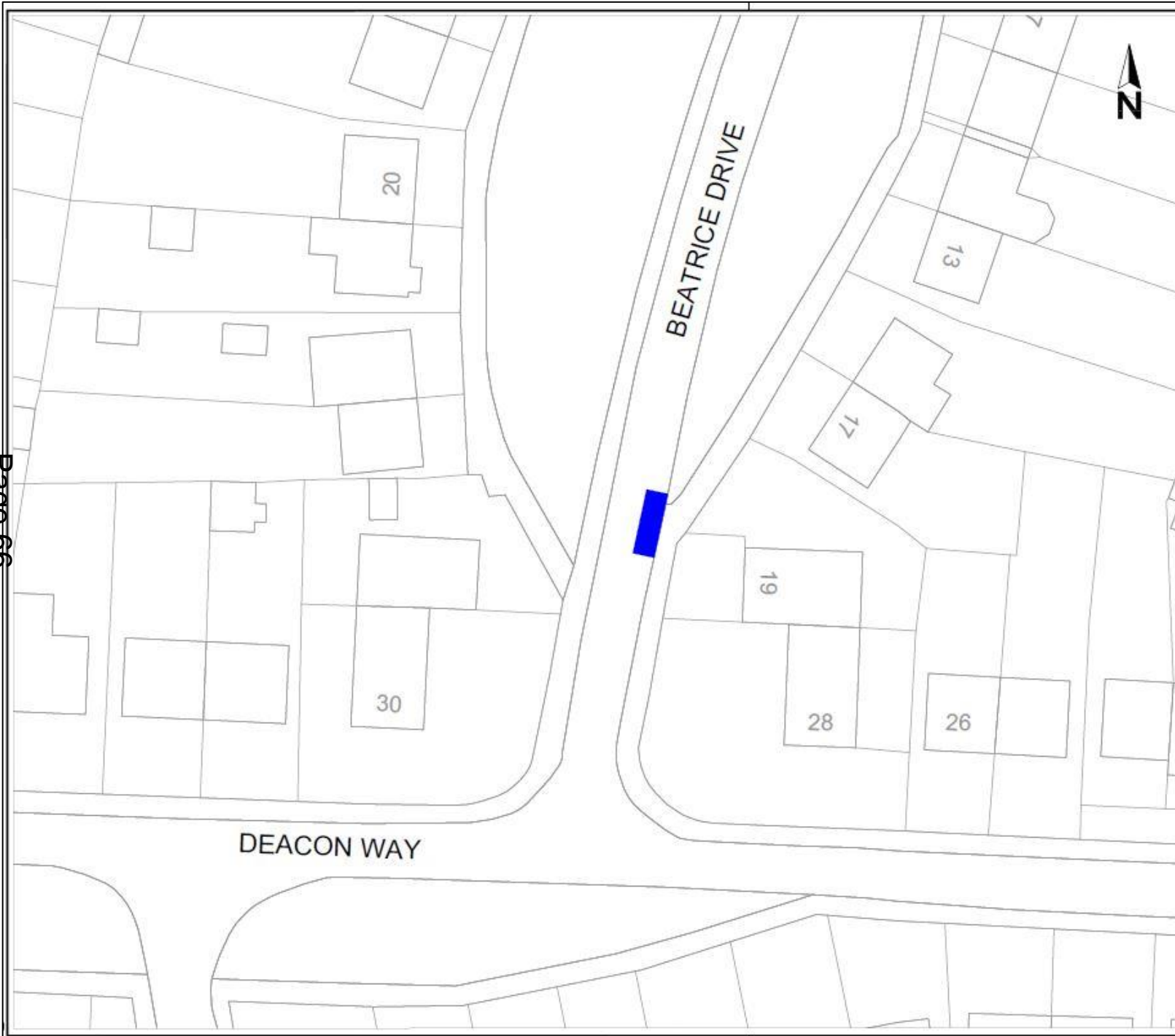
Bill Cotton  
Corporate Director, Environment and Place

Annexes:                      Annex 1-11: Plans of proposed disabled persons parking places to be removed or provided where an objection or concern on the proposal has been received.

## Annex 12: Consultation responses

Contact Officers: Tim Shickle 07920 591545  
Jane Clark 07718 657180

April 2023

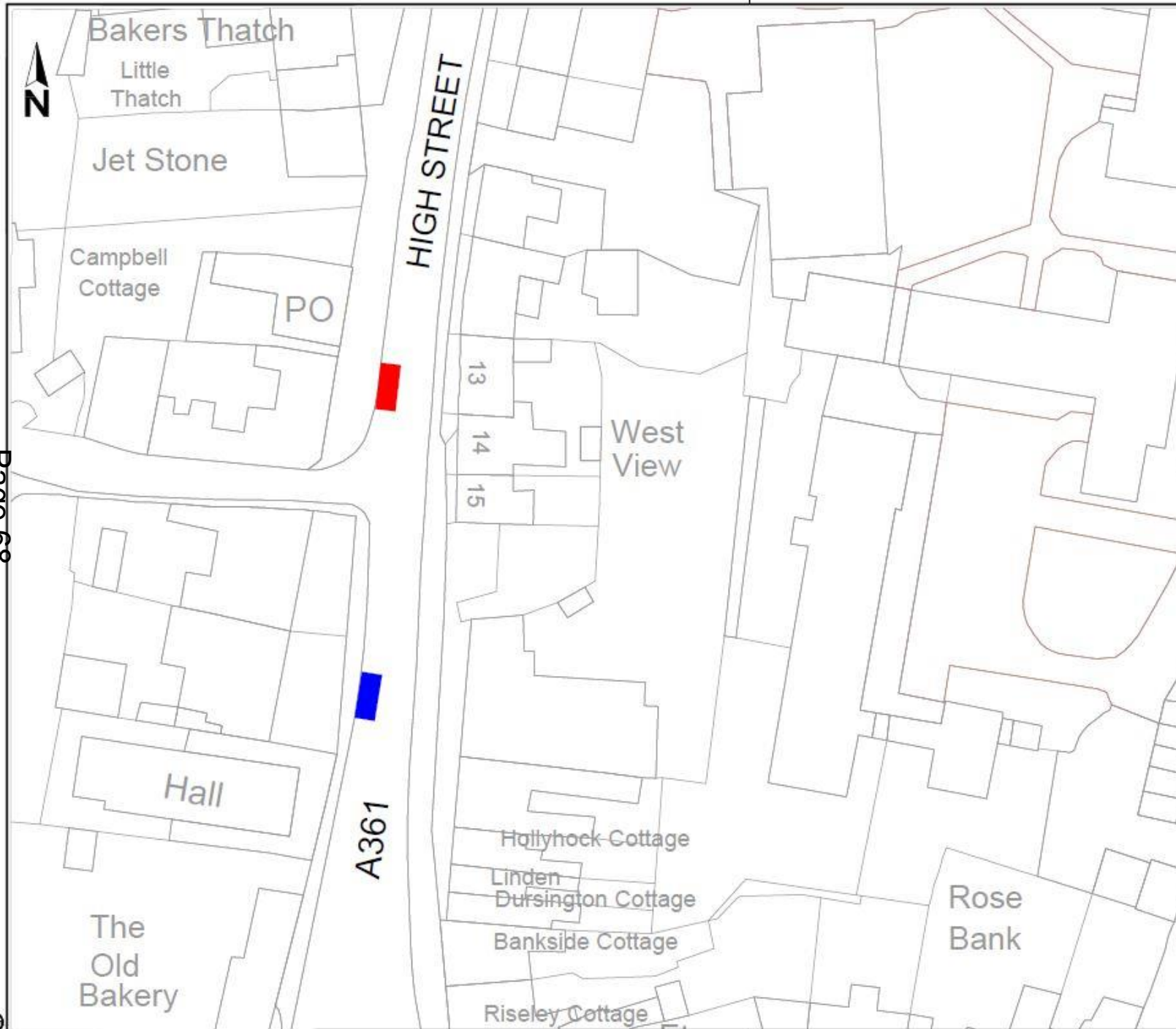





Drawing No.		<b>ANNEX 1</b>	
<b>Key</b>			
		Proposed Disabled Persons Parking Place	
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076805</small>			
Rev.	Date	Purpose of revision	Drawn/Checked/Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> <small>88 Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small>			
Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
BANBURY BEATRICE DRIVE			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 10/21	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.			Revision 0



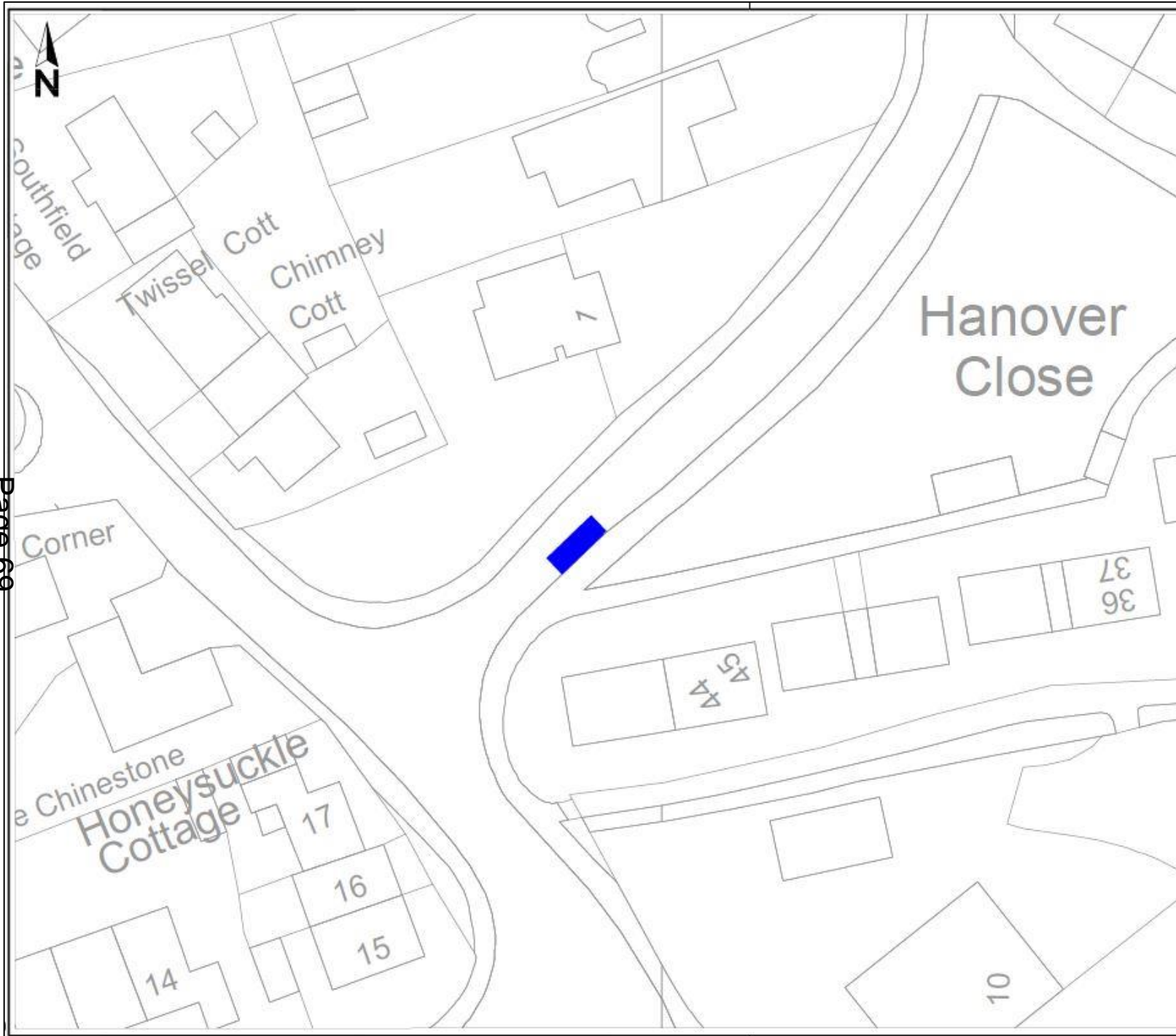
Drawing No.		<b>ANNEX 2</b>	
<b>Key</b>			
		Proposed REMOVAL of Disabled Persons Parking Place	
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076806</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<p> <small> Bill Cotton  Corporate Director for  Environment and Place  Communities  Oxfordshire County Council  County Hall  Oxford  OX1 1ND  Tel: 0345 310 11 11  Fax: (01865) 241577 </small> </p>			
Project title			
<b>PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACE</b>			
Drawing title			
<b>BANBURY WESTERN CRESCENT</b>			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 01/23	Date checked	Date approved
Oxfordshire Project No. & File Ref.			
Drawing No.			Revision 0





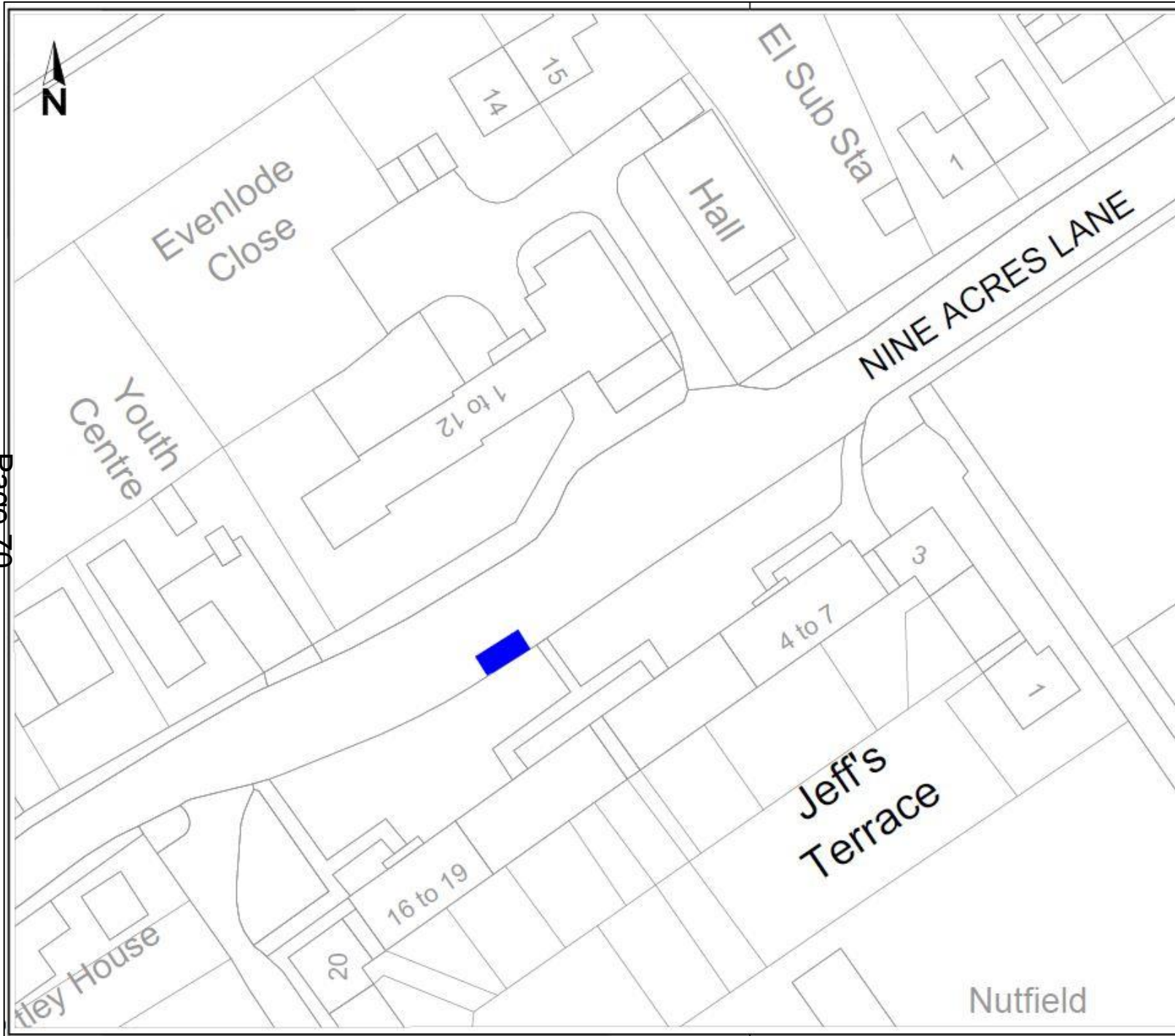




Drawing No.		Revision	
<b>Key</b>		<b>ANNEX 3</b>	
		Proposed Disabled Persons Parking Place	
		Proposed REMOVAL of Disabled Persons Parking Place	
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA070806</small>			
Rev.	Date	Purpose of revision	Origin Checked Approved
 <p> <small>             Bill Cotton              Corporate Director for              Environment and Place              Communities              Oxfordshire County Council              County Hall              Oxford              OX1 1ND              Tel: 0345 310 11 11              Fax: (01995) 241577           </small> </p>			
<b>Project title</b> DISABLED PERSONS PARKING PLACE PROPOSALS			
<b>Drawing title</b> BLOXHAM HIGH STREET			
<b>Drawing Status</b>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
01/23			
Oxfordshire Project No. & File Ref			
Drawing No.			Revision 0

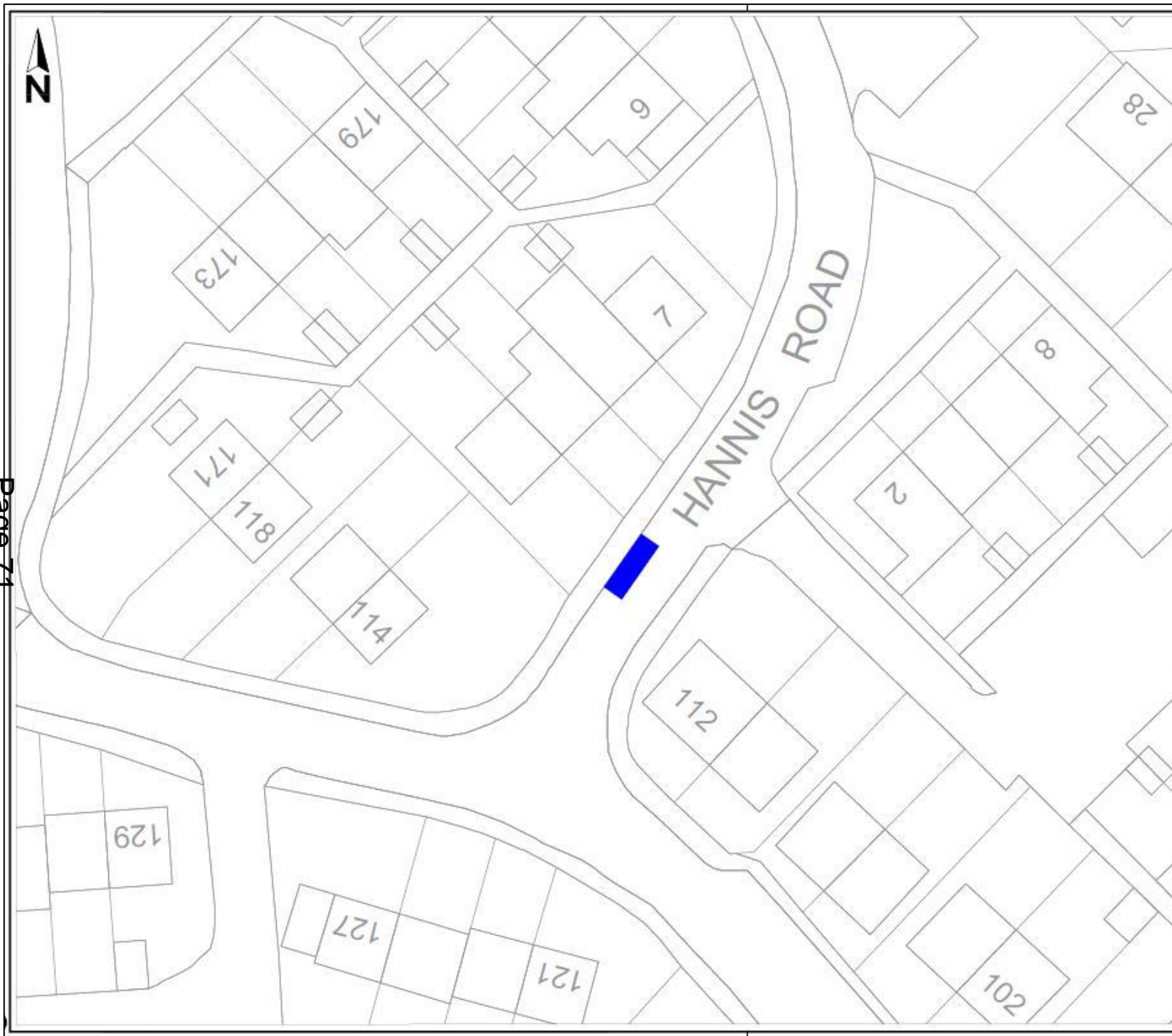




Drawing No.		<b>ANNEX 4</b>	
<b>Key</b>  Proposed Disabled Persons Parking Place			
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076805</small>			
Rev.	Date	Purpose of revision	Drawn / Checked / Approved
 <small>           Bill Cotton            Corporate Director for            Environment and Place            Communities            Oxfordshire County Council            County Hall            Oxford            OX1 1ND            Tel: 0345 310 11 11            Fax: (01865) 241577         </small>			
<b>Project title</b> PROPOSED DISABLED PERSONS PARKING PLACE			
<b>Drawing title</b> CHARLBURY HANOVER CLOSE			
<b>Drawing Status</b>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Jac		
Date drawn	Date checked	Date approved	
12/22			
Oxfordshire Project No. & File Ref.			
Drawing No.			Revision 0

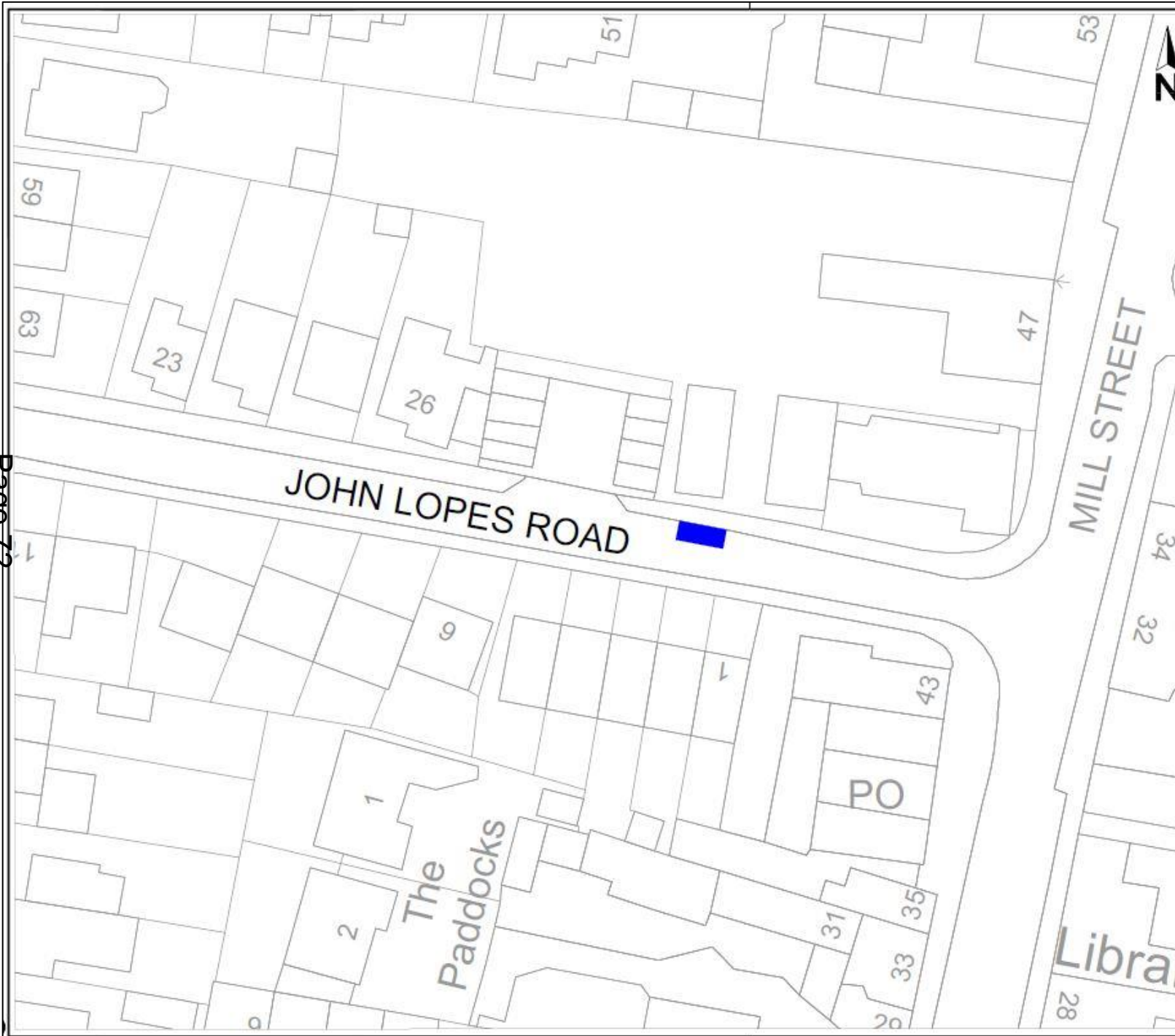




Drawing No.		<b>ANNEX 5</b>	
<b>Key</b>			
		Proposed Disabled Persons Parking Place	
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076806</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
 <small>Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small>			
Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
CHARLBURY JEFFS TERRACE			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 12/22	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.			Revision 0

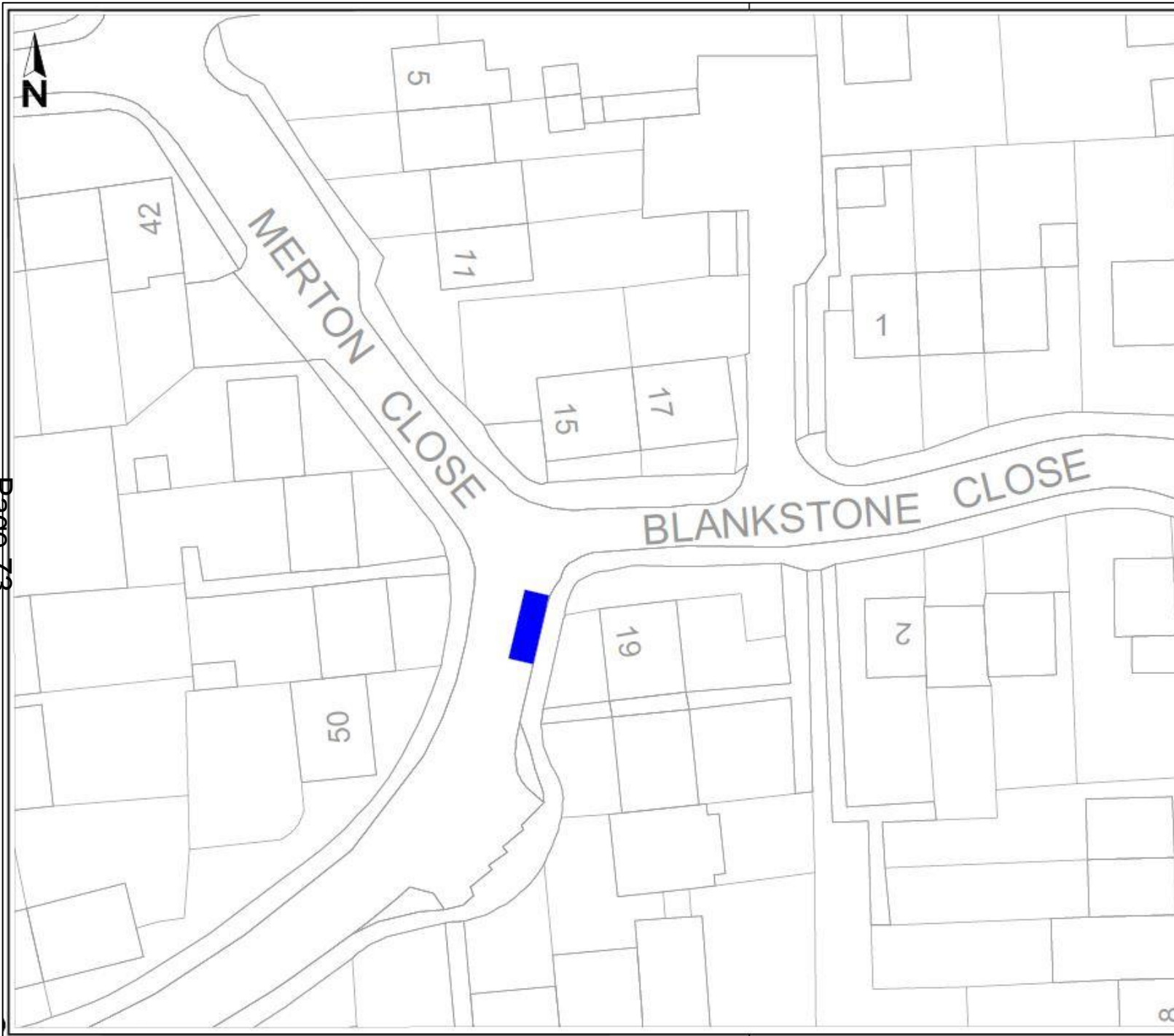


Drawing No.		<b>ANNEX 6</b>	
<b>Key</b>			
		Proposed Disabled Persons Parking Place	
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LAC/16805</small>			
Rev.	Date	Purpose of revision	Drawn   Checked   Approved
<div>             Bill Cotton              Corporate Director for              Environment and Place              Communities              Oxfordshire County Council              County Hall              Oxford              OX1 1ND              Tel: 0245 310 11 11              Fax: 01895 241577           </div>			
Project title			
<b>PROPOSED DISABLED PERSONS PARKING PLACE</b>			
Drawing title			
<b>CHIPPING NORTON HANNIS ROAD</b>			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Jac		
	Date drawn	Date checked	Date approved
	01/23		
Oxfordshire Project No. & File Ref			
Drawing No.			Revision 0

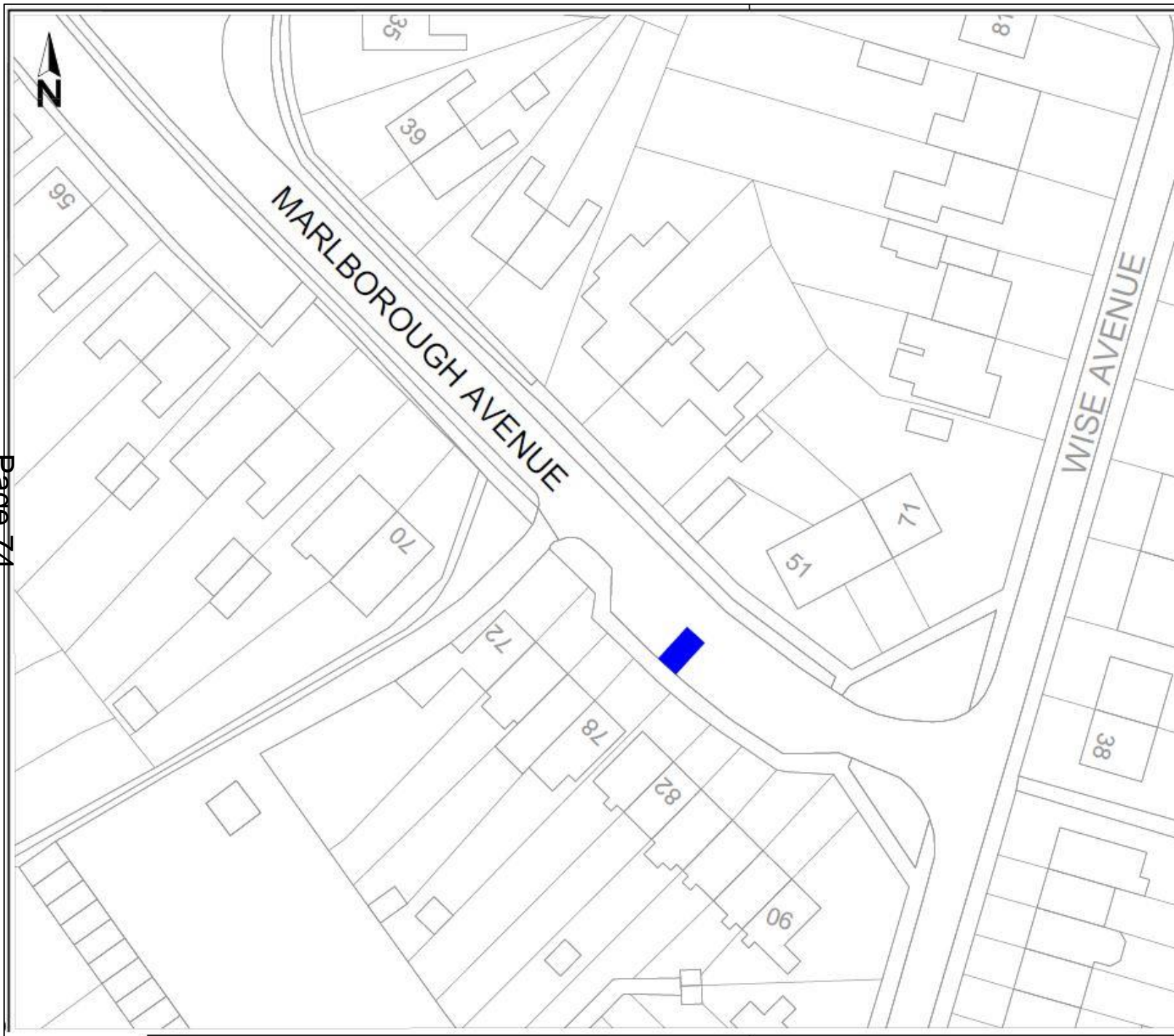






Drawing No.		<b>ANNEX 7</b>							
<b>Key</b>		 Proposed Disabled Persons Parking Place							
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076806</small>									
Rev.	Date	Purpose of revision	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	Drawn	Checked	Approved			
Drawn	Checked	Approved							
 <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Bill Cotton Corporate Director for Environment and Place Countryside Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01895) 241577</small>									
<b>Project title</b> PROPOSED DISABLED PERSONS PARKING PLACE									
<b>Drawing title</b> EYNSHAM JOHN LOPES ROAD									
<b>Drawing Status</b>									
Scale @ A3	Drawn by	Checked by	Approved by						
N.T.S.	Date drawn 12/22	Date checked	Date approved						
Oxfordshire Project No. & File Ref.									
Drawing No.			Revision 0						



Drawing No.		<b>ANNEX 8</b>	
<b>Key</b>			
		Proposed Disabled Persons Parking Place	
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076826</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<p> <small> Bill Cotton  Corporate Director for  Environment and Place  Communities  Oxfordshire County Council  County Hall  Oxford  OX1 1ND  Tel: 0345 310 11 11  Fax: (01865) 241577 </small> </p>			
Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
EYNSHAM MERTON CLOSE			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
12/22			
Oxfordshire Project No. & File Ref.			
Drawing No.			Revision 0

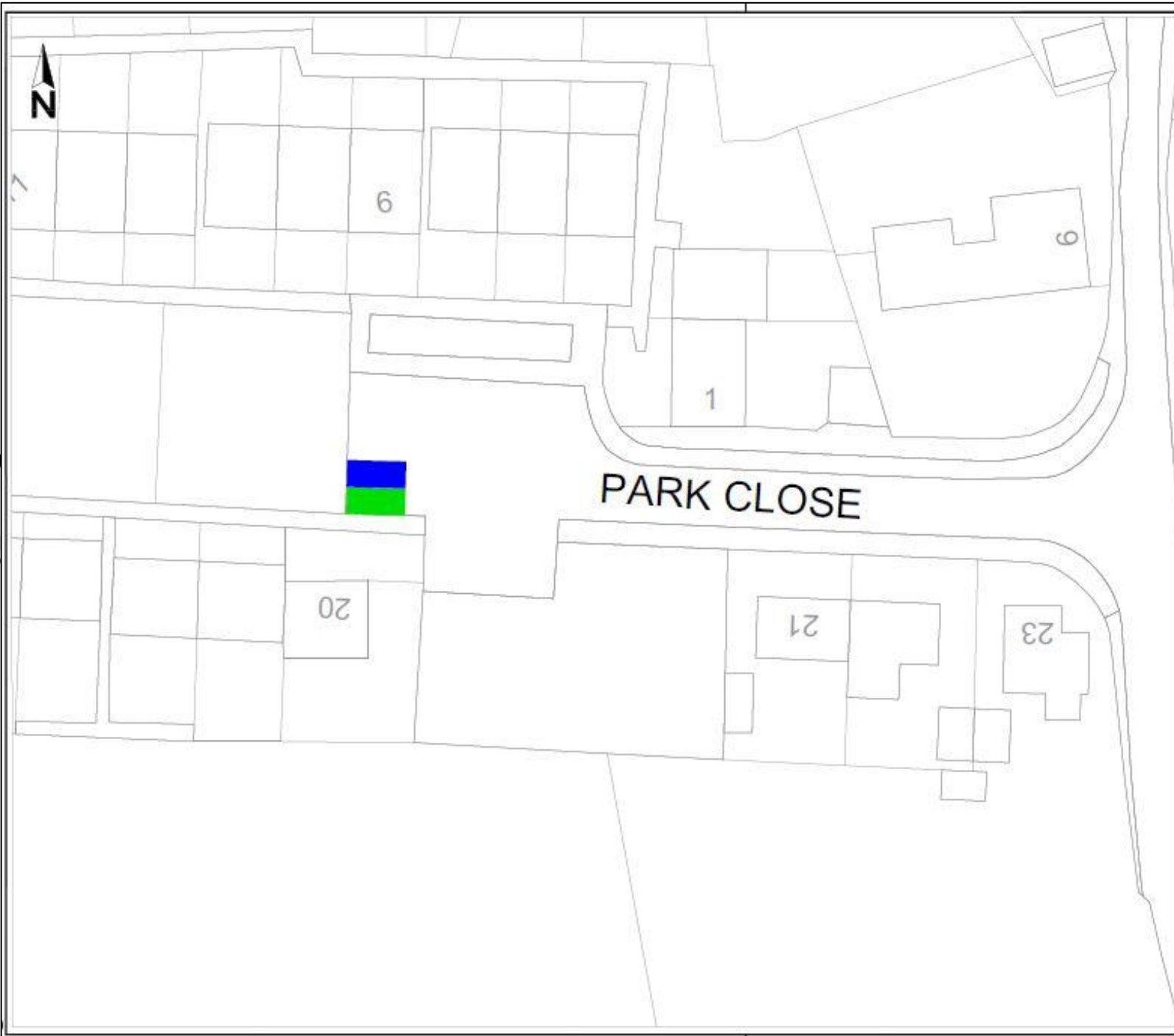





Drawing No.		<b>ANNEX 9</b>									
<b>Key</b>  Proposed Disabled Persons Parking Place											
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076806</small>											
Rev.	Date	Purpose of revision	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	Drawn	Checked	Approved					
Drawn	Checked	Approved									
 <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>         Bill Cotton          Corporate Director for          Environment and Place          Communities          Oxfordshire County Council          County Hall          Oxford          OX1 1ND          Tel: 0345 310 11 11          Fax: (01865) 241577       </small>											
Project title <b>PROPOSED DISABLED PERSONS PARKING PLACE</b>											
Drawing title <b>KIDLINGTON MARLBOROUGH AVENUE</b>											
Drawing Status <table border="1"> <tr> <td>Scale @ A3</td> <td>Drawn by</td> <td>Checked by</td> <td>Approved by</td> </tr> <tr> <td>N.T.S.</td> <td>Date drawn 01/23</td> <td>Date checked</td> <td>Date approved</td> </tr> </table>				Scale @ A3	Drawn by	Checked by	Approved by	N.T.S.	Date drawn 01/23	Date checked	Date approved
Scale @ A3	Drawn by	Checked by	Approved by								
N.T.S.	Date drawn 01/23	Date checked	Date approved								
Oxfordshire Project No. & File Ref											
Drawing No.			Revision 0								





Drawing No.		<b>ANNEX 10</b>							
<b>Key</b>									
<div style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></div>		Proposed removal of Disabled Persons Parking Place							
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076806</small>									
Rev.	Date	Purpose of revision	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; padding: 5px;">Drawn</td> <td style="width: 15%; padding: 5px;">Checked</td> <td style="width: 15%; padding: 5px;">Approved</td> </tr> <tr> <td style="height: 40px;"></td> <td></td> <td></td> </tr> </table>	Drawn	Checked	Approved			
Drawn	Checked	Approved							
<div style="display: flex; align-items: center;"> <div> <p style="margin: 0; font-size: 0.8em;"> <b>OXFORDSHIRE COUNTY COUNCIL</b>                      Bill Cotton                      Corporate Director for                      Environment and Place                      Communities                      Oxfordshire County Council                      County Hall                      Oxford                      OX1 1ND                      Tel: 0345 310 11 11                      Fax: (01865) 241577                 </p> </div> </div>									
Project title <div style="text-align: center; padding: 5px;"> <b>PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACE</b> </div>									
Drawing title <div style="text-align: center; padding: 5px;"> <b>KIRTlington OXFORD CLOSE</b> </div>									
Drawing Status <table border="1" style="width: 100%; border-collapse: collapse; font-size: 0.7em;"> <tr> <td style="width: 25%; padding: 5px;">Scale @ A3</td> <td style="width: 25%; padding: 5px;">                     Drawn by                      N.T.S.                 </td> <td style="width: 25%; padding: 5px;">                     Checked by                      J.a.C.                      Date drawn                      01/23                 </td> <td style="width: 25%; padding: 5px;">                     Approved by                        Date checked                        Date approved                 </td> </tr> </table>				Scale @ A3	Drawn by N.T.S.	Checked by J.a.C. Date drawn 01/23	Approved by  Date checked  Date approved		
Scale @ A3	Drawn by N.T.S.	Checked by J.a.C. Date drawn 01/23	Approved by  Date checked  Date approved						
Oxfordshire Project No. & File Ref.									
Drawing No.			Revision <div style="text-align: center; font-weight: bold;">0</div>						



Drawing No.		<b>ANNEX 11</b>	
<b>Key</b>			
	Proposed Disabled Persons Parking Place		
	Existing Disabled Persons Parking Place to remain		
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA079665</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approval
 <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 213 11 11 Fax: (01865) 241577</small>			
Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
YARNTON PARK CLOSE			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JwC		
	Date drawn	Date checked	Date approved
	12/22		
Oxfordshire Project No. & File Ref			
Drawing No.			Revision 0



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Cherwell District Council	<b>No objection</b>
(3) West Oxfordshire District Council	Supportive of the proposals to provide disabled persons parking places and that the places provide adequate and safe manoeuvrability around these parking places for disabled people to enter and exit their vehicles at ease. That any signage and associated works should be kept to a minimum and respect the qualities of the built-up environment particularly where these are located in historic areas.
(4) Eynsham Parish Council	<b>No objection</b>
(5) Cllr Ian Middleton	<b>No objection</b>
(6) Cllr Kieron Mallon	<b>No objection</b>
<i>Beatrice Drive (Banbury) - Proposed new DPPP</i>	
(1) Local Resident, (Banbury)	<b>Concerns</b> (Beatrice Drive) – I am writing to share my concerns about this proposal. I have been living on Beatrice Drive for many years and have always had difficulties finding parking on this street after finishing work due to the shortage of on street parking. I have to regularly park in other streets such as Gillet Road or Deacon Way due to this, however those streets are also beginning to get full because of other residents also doing the same. I have since been pushed to parking as far away as Woodgreen Avenue which is very frustrating.

	<p>When I am parked on Beatrice Drive, I fear if I drive out for a short journey such as trip to the local shop, upon my return I will lose my parking, which has been the case over the years, so this has affected my movement for many years.</p> <p>Parking is already a big issue on the street as mentioned above and this proposal does not help.</p> <p>I have no objections with disabled person parking but NOT on the street where you are proposing as there is already a real shortage of parking spaces. There is vast area with a lot of grass, which gets very muddy and it would be better to utilise that space to create the disabled persons parking. Thank you and I hope you will seriously take into account my concerns on this matter.</p>
<i>Western Crescent (Banbury) – Proposed removal of DPPP</i>	
(2) Local Resident, (Banbury)	<b>Object</b> (Western Crescent) – I am registered disabled. I have received a letter stating that you have been advised that the disabled bay is no longer required. The disabled bay is still very much in use.
<i>High Street (Bloxham) - Proposed relocation of DPPP</i>	
(3) Local Resident, (Bloxham)	<p><b>Concerns</b> (High Street) - I presume that the motivation for the move is to allow a disabled person easier access to the main amenities in the village, something I'm keen to support. You will however realise just how sensitive an issue parking is in the centre of the village and the impact it has on thousands of vehicles passing through the village every day.</p> <p>The relevant authorities are happy to maintain parking rights on the main street, despite the delays it causes traffic heading in the Banbury direction. I personally have no problem with this artificial traffic calming measure. Numerous smashed wing mirrors would perhaps disagree!</p> <p>The current disabled bay is generally respected by other people looking to park. I fear that where you propose moving it to, among what is currently space for three vehicles, will mean that it is regularly abused. Given there is absolutely no</p>

	<p>policing of illegal parking in Bloxham, you may effectively deprive disabled people of any opportunity to park at all. "I was just popping in..." will be the excuse.</p> <p>My suggestion is to place the bay in the current parking space between the hall and the entrance to the chip shop. As it is only one space on its own, next to the bus stop, I think illegal parking is less likely.</p>
<i>Sandford Rise/Hanover Close (Charlbury) - Proposed new DPPP</i>	
(4) Local Resident (Charlbury)	<p><b>Support</b> (Sandford Rise/Hanover Close) – I have no objection to the disabled parking space which is rather essential for some of the elderly and disabled residents here (which is an Anchor social housing estate for the elderly).</p> <p>However, consulting the placement of the parking space I would advise moving it slightly south. There is a dropped kerb which often gets parked across, making it difficult for residents with trolleys and walking aids. If the designated space began just beyond the top end of the dropped kerb going up the hill, and not interfering with it, it may then also discourage other cars parking across it.</p> <p>I must admit we elderly residents do have difficulty at times being able to park outside our flats in Sandford Rise as, of course, it is a public highway and is not designed for permit parking. Therefore, the disabled parking space will be very helpful for those living here unable to walk far.</p>
(5) Local Resident (Charlbury)	<b>Support</b> (Sandford Rise/Hanover Close) – Close to disabled accommodation.
<i>Nine Acres Lane (Jeff's Terrace) (Charlbury) – Proposed new DPPP</i>	
(6) Local Resident (Charlbury)	<b>Support</b> (Nine Acres Lane) - Close to disabled accommodation.
<i>Hannis Road (Chipping Norton) - Proposed new DPPP</i>	

(7) Local Resident (Chipping Norton)	<p><b>Support</b> (Hannis Road) – Firstly please know that this is not an objection, and for the record I would not object to a disabled parking if for legitimate usage. I have a few questions should the proposal come to fruition. I have often witnessed the resident of the house, in which the location of the space is adjacent, park well away from the proposed location to allow family to park there. Once the space is marked who can park legit there? Can the space be used by the disabled persons relatives or guests? Is it to only be used by blue badge holders?</p> <p>I sceptically support this proposal as long as the requirement is genuine and not as a ploy to retain a parking area for personal use.</p> <p>For your further information, parking in Hannis Road is of a frustrating premium, which is not helped by the number of cars that get repaired by the local mechanic operating out of his home.</p>
<i>John Lopes Road (Eynsham) - Proposed new DPPP</i>	
(8) Local Resident (Eynsham)	<p><b>Support</b> (John Lopes Road) - Would it be easier if the disabled space were opposite number 1, where there is a driveway that could provide space for the manoeuvre of the scooter into the vehicle? And would that then also still allow for another three cars in addition to the disabled space, so we don't lose a space for somebody else? Whatever is decided by OCC is, of course, completely fine. But I thought I'd just pass this by you. I don't want to complicate or slow things down, though! Thanks very much again, and I'll look forward to hearing what is decided in due course.</p>
<i>Merton Close (Eynsham) - Proposed new DPPP</i>	
(9) Local Resident (Eynsham)	<p><b>Concerns</b> (Merton Close) - Whilst I do understand the need for such a provision it cannot be at the expense of all other road users. I am attaching photos of the extremely UNSAFE and hazardous situation currently existing with the proposed site due to the parking of a vehicle with a disabled badge. As you can see the vehicle completely blocks visibility in all three road directions (as indicated by the blue exclamation mark).</p> <p>I would urge you to visit the sight and see for yourself the danger this vehicle already creates, due to its size and position relative to the road and road layout. Myself and local residents are keen to share our concerns over this proposal which has the potential to indefinitely legitimise a situation that already disadvantages road users and putting them at serious risk.</p>

<p>(10) Local Resident (Eynsham)</p>	<p><b>Object</b> (Merton Close) - Are you aware it's a main thoroughfare for Merton Court, also the children's home between the close and court? The applicant goes out most mornings in his Sprinter Van with his son's partner who lives with him. He walks unaided and climbs up into his van with no problem. We have witnessed him going to hospital after dialling 999. When later on he's returned via hospital transport, again we have witnessed him walking out to his van and climbing in within an hour!</p> <p>Allocated to him at the side of his bungalow is a parking space. It's been there ever since we moved here 40 years ago. It has a path leading to his back gate and into his garden. Why put a disabled parking space out the front of his bungalow when it's safer to exit his van in the provided space.</p> <p>A surveyor came before to assess this and watched the applicant go into his bungalow, but wouldn't answer the door to him, or even come to the window.</p> <p>In time the fields adjacent to Merton Court are being built on as they are owned by the county council. It's always been in the plans, so consequently you are going to have even more through traffic as the only access road is Merton Close. So, no we don't agree with the application for a disabled parking space on the main road.</p>
<p>(11) Local Resident (Eynsham)</p>	<p><b>Object</b> (Merton Close) - At this point I am assuming that this has come about due to a specific request by a neighbour for a space to be allocated for his minibus - do correct me if I am wrong in this assumption.</p> <p>There are a number of parking / road safety issues that we have raised concerns about to the Eynsham Parish council and Cottsway Housing in the past about regulations regarding parking on this stretch of Merton Close. These concerns relate to the nature of the vehicles being parked at this 'pinch point' in the close; concerns which have in the past led to actual collisions or dangerous situations arising for pedestrians and road users.</p> <p>To clarify the safety issues:</p> <p>1) The size of the vehicle currently being parked in the space you indicate is a high sided van with blacked out windows. This blocks visibility for those exiting Blankstone Close, including those on mobility scooters, children on bicycles and cars. It also blocks visibility for anyone trying to pull out of the parking spaces allocated for 23, 25, 27 etc. This combined with a restricted view of vehicles approaching from the entrance to the Close (due to vehicles, bushes etc at the front of properties across the street) combines to create a number of hazards.</p> <p>2) Due to the nature of the vehicle being parked, delivery trucks, refuse vehicles and other larger vehicles such as firefighting trucks mount the pavement on the opposite side of the road in order to navigate the bend. This not only has damaged the kerbstones but presents an additional hazard to pedestrians.</p>

	<p>In additional to this, we have also pointed out a number of times to all concerned that there is a parking bay which is available but never used by the residents in question at the rear of their property. To request an additional designated space seems totally unnecessary, given that one is already provided.</p> <p>We feel strongly that these issues need careful consideration by those in Cottsway and County Council prior to any further action.</p>
(12) Local Resident (Eynsham)	<p><b>Object</b> (Merton Close) - I'm writing in regard the application for a disabled space at 19, Merton Close. Firstly, the applicant lives at 21!</p> <p>Secondly, he has an allocated parking space built in off the road that follows the path to his back garden. This has been known to the applicant since he moved here. The parking space has always been for the bungalows of 19/21. It is just at the side of number 19.</p> <p>Your applicant has a sprinter van which he has no trouble walking to or climbing up into daily.</p> <p>The designated parking space he wants is on the main thoroughfare for Merton Close, Merton Court and the children's home. At best it is a busy road, and not all drivers adhere to the 20 MPH limit.</p> <p>The designated parking space the applicant wants is right on the corner of Blankstone Close, this inhibits the view of drivers coming and going.</p> <p>Also, once the field owned by the county council is built on the dead ends on Merton Court it will be the through roads, so even more traffic down a congested road.</p> <p>I would appreciate the parish council take note of my safety concerns and objections.</p>
<i>Marlborough Avenue (Kidlington) - Proposed new DPPP</i>	
(13) Local Resident (Kidlington)	<p><b>Support</b> (Marlborough Avenue) - I am sure the designated bay will help the couple who have applied enormously.</p> <p>Having looked at the plan on the reverse side of your letter, I notice that the suggested positioning of the bay is in the centre of the area outside house number 78. There is in fact sufficient room outside each of the terraced houses in this end of Marlborough Avenue for two cars to park "nose - in", and this is how cars have been parking for over forty years</p>

	<p>along this section. I know because I have lived in one of the houses for many years. Almost all of the households have two cars that nicely fit in front of the houses. I am emailing to ask if the proposed Disabled Bay could be marked out, still allowing a second car to be parked next to it outside number 78, and not in the centre of the space?</p> <p>I'm sure you appreciate parking is at a premium, but there is sufficient space to allow for this. It will also allow the couple at number 78 to still have their second car adjacent to their first car as well as close to their house. I would be grateful if you could take my thoughts and suggestion into consideration during the consultation process.</p>
<i>Oxford Close (Kirtlington) - Proposed removal of DPPP</i>	
(14) Local Resident (Kirtlington)	<b>Support</b> (Oxford Close) - I am more than happy for this to be removed as is no longer required for that purpose and would go a long way in relieving the ever-increasing problem of parking. Perhaps a residential parking only sign would be more beneficial to the residents of Oxford Close as this would stop non-residents from using these valuable spaces.
(15) Local Resident (Kirtlington)	<b>Support</b> (Oxford Close) - The bay is not needed for any resident living on Oxford Close OX5 3HH.
<i>Park Close (Yarnton) - Proposed new DPPP</i>	
(16) Local Resident (Yarnton)	<p><b>Support</b> (Park Close) - The disabled parking proposal is not a bad thing, however after living here nearly 4 years I haven't noticed the people who use the existing disabled parking lot do not in my eyes look disabled in fact there's no evidence of walking sticks or any other means of aid.</p> <p>However, living at number 1 and number 2 Park Close are two ladies that have difficulty in walking and both ladies do drive but there's no disabled parking for them, myself obviously have noted this problem for them.</p> <p>On another note, there's a big issue with visitors using the car park. There are 3 signposts displayed saying resident parking only, however this is completely ignored and they park regardless and even parking on occasions behind residents vehicles, not to mention the way some of the visitors park taking up 2 parking spaces.</p> <p>Can I suggest that white parking bay lines to be introduced so there is maximum parking for residents!!</p>

	<p>As older people move from Park Close and new younger residents move in there is now obviously more vehicles, and in my mind the car park needs extending because eventually there will not be enough parking for all residents given the fact that there's 20 properties and only enough parking for 13 vehicles.</p> <p>My proposal is to use the land between number 20 the bungalow and number 21 the private house freeing this piece of land would provide adequate parking space for all residents or use it as visitors parking. It would also cut down the maintenance with the mowing as it is cut roughly 14 times per year.</p>
--	---



Divisions affected: *Sonning Common*

## **CABINET MEMBER FOR HIGHWAYS MANAGEMENT 27 APRIL 2023**

### **SONNING COMMON: VILLAGE CENTRE – PROPOSED WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is recommended to approve the proposed amendments to waiting and loading provision as advertised comprising:
  - a) Extensions to the existing 'No Waiting at Any Time' restrictions (double yellow lines) in Wood Lane near the junction of Woodlands Road, across the entrance to the public car park and two new bus stop clearways are being proposed to safeguard bus access,
  - b) reposition the existing double yellow lines and loading bay for Goods Vehicle deliveries on the southwest side on Woodlands Road to help improve visibility from the car park exit,
  - c) formalise the existing school keep-clear zig-zag markings in Grove Road outside Bishopswood Special School, meaning that a No Stopping restriction will be in place between 8.30am-9am and 3pm-3.30pm on Monday to Fridays.
  - d) A number of minor updates to Traffic Order map schedules across the parish.

#### **Executive summary**

2. Following concerns raised by Sonning Common Parish Council about indiscriminate parking in Wood Lane and Woodlands Road, the waiting restrictions as shown in **Annex 1** have been proposed, and the legal documents, notably the map schedules, covering these and other locations in the village are being corrected at the same time as some details were missing.
3. This report presents the consultation responses to the advertised Traffic Regulation Order (TRO) that proposed changes/corrections to the existing restrictions.

## **Introduction**

4. The Parish Council contacted the Civil Parking team in July 2022 to request changes to parking restrictions in Wood Lane and Woodlands Road. As part of initial discussions into that, it was discovered that some of the existing Traffic Order documents (notably the map schedules) had some existing yellow lines missing, and so it was agreed to undertake a joint project to correct those records and consult upon some proposed changes at the same time.
5. The changes requested by the Parish Council include minor extensions to the double yellow lines in Wood Lane, either side of its junction with Woodlands Road and across the village car park entrance, two new bus stop markings either side of Wood Lane – just south of the Village Hall and a repositioning of the loading bay at the side of the village store in Woodlands Road – to improve visibility for vehicles exiting the village car park.
6. As there are also corrections required to the TRO records for Grove Road and Lea Road, the opportunity has been taken to formalise the school keep-clear zig-zag markings outside Bishopswood Special School, to make them enforceable during the hours of 8am to 10am & 2pm to 5pm on Mondays to Fridays.
7. The proposals are illustrated at **Annex 1**.

## **Financial Implications**

8. Funding for consultation on the proposals and their implementation if approved has been provided by the Parish Council.

## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

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

## **Formal consultation**

11. The Formal consultation was carried out between 17th March and 7th April 2023. 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, Sonning

Common Parish Council, South Oxfordshire District Council, local District Cllrs, and the local County Councillor representing the Sonning Common division.

12. Letters were sent directly to approximately 220 adjacent premises, and street notices were also placed on site in the immediate vicinity of the proposals.
13. Eight responses were received via the online survey during the formal consultation period, and these are summarised in the table below.

Proposal	Support	Object	Concerns	No objection or opinion	Total
DYLs on Wood Lane (Northwest side)	7 (88%)	-	1 (12%)	-	8
DYLs on Wood Lane (Southeast side)	6 (75%)	-	2 (25%)	-	8
DYLs on Woodlands Road	7 (88%)	-	1 (12%)	-	8
Goods Vehicles Only' bay (Woodlands Road)	8 (100%)	-	-	-	8
No Stopping on school markings (Grove Road)	7 (88%)	-	1 (12%)	-	8

14. Additionally, a further six emails were received – with one in support, three raising concerns, and Thames Valley Police & Stagecoach Bus Company submitting non-objections.
15. The responses are shown in full at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

### **Officer response to objections/concerns**

16. Thames Valley Police & Stagecoach Bus Company expressed no objection to the proposals, and this is welcomed as the proposals aim to enhance road safety at junctions and the car park entrance/exits and assist bus operation and traffic flow by keeping bus stops clear.
17. The most common response to the proposals relates to enforcement, both of existing restrictions and the new proposals. As mentioned earlier in this report, there were some missing records for TROs and, together with many faded yellow lines, it was necessary to undertake this review before lines can be refreshed and full enforcement recommenced. The Civil Parking Enforcement (CPE) changes in 2021 also mean that enforcement is now undertaken by the County Council instead of the police and so resources can be better managed and targeted at key locations in villages and towns such as this.

Bill Cotton  
Corporate Director, Environment and Place

Annexes

Annex 1 Consultation Plan  
Annex 2: Consultation responses

Contact Officer:

Mike Horton 07912 474356

April 2023

Drawing No.

KEY

- Existing 'No waiting at any time' (double yellow lines)
- Proposed NEW 'No waiting at any time' (double yellow lines)
- Existing 'No waiting 8am -10am and 2pm - 5pm Mondays to Fridays'
- Proposed Loading by Goods Vehicles ONLY at any time
- Proposed no stopping on School keep clear markings times TBC
- Unrestricted parking bays

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION  
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING  
(ENTER 'NONE' IF APPLICABLE)

USE  
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION  
(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10023043 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Owen Jenkins  
Director for  
Infrastructure Delivery  
Countryside  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 01865 210 1111

Project title  
Sonning Common  
Proposed amendments to  
waiting restrictions

Drawing title

Drawing Status  
Preliminary

Scale @ A3	Drawn by	Checked by	Approved by
Not to scale	MDH		
	Date drawn Jan 2023	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
PRD/2022/013	0

## ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local Cllr, (Sonning Common, Kennylands Road)	<p>Wood Lane (Northwest side) - <b>Support</b>,  Wood Lane (Southeast side) - <b>Support</b>,  Woodlands Road - <b>Support</b>  All these measures will help to improve the village environment and make it safer for pedestrians and cyclists.</p> <p>Goods Vehicles Only' bay (Woodlands Road) - <b>Support</b>  The new loading bay will further away from the village car park exit which currently suffers from restricted visibility when an HGV is parked. It will improve safety to the car-park exit.</p> <p>No Stopping on school entrance markings (Grove Road) - <b>Support</b>  The measures formalise existing arrangements and are necessary for safe access to the Primary school and Library.</p>
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<b>No objection</b> – In line with usual practice I confirm that we are not affected by these proposal's and do not have any observations to make.
(4) Email response, (unknown)	<b>Concerns</b> – Your proposals are all very well in theory, but without enforcement, they will soon be ignored. The same applies to the recently introduced 20mph signs, placed around the village. Without enforcement they mean nothing. The Council would be better advised to spend their money on filling potholes and clearing debris from the roadside drains.
(5) Local group/organisation, (Chair Fish Volunteer Centre)	<b>Concerns</b> – Fish Volunteer Centre run a party for the elderly and disabled , once a month, in the village hall which is next to the car park entrance. We provide transport to the hall for the residents with our 16 seater bus.

	<p>On these occasions we park the bus outside the hall, on Wood Lane , so the residents are able to disembark and enter the hall easily, and embark when the party is finished.( Many have mobility issues, walking frames etc.)</p> <p>I hope we will be able to continue to do this when the new restrictions are in place.</p>
(6) Local resident, (Sonning Common, Grove Road)	<p><b>Concerns</b> – The parking restrictions and speed limits are ignored by motorists every single day with motorists mounting the curbs and driving dangerously these factors will inevitably lead to an accident. The addition of extra restrictions will therefore be futile as has been seen with the recent speed restrictions unless they are enforced.</p> <p>I would like to invite you to witness first-hand the actions of motorists in Grove Road so you can fully appreciate the issue and deal with it accordingly for everyone's safety.</p>
(7) Local resident, (Sonning Common, Wood Lane)	<p>Wood Lane (Northwest side) - <b>Support</b>,  Wood Lane (Southeast side) - <b>Concerns</b>,  Woodlands Road - <b>Support</b></p> <p>I fully support the proposal to install double yellow lines opposite the local food store and extend north-eastwards. However, I don't feel the current proposal "to match up with existing double yellow lines on the opposite side" goes far enough. The double yellow lines must extend beyond (northeast of) the junction with Woodlands Road. I walk along Wood Lane on a daily basis, and very regularly see cars parked on the northeast side of Wood Lane opposite or very near to that junction with Woodlands Road. This is a blind bend, and any vehicles (which regularly include buses, school buses, large delivery vehicles, lorries and trucks) and driving southwest along Wood Lane are forced to drive on the other side of the road. This is unsafe for those drivers AND for anyone driving northeast along Wood Lane, as they encounter traffic driving on the 'wrong' side of the road around a blind bend. This also creates a significant safety hazard for anyone attempting to drive from Woodlands Road and turn left (northeast direction) of Wood Lane. I sincerely hope this comment will be listened to and acted upon for the safety of Sonning Common residents and visitors.</p> <p>Goods Vehicles Only' bay (Woodlands Road) - <b>Support</b></p> <p>While it is close to the junction with Wood Lane, I understand goods vehicles must park close to the Co-op, and having a dedicated parking bay will facilitate this.</p> <p>No Stopping on school entrance markings (Grove Road) - <b>Support</b></p> <p>Support, although without enforcement I suspect it will have very little impact.</p>

(8) Local resident, (Sonning Common, Grove Road)	<p>Wood Lane (Northwest side) - <b>Support</b>,  Wood Lane (Southeast side) - <b>Support</b>,  Woodlands Road - <b>Support</b>  Hopeful will stop parking problems</p> <p>Goods Vehicles Only' bay (Woodlands Road) - <b>Support</b>  At least delivery drivers can unload</p> <p>No Stopping on school entrance markings (Grove Road) - <b>Concerns</b>  On your drawing it look like the yellow lines are not covering the entrance to the pre-school, we live opposite No. 21 and if the line move car will block our drive we have had a line put out side our house by yourselves so we do not have our drive block on our side of the road.</p>
(9) Local resident, (Sonning Common, Woodlands Road)	<p>Wood Lane (Northwest side) - <b>Concerns</b>,  Wood Lane (Southeast side) - <b>Concerns</b>,  Woodlands Road - <b>Concerns</b>  Who is going to enforce the yellow lines every time I walk down woodlands rd There is always at least one vehicle on the yellow lines Or on the footway and yellow lines sometimes in the loading bay</p> <p>Goods Vehicles Only' bay (Woodlands Road) - <b>Support</b>  Yes no problem</p> <p>No Stopping on school entrance markings (Grove Road) - <b>Support</b>  Yes no problems</p>
(10) Local resident, (Sonning Common, Orchard Avenue)	<p>Wood Lane (Northwest side) - <b>Support</b>,  Wood Lane (Southeast side) - <b>Support</b>,  Woodlands Road - <b>Support</b>  I fully support the proposals as I have young children who walk to school via this route and the current situation makes this particularly unsafe.</p>



	<p>I should also add though that as positive as these proposals are unless they are actively enforced then they are nothing more than a box-ticking exercise. The current markings are by and large ignored by those who park dangerously &amp; cause issues because they are fully aware that no-one is policing the issue and enforcing them.</p> <p>If this lack of enforcement continues then no amount of updates and new markings are going to make a difference and the safety of both other road users and pedestrians will continue to be in doubt.</p> <p>Goods Vehicles Only' bay (Woodlands Road) - <b>Support</b>          Again, I appreciate that there is the need for a Goods vehicle loading bay however, this has quickly become another open parking bay when no deliveries are taking place as people know that there are no repercussions to parking there. There have been instances previously when a good vehicle has arrived to deliver goods to the shop and it cannot stop in the bay as there are already a number of private vehicles parked. As with the other proposals, this needs to be fully enforced so that this does not continue.</p> <p>No Stopping on school entrance markings (Grove Road) - <b>Support</b>          As mentioned previously, I have young children who attend the primary school and I believe this would make their journey to and from school safer.</p>
<p>(11) Local resident,          (Sonning Common, Wood Lane)</p>	<p>Wood Lane (Northwest side) - <b>Support</b>,          Wood Lane (Southeast side) - <b>Support</b>,          Woodlands Road - <b>Support</b></p> <p>Presently, both Wood Lane and Woodlands Road are blighted by inconsiderate drivers who pay no heed whatsoever to double yellow lines. In addition, parking opposite the T-junction between Wood Lane and Woodlands Road that is adjacent to the Co-op shop occurs almost 24 hours a day and usually on the pavement as well. Is it necessary to wait until there is a serious road traffic accident before Oxfordshire County Council will take action to ensure enforcement of existing restrictions let alone new ones? Although it is not an offence under the Road Traffic Act, The Highway Code is clear in its advice:</p> <p>Rule 243          DO NOT stop or park: opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space</p> <p>The proposed restrictions in Grove Road outside Bishopswood Special School also represent a step forward. However, parents are already parking up and down Wood Lane between 3 PM and 3:30 PM Monday to Friday on school days. This creates a considerable hazard especially for buses. Again, the challenge is how to balance</p>

	<p>detering inconsiderate road users with painting the whole of Sonning Common's roads with double yellow lines. And yet again the other issue remains – how will any of these restrictions be enforced and for how long will attention be paid to such initiatives in relation to enforcement.</p> <p>Goods Vehicles Only' bay (Woodlands Road) - <b>Support</b> Yellow lines are ignored all day everyday plus people parking opposite or within 10m of Woodlands Road and Wood Lane T junction makes it almost impossible for the Co-op lorries to manoeuvre and park safely. Please ensure that there are robust mechanisms for enforcing these proposals 24/7.</p> <p>No Stopping on school entrance markings (Grove Road) - <b>Support</b> Inconsiderate drivers are creating hazards daily - these proposals (if supported by robust enforcement measures) will help safeguard both children and parents.</p>
(12) Local or County Cllr, (Sonning Common, Woodlands Road)	<p>Wood Lane (Northwest side) - <b>Support</b>, Wood Lane (Southeast side) - <b>Support</b>, Woodlands Road - <b>Support</b> There is daily inconsiderate parking here by cars and Van's on junction of woodland and Wood Lane, in the bus stop and in the parking bay for the Coop. This is often dangerous for residents crossing the road on wood lane or driving out of the exit of the car park. These proposals will help us to reduce these issues.</p> <p>Goods Vehicles Only' bay (Woodlands Road) - <b>Support</b> Reduce parking in the bay preventing deliveries</p> <p>No Stopping on school entrance markings (Grove Road) - <b>Support</b> Keep the school entrance clear</p>
(13) Local resident, (Sonning Common, Wood Lane)	<p>Wood Lane (Northwest side) - <b>Support</b>, Wood Lane (Southeast side) - <b>Support</b>, Woodlands Road - <b>Support</b> The proposals will ease congestion, and improve visibility, around the centre of the village</p> <p>Goods Vehicles Only' bay (Woodlands Road) - <b>Support</b> Probably a necessity for stocking the Co-op</p>

	No Stopping on school entrance markings (Grove Road) - <b>Support</b> Safety and visibility
(14) Local resident, (Sonning Common, Wood Lane)	<p><b>Support</b> – I fully support any measures that help to overcome inconsiderate parking in the village centre. Whilst yellow lines are indeed an improvement on the current situation, unfortunately these are largely ignored by inconsiderate drivers and are never enforced. The parish council took to coning off the double yellow lines immediately outside Co-op as people just ignore the rules for their convenience.</p> <p>People regularly park opposite the junction of Woodlands Road along Wood Lane. There are no double yellow lines, but that's because parking there contravenes the Highway Code, so no lines should be necessary. People also park in the loading bay allocated to Co-op despite it being marked out. Parking is pretty lawless around here.</p> <p>Unless these double yellow lines are enforced I'm afraid this won't provide a solution to the problem. I appreciate this is the most cost effective solution though. Quite frankly the only real solution is to make some of these areas impossible to park, such as a mini roundabout at the junction with Woodlands Road and Wood Lane and narrowing the road at least in part outside the village hall and Co-op. Although there are a couple of signs indicating the car park to the rear of the Co-op I think this could be improved, although those who park inconsiderately probably know about the car park, they just can't be bothered to walk a few more yards.</p> <p>This is not an objection and like I said at the beginning, I welcome any measures to improve the current situation.</p>

This page is intentionally left blank

Divisions affected: *Iffley Fields and St Mary's; St Clements and Cowley Marsh*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 APRIL 2023**

### **OXFORD: A420 THE PLAIN ROUNDABOUT AREA – PROPOSED NO LOADING AT ANY TIME (EXCEPT IN EXISTING DESIGNATED LOADING BAYS)**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to:
  - a. approve a peak hour loading ban (suggested times of operation between 07.00 to 10.00 and 16.00 to 19.00) .
  - b. Instruct officers to investigate alternative arrangements for loading in this area in consultation with the residents, businesses and landlords to inform a decision on whether to progress a more comprehensive scheme taking account of the likely requirement for a Public Inquiry to determine the appropriateness of further controls on loading.

#### **Executive summary**

2. This report presents responses received during the statutory consultation on a proposal to prohibit loading at all times other than in the existing off carriageway loading bays as shown in **Annex 1**.
3. The proposal forms part of wider measures already implemented to improve road safety at The Plain roundabout, in particular in respect of pedestrian and pedal cyclist safety

#### **Sustainability Implications**

4. The proposals will facilitate active travel and help reduce delays to buses

#### **Financial and Staff Implications (including Revenue)**

5. Funding for consultation on the proposal and its implementation if approved has been provided from the County Council's Vision Zero programme.

## **Equality and Inclusion Implications**

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

## **Formal Consultation**

7. The formal consultation on the proposals was carried out between 23 February and 17 March 2023. 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, pedestrian & cycle groups, local business groups, Oxford City Council, the local City Cllrs, and the local County Councillors representing the St Clements & Cowley Marsh, Iffley Fields & St Mary's, Isis, and University Parks divisions.
8. Additionally, street notices were placed on site in the immediate vicinity, and letters sent directly to approximately 200 properties in the area.
9. Forty-nine responses were received during the course of the consultation period, comprising of 24 (49%) in support, seven (14%) objecting, 15 (31%) expressing concerns, and three either not objecting or having no definitive opinion.
10. One of the objections received was from the 'St Clements Business Group' and the 'Oxford Business Action Group' which states they represent 54 businesses primarily located in the St Clements area, and some in the lower end of the Cowley Road, as well as 1000s of businesses in the wider Oxford area.
11. The responses are shown at **Annex 2**, and copies of the original responses are available for County Councillors on request.

## **Officer response to objections/concerns**

12. Thames Valley Police expressed no objection to the proposals.
13. Oxford Bus Company and Thames Travel bus company expressed support for the proposals, with the former response commenting that since the introduction of the cycle wands on the approach to the Plain in November 2022 as part of cycle safety measures, they have seen a large increase in delays to buses in this area caused by loading vehicles, in particular on the Iffley Road
14. Stagecoach Bus Company expressed no objection, with their more detailed comments being supportive.
15. The County member for the Isis division expressed support for the proposals as did two local city councillors

16. Cyclox, a local cycle campaign group for Oxford, expressed general support of the proposals noting that cars loading on or near The Plain regularly dangerously block cycle lanes, presenting serious dangers and that no-loading zone extensions will be a great improvement, in reducing accidents and encouraging cycling and walking through a greater sense of safety, although noting also that enforcement is crucial to the success of the scheme.
17. Cyclox's response also requested the removal of the current loading bay on the east side of the roundabout as in their view vehicles parking here can create extra visibility hurdles for anyone entering the roundabout from Cowley Road, and also problems for pedestrians, with large vehicles often hiding vehicles entering from St Clements. Noting that the complete removal; of the bay may not be possible, the group asked if the parking spaces should be shortened and end at least 3 meters earlier before Cowley Road to prevent hiding pedestrians and awkward roundabout entry manoeuvres, with consideration also being given to the bay being only available to goods vehicles.
18. Twenty expressions of support were received from members of the public, some of these also requesting consideration of the removal of one or both of the existing loading bays to further reduce the risk of conflicts.
19. Objections were received from the St Clements Business Group in conjunction with the Oxford Business Action Group, together with one individual local business, all citing the difficulties the proposal would cause local businesses which had currently no practical alternatives, with the St Clements Business group also noting the significant misuse by members of the public of the existing loading bays.
20. Noting the concern on the scope of the consultation cited in the response by the St Clements Business Group, it is confirmed that all premises adjacent to the proposals were sent individual letters detailing the proposal and requesting their comments.
21. Magdalen College responded noting that the College have a number of commercially tenanted properties on St Clements who currently are able to carry out their business without restriction, and expressing a concern that by changing this area to 'no loading at any time' it would result in them having to unload/load heavy goods elsewhere and find suitable means to move goods around, on what are narrow pavements, and that if this area becomes less accessible, this could have a detrimental impact on vacancy levels.
22. Additionally, the college noted that accessibility for the College to maintain and service their properties is paramount and that o unloading/loading provision for contractors carrying out repairs and maintenance, would be a concern, also noting that given the number of commercial and residential properties in this location it is considered that the two exiting loading bays will not be sufficient for the capacity required by local businesses and residents.
23. A further two objections and one concern on the grounds of loss of loading opportunity were received from members of the public.

24. Two objections and fifteen concerns were received from members of the public on that the proposals were not extensive enough, with many requesting the removal of one or both of the existing loading bays, with some responses also citing high levels of abuse of these bays by vehicles not legitimately loading.

## **Legal and procedural considerations**

25. National regulations governing the use of Traffic Regulation Orders stipulate that where there is an unresolved objection to a proposal which effect is to prohibit the loading or unloading of vehicles or vehicles of any class in a road on any day of the week (i) at all times;,(ii) before 07.00 hours; (iii)between 10.00 and 16.00 hours; or (iv) after 19.00 hours, a Public Inquiry is required ahead of the order being made.
26. Taking account of the above, and the officers view that the objections and other responses received would constitute reasonable grounds for the need for Public Inquiry, officers recommend proceeding with implementing the maximum length of restriction (between 7am and 10pm, and between 4pm and 7pm) that avoids this very onerous requirement for an inquiry in respect of both officer time and costs to the County Council.
27. Recognising that very legitimate concerns would still remain if this option is approved, it is also recommended that officers investigate alternative arrangements for loading in this area in consultation with the residents, businesses and landlords to inform a decision on whether to progress a more comprehensive scheme. Mindful of the very large number of sites within Oxford and elsewhere in the County with road safety difficulties and barriers to active travel, it is recommended that the resources for this investigation are prioritised in the context of the Vision Zero programme funding.

## **Monitoring and evaluation**

27. Should the recommendation for a peak hour loading ban be approved, it is suggested that a review of the scheme is carried out approximately 12 months after implementation including input from the Parking team in respect of enforcement, noting also that the programme for trial traffic filters including in St Clements and St Cross Road is anticipated to lead to significant wider changes in traffic movements in this area. The trial traffic filters are due to be implemented once Botley Road re-opens after the completion of works at Oxford station (currently expected to be in Autumn 2024).

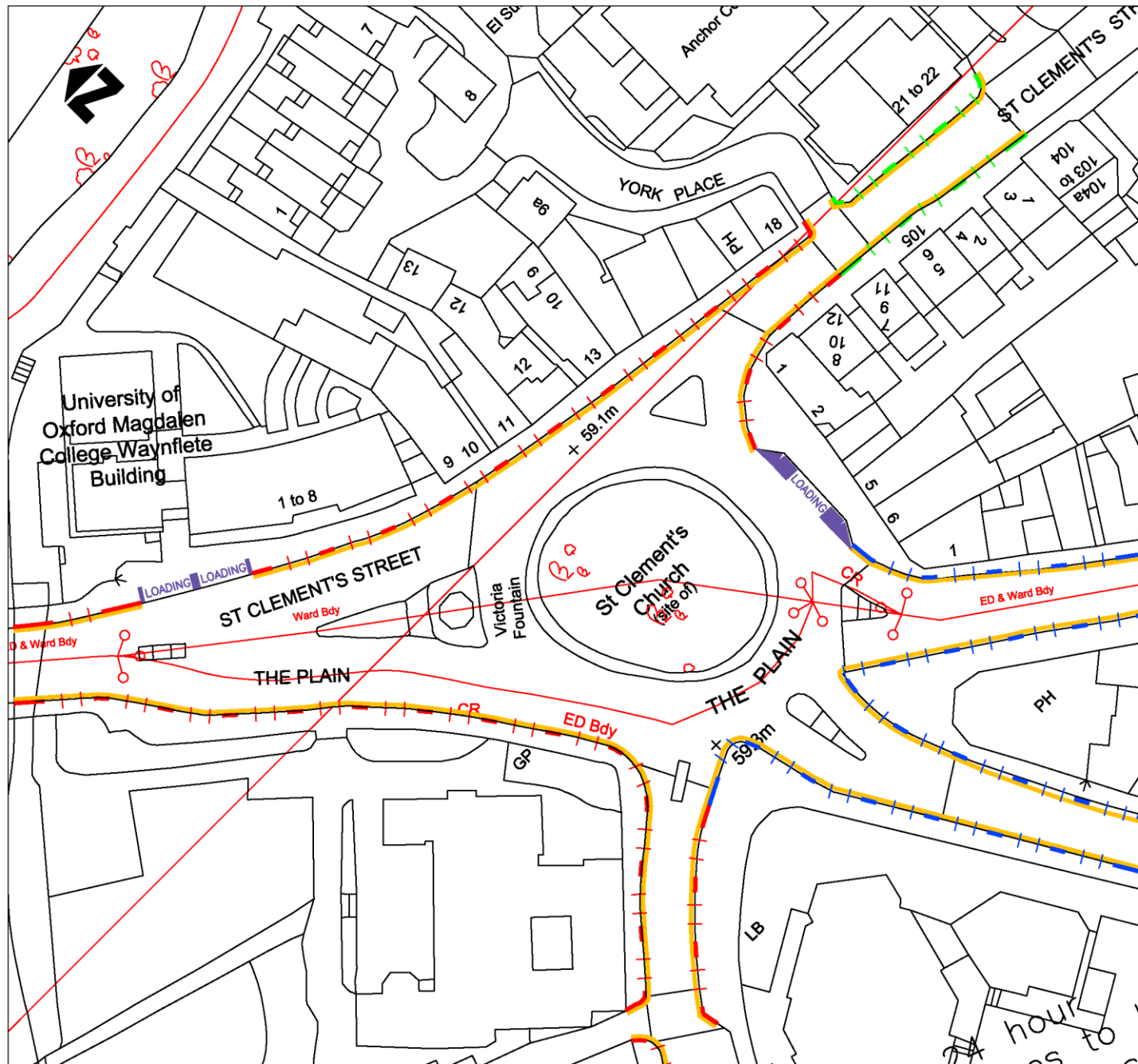
Bill Cotton  
Corporate Director, Environment and Place

Annexes  
Annex 1: Consultation plan  
Annex 2: Consultation responses



Contact Officers: Anthony Kirkwood 07392 318871

April 2023



Waiting Restrictions & Parking Places.

Proposed no loading at any time to replace existing no loading 7.30am to 9.30am and 4pm to 6.30pm

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



**Bill Cotton**  
Corporate Director for  
Environment and Place  
Communities  
Oxfordshire County Council  
County Hall  
Oxford OX1 1ND  
Tel: 0345 310 11 11  
Fax: (01865) 241577

Project	
---------	--

The Plain – No Loading  
At Any Time 2023

### Proposed Layout of Restrictions

44-38861-2

320-A3-00011

Rev
-----

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Managing Director, (Oxford Bus Company)	<b>Support</b> – We are supportive of these proposals, and believe they are necessary - since the introduction of the cycle wands on the approach to the Plain, we have seen a large increase in delays to buses in this area caused by loading vehicles, in particular on the Iffley Road. Therefore we feel that these restrictions are required.
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>No objection</b> – Thank you for consulting with us on these proposals which affect one of the most intensively used junctions in the City of Oxford, and indeed the wider County.</p> <p>The convergence of 5 major arterial roads towards this single point is reflected in the amount of general, traffic on all arms, and this includes frequent bus and coach operations. As the County Council is well aware, the weight of cycle-borne movement here is exceptionally high as well.</p> <p>As such there is both a high level of interaction, and conflict, including between movements of vehicles and vulnerable road users. This, and the accident record at the junction and on its approaches, justifies the greatest level of attention to managing the highway to minimise these conflict and maximise visibility between road users. The nature of traffic in this area is such that there is a great deal of movement early in the morning and late into the evening.</p> <p>As such extending the no loading restriction to apply at all times on the approaches to The Plain is a necessary and justifiable measure. We see no realistic alternative approach that can achieve the ends set out in the proposed Order between 0730 and 2200.</p> <p>This clearly does impinge directly on a number of businesses fronting the streets concerned. Three loading bays are in existence that will remain. there is a significant risk that operational needs of these businesses and the general impracticality of "booking" the loading bays could well lead to a significant amount of contravention, both undermining the effectiveness of the proposals and potentially setting up new problems. As Council officers will be aware, the</p>

	<p>splitter island to the west of The Plain has been colonised in the past by vehicles for various purposes, as a good example of this.</p> <p>Likewise in Cowley Road and elsewhere in the City centre, especially in St Aldates and George Street, existing waiting and loading restrictions are regularly ignored. It will be necessary for an elevated level of enforcement to be applied if these restrictions are to have the effects intended.</p> <p>Notwithstanding these observations, Stagecoach offers no objection to these proposals.</p>
(4) Business Development and Partnerships Manager, (Thames Travel Bus Company)	<p><b>Support</b> – The plain is served by many buses per hour which is a key junction used by services to the east of the city. Vehicles loading, other than in the designated loading bays, can result in restricted traffic flow leading to delays to bus passengers. Measures to help traffic flow should help buses operate more reliably and so be more attractive to potential passengers and so help with the County's targets to encourage a reduction in car movements. We therefore support these proposals.</p>
(5) County Cllr, (Isis division)	<p><b>Support</b> - I support the extension of no loading restrictions further along the adjoining roads to The Plain roundabout but remain concerned about the retention of the loading bays outside Sainsbury's and the shops between St Clement's and Cowley Road. These loading only bays are typically taken up by parked cars, forcing unloading LGVs and HGVs to park more dangerously. They also obstruct sight lines when approaching the roundabout from Magdalen Bridge, St Clement's and Cowley Road. Stricter enforcement and tighter operation times are required.</p>
(6) Local Cllr, (Oxford, Argyle Street)	<p><b>Support</b> - We know the Plain is extremely dangerous for pedestrians and cyclists, and limiting visibility through loading risks lives. There should not be loading.</p> <p>There should also not be loading bays outside Sainsburys or the wedding shop UNLESS these are blocked with bollards and used by the shops only. Currently people park in these spaces which daily risks others lives. There is nearby parking in St Clements car park, and neither the wedding shop nor penny &amp; Sinclair seem to really need loading. Although the space outside the wedding shop is shown as being just one loading space, it's frequently used by two cars to park. Please please don't leave these parking spaces - they are dangerous and unnecessary, other than the one outside Sainsburys for the shop to load and unload stock ONLY.</p>

(7) Local Cllr, (Oxford, David Nicholls Close)	<p><b>Support</b> - Anything that restricts parking on this junction is welcome as parking reduces / removes sightlines for road users and increases likelihood of a collision.</p> <p>I would prefer to see the loading on the east side of the junction completely removed but this is a good improvement.</p>
(8) Magdalen College, (Oxford)	<p><b>Concerns</b> – The College have a number of commercially tenanted properties on St Clement's who currently are able to carry out their business without restriction. These businesses are able to stop to unload/load goods for their business purposes which helps them to ultimately trade more efficiently without increased cost. By changing this area to 'no loading at any time' will result in them having to unload/load heavy goods elsewhere and find suitable means to move goods around, on what are narrow pavements. If this area becomes less accessible, this could have a detrimental impact on vacancy levels.</p> <p>Additionally, accessibility for the College to maintain and service their properties is paramount. With no unloading/loading provision for contractors carrying out repairs and maintenance, this also becomes a concern.</p> <p>Furthermore, given the number of commercial and residential properties in this location it is considered that three loading bays will not be sufficient for the capacity required by local businesses and residents.</p> <p>We politely request that the proposal is reviewed in line with the above concerns.</p>
(9) Local group, (St Clements Business Group and the Oxford Business Action Group)	<p><b>Object</b> – I represent the St Clements Business Group and the Oxford Business Action Group that includes the 54 businesses primarily located in St Clements and some in the lower end of the Cowley Road.</p> <p>Whilst I appreciate that the proposals shown only directly affect a small number of businesses on the roads above, these businesses require access for loading / unloading which, if these proposals are implemented, will cause the businesses to close and further reduce the range of shops in St Clements and a section of Cowley Road available to the public and, may in the longer term, affect all of the business's in the area's financial viability.</p> <p>Cllr Gant stated in a recent St Clements Business Group meeting that he is very aware of the St Clements issues and has been told very clearly that businesses in the area are already being significantly affected by the current restrictions i.e. very limited or no loading / unloading areas, cycle lanes, lack of parking and the increased congestion due to the Divinity Road &amp; Cowley LTNs. 2 shops have already closed in St Clements since the introduction of the</p>

	<p>LTNs and, to add to these issues, the introduction of the proposed restrictions may be the straw that breaks the camel's back.</p> <p>I would be grateful if you would register this email as a complaint against the proposal by OBAG that represents 1,000s of businesses in the Oxford area in general and the 54 businesses in the Plain area in particular.</p> <p>It is clear from the statements in the documentation provided that preference is being made solely for cyclists and that the Loading / Unloading restrictions are directly targeted at businesses, not residents, yet the council claims to consult businesses. In this instance it is like asking turkeys to vote for Christmas, as it is obvious from the wording that the proposal will go ahead and some of the businesses will cease to exist.</p> <p>Perhaps you could get your planners to directly contact the affected businesses (by my count, 12? off) before the consultation concludes and advise them where they can safely Load / Unload from the two designated Loading Bays to shop / pub, bearing in mind the loading bay outside of the Ballroom shop is continually occupied by customers or staff and the Sainsbury loading bay is used by customers! I'm really interested in e.g how beer barrels etc are going to be delivered / returned from the Cape of Good Hope; How equipment / furnishings are to be delivered etc . Perhaps your planners could let me know if, for some reason, they decide not to contact the shops directly.</p>
(10) As a business, (Oxford, Cowley Road)	<p><b>Object</b> – There is never a space on the roundabout lay bay loading place because they continuously park cars there, also with the big deliveries will be impossible to carry all the stuff.... We strongly object This is definitely going to affect my business</p>
(11) Local resident/Member of public, (Oxford, Cowley Road)	<p><b>Object</b> - I often need to unload my shopping to my freehold property, also a carer to an elderly lady who needs to be dropped off at the door as she can't walk from my parking in. Cowley Place . Have you thought about the students who are around here including my neighbours who's parents pick them up with a large car to bring them backwards and forwards . What about deliveroo / taxis and Amazon and other delivery's people need including taxis ? This is the area from Dawson St to the plain . Which will affect Cocos The Tribe and Tick Tock cafe too . Plus myself and the neighbours. It seems that the council are determined to make the lives of residents and businesses people to come to a standstill. Already we being affected by the closure of the side streets taking time off of what used to be quick access around this area . It took me 3/4 of hr to get from cross St to Cowley Place ! Outrageous. I'm asking you to think about this carefully.</p>

(12) Local resident/Member of public, (Oxford, Iffley Road)	<b>Object</b> - It's difficult to see on the map how far up the No loading ban extends. There are residential houses , businesses along those roads with absolutely no way of accessing services because they don't have rear access.
(13) Local resident/Member of public, (Oxford, Warneford Road)	<b>Object</b> - I cycle daily around The Plain, both along St. Clements and the Cowley Road. The proposal will cause major dangers to cyclists and pedestrians because both loading zones obstruct visibility for cyclists and are a danger to pedestrians trying to cross. Coming from the city, cars loading outside Sainsbury's pose a threat to cyclists coming from Magdalen Bridge, e.g. zipping out in front of cyclists, opening doors without looking properly, etc.. The. proposed loading zone across the Plain adjacent Cowley Road is problematic too. Cars are already often parked poorly and obstruct the views of cyclists wanting to turn onto and pedestrians crossing Cowley Road. Banning loading outside the Cape of Good Hope on the Cowley Road will be very welcome. As a cyclist, the cycle lane is often blocked by deliveries in the mornings, forcing us into the car lane and putting us in more danger.
(14) Local resident/Member of public, (Oxford, Maidcroft Road)	<b>Object</b> - These proposals leave the dangerous loading bays in place.
(15) Local resident/Member of public, (Oxford, Sunderland Avenue)	<b>Object</b> - The loading area between St Clement's and the Cowley Road should be removed. This area is not only used for loading but by parents of nearby schools dropping off their kids. i was nearly taken out on my bike by a parent diving for a free spot in this area and cutting me off; luckily I survived. If the loading area must be retained then restrict hours to off peak times only e.g. 10 am to 4 pm only.
(16) Local resident/Member of public, (Oxford, Cowley Road)	<p><b>Concerns</b> - There are more residential properties in this vicinity than business premises and it looks like its the residents who are going to suffer again.</p> <p>What provision is to be made for residents to receive deliveries to their homes eg Tesco, Sainsbury's, Amazon? What provision will there be if I want to use my car to pick up or drop off a bulky item at my home or transport an elderly relative to and from my door?</p> <p>Can you not introduce and enforce a strict delivery restrictions for the local businesses in the area - reducing the number of large vehicles being used to deliver one small box of produce would be a start. Perhaps the timing of deliveries could be looked at - including the Cape of Good Hope having their empties collected at 5.30am!</p>

	<p>I feel that there are more urgent matters to be addressed in relation to the safety of pedestrians and cyclists. Enforcing the no left turn restriction from Cowley Road to Iffley Road would be a good idea as this is now being ignored by an increasing number of drivers of both commercial and private vehicles.</p> <p>Enforcing the current restrictions in using the two loading bays on The Plain would also help with safety rather than them being used by people popping into Sainsburys and other business premises.</p> <p>Ensuring that cyclists take note of the give way markings at the junctions of St Clements, Cowley and Iffley Road with The Plain before another serious accident occurs should be high on the list.</p> <p>The enforcement of rule 64 of the highway code regarding cycling of the pavement would be welcome as would stopping electric scooters(both legal and illegal) doing the same</p> <p>I think some of these issues should be addressed before disrupting residents lives more than they already have been with the increased volume of traffic outside our homes - and the substantial increase in pollution levels that has come with it.</p>
(17) Local resident/Member of public, (Oxford, Rymers Lane)	<p><b>Concerns</b> - I support elements of this - changing all the stretches to "no loading at any time" makes sense and will eliminate risk areas for cyclists and pedestrians on the approach to The Plain . But I am disappointed to see the loading between St Clements and Cowley Rd has not been removed - this is constantly being used as parking and a) can cause sight line problems making the junction less safe for pedestrians and cyclists and b) causes additional car movements pulling in and out of the loading bay which again increases risk for vulnerable road users. Similarly with the 2 loading bays outside Sainsbury's. These are CONSTANTLY being parked on. This needs to be removed to allow only loading for deliveries to the supermarket but not parking for people hopping into the shop. I am disapointed to see these are retained in their current form as this was the first proposed "quick fix" to improve safety for vulnerable road users after the cyclist fatality.</p>
(18) Local resident/Member of public, (Oxford, Boundary Brook Road)	<p><b>Concerns</b> - I want there to be no loading at any time. The two bays that remain (outside the dress shop and Sainsbury's) present far too high a risk. I regularly cycle the Plain and see buses pull into the bays in front of unsuspecting cyclists. As far as I'm aware, the only busses that stop at the Plain are the Open Top bus tours. Frankly, the Queen Street stop is not far away, they should just use that instead.</p>



	<p>If you need more parking near the plain, may I recommend reopening Dawson St? Could make a great car park.</p> <p>NO LOADING AT ANYTIME ANYWHERE ON THE PLAIN</p>
(19) Local resident/Member of public, (Oxford, Princes Street)	<p><b>Concerns</b> - There are residents living on st clements and they need to be able to drop off or pick up in front of their houses.</p>
(20) Local resident/Member of public, (Oxford, Augustine Way)	<p><b>Concerns</b> - I support no loading at any time. I don't think these proposals go far enough: the loading bays need to be removed to improve visibility. I'd also like to know how the restrictions will be enforced: there's very little consistent enforcement of parking restrictions in other areas of the city.</p>
(21) Local resident/Member of public, (Oxford, Stratford Street)	<p><b>Concerns</b> - Absolutely no loading should be allowed anywhere around the roundabout, INCLUDING the North and East bays that are set to be retained under this plan. The East bays serve an estate agents and a clothes shop - why do these need loading bays? The North bay serves Sainsbury's - this should only be necessary for their once-a-day deliveries whereas all the bays are constantly full. Both sets of bays are used by Magdalen College School parents at pickup time to sit and wait for their children, which should not be allowed. They interrupt site lines for cyclists and pedestrians and should all entirely be removed.</p>
(22) Local resident/Member of public, (Oxford, Leafield Road)	<p><b>Concerns</b> - this does not address the issue of the loading bays being used as parking, with vehicles joining the roundabout from unexpected areas. There is also the issue of enforcement, nothing will change unless there is adequate enforcement</p>
(23) Local resident/Member of public, (Oxford, Argyle Street)	<p><b>Concerns</b> - As a long time user of the plains, as a cyclist and pedestrian, anything that can be done to make the experience safer and less scary is worthwhile.</p> <p>I am concerned that this does nothing about the marked loading spots, particularly the easterly one which is on the roundabout itself, right at the point where there is also the most concern from vehicles entering/exiting for St Clements/Cowley/Iffley Rds. This takes a lot of attention for cyclists sharing the roundabout with cars, and we can do without the additional issue of cars parking/pulling off. I'm not sure how we can have a roundabout usable comfortably by me cycling with children while this remains.</p>

(24) Local resident/Member of public, (Oxford, Howard)	<p><b>Concerns</b> - Vehicles clearly should not be stopping on a roundabout like this, or on its approaches, so the No Loading at Any Time restrictions are entirely appropriate.</p> <p>My concerns are with the failure to address the hazards created by the formal parking places on the roundabout. Parked vehicles outside Sainsburys have already seriously injured two people cycling (from STATS19 data) and though there are no reported injuries from parked vehicles on the east side, observation of that area for even a few hours makes it clear that vehicle movements onto and off those parking places are a hazard.</p> <p>Vehicles parked on the east of the roundabout also obscure visibility by pedestrians crossing Cowley Rd of motor traffic turning out of St Clements - in the case of child pedestrians or larger vehicles, pretty much completely - and presumably reciprocal visibility by drivers of those pedestrians. Traffic Signals Manual chapter 6 is pretty clear about this:</p> <p>15.5.2. Pedestrians should be able to see and be seen by approaching traffic. Different groups will have different requirements – for example, wheelchair users and children may be harder for a driver to see as they are lower in the landscape.</p> <p>15.5.3. Visibility should not be obscured or restricted by factors such as parked vehicles, trees or street furniture. Obstacles should be moved or removed wherever possible, especially if doing so enables a crossing to remain on the desire line.</p> <p>The current layout clearly does not meet these guidelines, so either the crossing should be moved or the parking should be removed.</p> <p>Proper enforcement of loading zones would also help to ameliorate these problems. At the moment, most of the people using the "loading only" parking spaces on the Plain are using them for quick shopping trips, not for any kind of loading.</p>
(25) Local resident/Member of public, (Oxford, Southfield Park)	<p><b>Concerns</b> - I support the extension of loading restrictions. In many cases, loading does not need to take place immediately outside premises. Loading is a danger to vulnerable road users because it involves unexpected vehicle movements and reduced visibility.</p>

	The same applies to parking, as vehicles parking or moving off have to make unexpected movements on and off the pavement. In particular, large vehicles parked outside The Ballroom reduce visibility for pedestrians crossing Cowley Road. It is surprising that there are any parking spaces on a roundabout. These should be removed.
(26) Local resident/Member of public, (Oxford, Reliance Way)	<b>Concerns</b> - Parking outside the ballroom causes more of a problem than loading especially with visibility. I support loading restrictions but parking should also be removed. My colleague died on the plain roundabout, parking should not come before lives.
(27) Local group, (Oxford Pedestrians Association)	<b>Concerns</b> - Oxford Pedestrians Association would like the parking bay taken out and off the pavement in front of the shop as pedestrians cannot be seen by or see traffic coming round the corner onto Cowley Road from The Plain.
(28) Local resident/Member of public, (Oxford, Florence Park Road)	<b>Concerns</b> - They will help reduce road danger (assuming the restrictions are regularly enforced), but are nowhere near enough to really address the problems here. Remove the short stay parking outside of the ballroom, enforce the loading only restriction outside Sainsbury's, and put double red lines on Magdalen Bridge.
(29) As a business, (Oxford, Cowley Place)	<b>Concerns</b> - We broadly support the proposal, however would like to seek reassurance please that the coaches which MCS operates as home to school transport, and to transport pupils to and from matches, events etc. will still be able to load and unload as they do currently. We load / unload at the public bus stops on the Iffley Road, as well as outside Sainsburys and outside our Junior School opposite Sainsburys. Over 20% of our pupils use the school bus service, and we are aiming to increase this percentage with the launch of our new bus partnership with Headington School from September, in support of our Sustainability policy.
(30) Local group, (Cyclox)	<b>Support</b> – Cyclox is the cycle campaign group for Oxford. We campaign to put cycling at the heart of Oxford's future. Our mission is to get more people cycling, more often, and more safely. We collaborate with key decision makers to put cycling on the public agenda; partner with active travel and low-carbon groups; and engage with the local community to inform, encourage, and support change. We welcome the opportunity to respond to these plans. We are broadly in support of the proposals - cars loading on or near the Plain regularly dangerously block cycle lanes, presenting serious dangers which must be a very significant concern in view of the number of serious accidents at the Plain

	<p>We believe that no-loading zone extensions will be a great improvement, in reducing accidents and encouraging cycling and walking through a greater sense of safety. This is particularly helpful to keep the bollard protected bike lanes free. However, enforcement is crucial to the success of the scheme.</p> <p>We also note that the parking spaces to the East of the roundabout, including by private cars, is dangerous as vehicles here block visibility of pedestrians wanting to cross Cowley Road and can create extra visibility hurdles for anyone entering the roundabout from Cowley road, with large vehicles often hiding vehicles entering from St Clements. Our preference would be for these to also be removed. If this is not possible the parking spaces should be shortened and end at least 3 meters earlier before Cowley Road to prevent hiding pedestrians and awkward roundabout entry manoeuvres. Transport for London treat loading bays as being for commercial loading only – has this been considered here? We understand there is some parking available at the rear of the Emporium which might be used as an alternative.</p>
(31) Local resident/Member of public, (Oxford, Bullingdon Road)	<b>Support</b> - It is unsafe for cyclists and pedestrians to have HGVs and other vehicles load at these locations. It reduces visibility of and by cyclists and also pushes cyclists out of the cycle lane and into traffic. It is particularly dangerous for young children cycling with parents at this critical location for traversing the city.
(32) Local resident/Member of public, (Oxford, Marston Ferry Road)	<b>Support</b> - Cycle safety
(33) Local resident/Member of public, (Oxford, Marshall Road)	<b>Support</b> - I'm in favour of anything that improves the safety of the Plain.
(34) As part of a group/organisation, (Oxford, Carfax)	<b>Support</b> - Greater parking restrictions around The Plain will help buses as well as cyclists.
(35) Local resident/Member of public, (Oxford, Church Cowley Road)	<p><b>Support</b> - You are correct to prevent loading and unloading on this busy roundabout, especially in the newly-painted cycle lanes that HGV drivers continue to ignore.</p> <p>But this proposal does nothing about the parking bays that are still inexplicably present on the pavement between St Clements and Cowley Road. They lead to reduced visibility when entering from Cowley Road, take away space from pedestrians, and reinforce the idea that parking on the pavement beside double-yellows is somehow acceptable.</p>

(36) Local resident/Member of public, (Cowley, Church Cowley Road)	<b>Support</b> - its a dangerous and congested roundabout - anything that can be done to improve safety and traffic flow is welcome
(37) Local resident/Member of public, (Oxford, Colemans Hill)	<b>Support</b> - I cycle to work. Cars stopped on the north side of St Clements Street, particularly taxis at the ATM, block the cycle lane and force me into the narrow main traffic lane. Cars clearly aren't expecting this and end up passing very closely. The proposed restrictions would eliminate this danger, but continue to provide two locations to pick up/drop off people or goods.
(38) Local resident/Member of public, (Oxford, Norreya Avenue)	<b>Support</b> - Cars, vans and lorries parked at the side of the road make the Plain an even more dangerous roundabout than it already is. They significantly reduce visibility and space for cyclists and other vulnerable road users
(39) Local resident/Member of public, (Oxford, Cowley Road)	<b>Support</b> - I live on Cowley Road in very close proximity to the Plain roundabout. I feel that stopped HGVs and delivery lorries that use Cowley Road for deliveries and loading creates a safety hazard. HGVs frequently (multiple times per day) stop in Cowley Road, blocking the cycle lane and part of the roadway itself. Given the somewhat blind bend coming into Cowley road from the Plain there is high potential for an accident. I have also seen an HGV park inside the protective cycle lane bollards when making a delivery to the Cape of Good Hope pub. Furthermore as a resident, I don't believe that HGVs should be allowed to park literally on my doorstep, blocking my door and windows whenever they please. I fully support this proposal in the interest of safety for drivers, cyclists, and pedestrians.
(40) Local resident/Member of public, (Oxford, Boundary Brook Road)	<b>Support</b> - I support the proposal because it will make cycling around this dangerous roundabout a little safer.
(41) Local resident/Member of public, (Oxford, Stratford Street)	<b>Support</b> - I support removing the loading zones to improve visibility around the plain. I am a cyclist and regularly cannot see traffic due to vehicles parked in these bays.
(42) Local resident/Member of	<b>Support</b> - Safer for cyclists

public, (Oxford, Alice Smith Square)	
(43) Local resident/Member of public, (Oxford, Beresford Place)	<p><b>Support</b> - I cycle through the Plain at least twice daily and cars loading on or nearby the plain have been dangerously blocking cycle lanes at a pinch point which poses serious dangers considering the amount of accidents had on the Plain and also considerably slows down traffic. No loading zone extensions will be a great improvement and reduce accidents and encourage cycling and walking. This is particularly helpful to keep the bollard protected bike lanes free. Please do go ahead with this improvement and ensure it is enforced.</p> <p>Furthermore, the parking spaces to the East of the roundabout are dangerous as they block visibility of pedestrians wanting to cross Cowley road and can add extra visibility hurdles for anyone entering the roundabout from Cowley road, with large vehicles often hiding vehicles entering from St Clements. Preferably these would also be removed but as a compromise the parking spaces should be shortened and end at least 3 meters earlier before Cowley road to prevent hiding pedestrians and awkward roundabout entry manoeuvres.</p>
(44) Local resident/Member of public, (Oxford, Beresford Place)	<b>Support</b> - I think road safety is vital to fulfill the Vision Zero strategy. Loading is very dangerous.
(45) Local resident/Member of public, (Oxford, Percy Street)	<b>Support</b> - Far too dangerous for cyclists and pedestrians to have vehicles loading
(46) Local resident/Member of public, (Oxford, Marston Street)	<b>Support</b> - I cycle across the plain sometimes several times per day. It remains a dangerous roundabout without serious support for cyclists. Anything like this that can be done is helpful. Ultimately we need bus gates on St Clement's I think.
(47) Local resident/Member of public, (Oxford, Badger's Walk)	<b>Support</b> - I want the Plain to be safer for cyclists. I also think the bays outside Sainsbury's and the Ballroom should be removed or bollarded for loading only access to stop illegal parking.
(48) Local resident/Member of	<b>Support</b> - For the safety of pedestrians and cyclists.

public, (Adderbury, Round Close Road)	
(49) Local resident/Member of public, (Oxford, Iffley Road)	<b>No opinion</b> - I'm not sure if this is addressing the real issues with the plain roundabout. The biggest issues I see are cars pulling out in front of cyclists, cars moving lanes in front of cyclists, and general confusion with the mix-up of different streams of traffic.

This page is intentionally left blank



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

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 27 APRIL 2023**

### **ABINGDON: PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

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 in Abingdon as advertised but with subsequent minor relaxations as outlined in paragraph 19.

#### **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**.
3. This report was originally presented to the Cabinet Member for Highway Management on 17th November 2022 however due to concerns surrounding the schemes adherence to the Council's 20mph policy a revised version was brought to 23rd February CMD. Due to ongoing concerns from the County Councils bus partners the proposal was deferred to enable further consultation to address bus operator concerns. Following a comprehensive review of the proposals between the Council, bus operators, and active travel representation an amended plan was agreed. As the revisions involve a relaxation of the original advertised proposals there is no need to revert to formal consultation.

#### **Financial Implications**

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

#### **Equality and Inclusion Implications**

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

## **Sustainability Implications**

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

## **Formal consultation**

7. 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**

8. The five 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 claimed the proposals will probably lead to a material reduction in bus services. Their detailed response covered 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.
9. 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:**

10. 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

11. The majority of these were mainly from members of the public but did include those from: four businesses, three local representatives, and five groups /organisations. While one business objected to both 20mph and 30mph proposals the other ones supported both; the three local representatives supported all proposals. Of the organisations, three supported the 20mph proposals but two expressed concerns; for the 30 mph proposals, two stated support while two expressed concerns and one 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.

12. 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	6	

onto bikes or buses (1), Ban all vehicles from town centre instead (1)		
--	--	--

13. 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%)

14. Additionally, three emails were received – with two raising concerns, and one supporting.
15. 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

16. 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.
17. The main purpose of the scheme is to improve road safety and 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 County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
18. 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.
19. In the initial formal consultation, the major bus operator raised the sole statutory consultee objection which related to proposed 20mph limits on several radial routes with mirrored strong concerns by another operator who does not serve Abingdon. The County Council Public Transport Development Team shared

these concerns. These responses clearly outline the potential for adverse consequences from reducing some radial route limits. County Council policy is to place 20mph limits if the community as a whole seek them however, as outlined in paragraph 3 above, in the face of a real threat to bus service provision. Officers engaged in subsequent successful detailed discussions with operators and active travel representatives. Officers agreed a compromise in all cases and thus are confident all bus operator concerns have been addressed. Care has been taken to ensure that these latest proposed changes only extend to what is deemed essential to maintain viable bus services and are outlined in the table below.

<p><b>Oxford Road:</b></p> <p>The 20mph limit is proposed to start immediately south of Norman Avenue. Officers considered Active Travel Group request to push the 20mph limit further south but this was deemed unfeasible due to the narrow verge making sign placing difficult.</p>
<p><b>Drayton Road:</b></p> <p>The 20mph limit is proposed to start immediately north of Hartwell's Ford Garage. Officers considered a request from Active Travel Groups to start the 20mph limit further south but believed that adequate footways, service roads and road layouts meant that the current proposed compromise to aid was reasonable.</p>
<p><b>Radley Road:</b></p> <p>Officers agree the 20mph limit could start immediately east of the Daisy Bank junction.</p>
<p><b>Wootton Road:</b></p> <p>Officers agree the 20mph limit could start immediately north of the Northcourt Road junction.</p>
<p><b>Bridge Street:</b></p> <p>The 20mph limit is proposed to start at the existing 30mph limit terminal location to reduce illumination costs required for alternative locations closer to the bridge.</p>

20. In addition to the bodies who support the proposals as outlined below, the majority of the public respondents also do so.
21. Abingdon Town Council have been firm in their resolve for "a blanket 20mph limit across Abingdon and a 30mph limit on the peripheral roads". Both Local Members also support the proposals. Cyclox and Sustrans petitioned strongly for universal 20mph speed limits and when the proposals were initially considered last November speakers from each stressed the need for a 20mph limit on all radial routes and Ock Street. The nature of accidents recently recorded in Ock Street suggests the proposals would also make vulnerable users safer and would especially complement the County Local Cycling and

Walking Improvement Plan (LCWIP) which is to fund cycling improvements on Drayton Road and Ock Street.

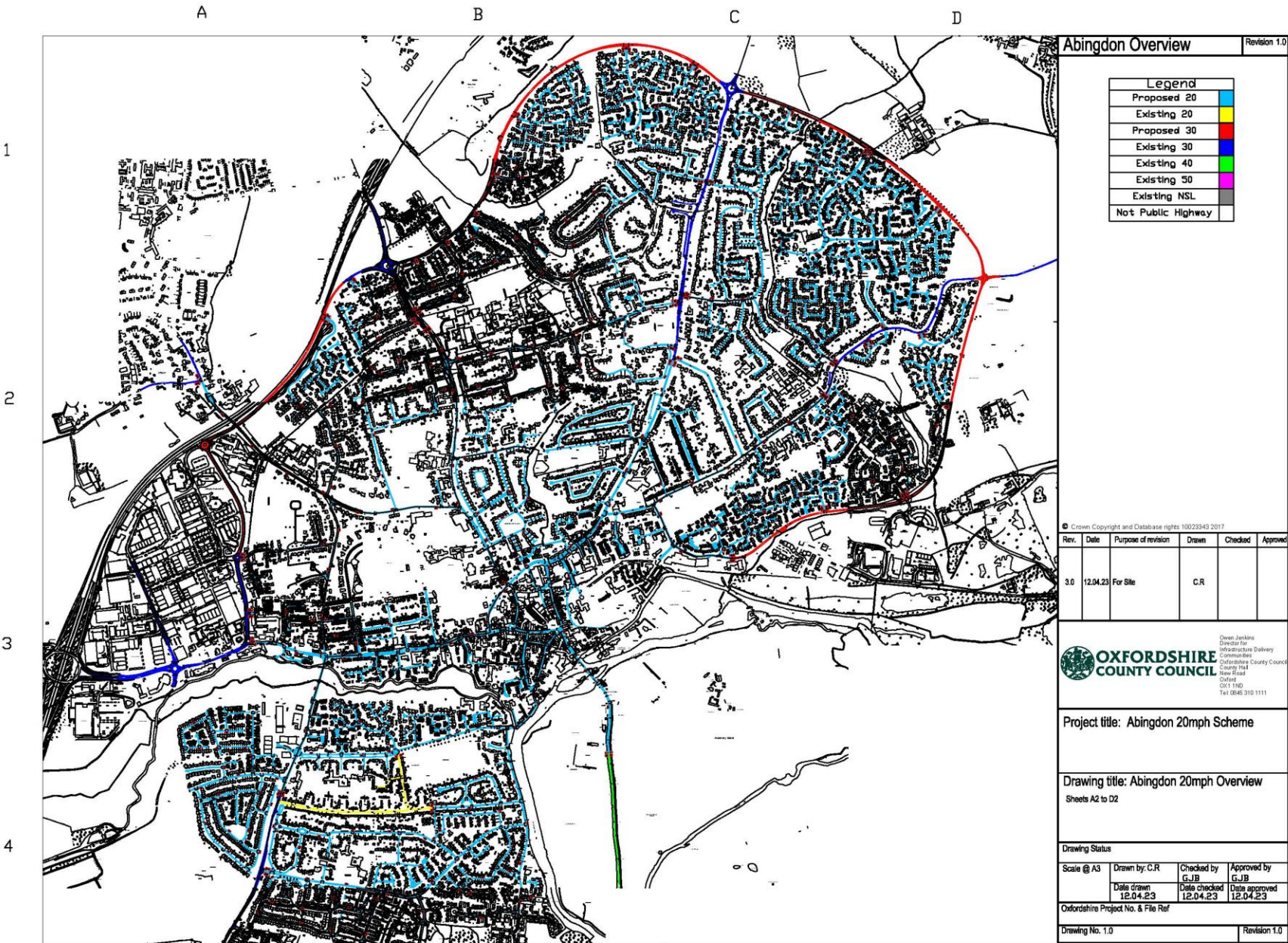
22. The Abingdon LCWIP has been developed with the expectation that 20mph speed limits will be rolled out in Abingdon soon after its adoption. This expectation has shaped some of the proposals made in the LCWIP. The proposed speed limit reductions are expected to improve road safety (including perceived safety – thereby encouraging modal shift to walking and cycling) for all road users – especially for people walking and cycling – and would support the provision of further improvements for walking and cycling, by facilitating the use of some different types of infrastructure (e.g., the use of a zebra or parallel crossing instead of a signalised crossing, which may be less appropriate in a higher-speed environment).
23. It is highly desirable to ensure that the peripheral road, as a more appropriate route for through traffic, retains a higher speed limit than the alternative routes through the town itself to deter drivers from choosing the more direct internal routes which would adversely affect walking and cycling conditions in Abingdon.
24. In terms of maximising understanding of and compliance with the new 20mph speed limits, it is likely to be beneficial to limit the number of exceptions to the 20mph speed limit within the peripheral road.
25. It is recommended the proposals be implemented as advertised.

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:	Phil Whitfield 07912 523497
	Geoff Barrell 07392 318869

April 2023





## ANNEX 2

Ref	Respondent	Statutory Consultee View	Officer Response
1	<b>Oxford Bus Company</b> (Interim Managing Director)	<p><b><u>Object</u></b> 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	<b>Stagecoach Bus Company</b> (Head of Strategic Development)	<p><b><u>Concerns</u></b> 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	<b>Thames Valley Police</b> (Traffic Management Officer)	<p><b><u>Concerns</u></b> 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	<b>Public Transport Development Team</b> (Principal Transport Planner)	<p><b><u>Viewpoint</u></b> 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	<b>Abingdon Town Council</b> (Town Clerk)	<p><b><u>Support</u></b></p>	Noted



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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise 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><b>Support</b> – 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><b>20mph Speed Limit - Object</b></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><b>20mph Speed Limit - Support</b></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><b>Travel change: Other</b></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><b>Concerns</b> – 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 - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(6) County Cllr, (Jericho & Osney division)	<p>20mph Speed Limit - <b>Support</b> Slower traffic is safer and more pleasant for all.</p> <p>20mph Speed Limit - <b>No opinion</b> Don't know.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(7) Local Cllr, (Abingdon, Hillview Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b></p>
(8) Member of public, (Abingdon, Dundas Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Concerns</b> 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: <b>No</b></p>

(9) Member of public, (Abingdon, Lammas Close)	<p>20mph Speed Limit - <b>Object</b> Abingdon does not go at this speed</p> <p>20mph Speed Limit - <b>Concerns</b> Most days you can't get up to 30 anyway</p> <p>Travel change: <b>No</b></p>
(10) Member of public, (Abingdon, Willow Brook)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Concerns</b> 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: <b>Other</b> 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 - <b>Object</b> 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 - <b>Concerns</b> 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: <b>No</b></p>
(12) Member of public, (Abingdon, Twelve Acre Drive)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Concerns</b> 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: <b>No</b></p>
(13) Member of public, (Didcot, Cole Court)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Concerns</b> As per my previous description, lower speeds result in complacent drivers, greater emissions and greater wear on vehicles.</p> <p>Travel change: <b>No</b></p>
(14) Member of public, (Abingdon, Ock Street)	<p>20mph Speed Limit - <b>Object</b> Traffic is already a huge problem and reducing the speed limit won't improve that.</p>



	<p>20mph Speed Limit - <b>Concerns</b> See no benefit in further hampering the motorist.</p> <p>Travel change: <b>No</b></p>
(15) Member of public, (Abingdon, The Hyde)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Concerns</b> 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: <b>No</b></p>
(16) Member of public, (Abingdon, Hadland Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Concerns</b></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: <b>No</b></p>
(17) Member of public, (Abingdon, Thornley Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>No opinion</b> 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: <b>No</b></p>
(18) Member of public, (Abingdon, Hobbs Close)	<p>20mph Speed Limit - <b>Object</b> It means journeys take longer, therefore cars are running for longer. More frustrated drivers causing issues.</p> <p>20mph Speed Limit - <b>No opinion</b> Not sure it would make much difference</p> <p>Travel change: <b>No</b></p>
(19) Member of public, (Abingdon, Shelley Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b>
(20) As a business, (Abingdon/ Appleford)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(21) Member of public, (Abingdon, Wootton Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Completely unnecessary. Visibility is great. 30mph will simply generate revenue for the council from cameras</p> <p>Travel change: <b>No</b></p>
(22) Member of public, (Radley, Lower Radley)	<p>20mph Speed Limit - <b>Object</b> Too much attention to speed 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 speed 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 Abingdon which few cyclists ever use. They say they are not convenient.</p>

	<p>20mph Speed Limit - <b>Object</b>  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: <b>No</b></p>
<p>(23) Member of public,  (Abingdon, Thesiger)</p>	<p>20mph Speed Limit - <b>Object</b>  Slows down traffic which adds to pollution</p> <p>20mph Speed Limit - <b>Object</b>  Keeps traffic out of the centre of Abingdon</p> <p>Travel change: <b>No</b></p>
<p>(24) Member of public,  (Abingdon, Alexander Close)</p>	<p>20mph Speed Limit - <b>Object</b>  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 caridgeways 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 - <b>Object</b>  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 risks 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: <b>No</b></p>

<p>(25) Member of public, (Abingdon, Ethelhelm Close)</p>	<p>20mph Speed Limit - <b>Object</b> I object to blanket reduction of speed limits it should be based on data and facts by each road</p> <p>20mph Speed Limit - <b>Object</b> 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: <b>No</b></p>
<p>(26) Member of public, (Abingdon, Evelin Road)</p>	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
<p>(27) Member of public, (Abingdon, Audlett drive)</p>	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(28) Member of public, (Abingdon, Bath Street)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Again entirely unnecessary. Negligible benefits and likely negative consequences in terms of congestion and greenhouse gas emissions.</p> <p>Travel change: <b>No</b></p>

(29) Member of public, (Abingdon, Metcalfe Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(30) Member of public, (Abingdon, Duffield Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(31) Member of public, (Sunningwell, Church Farm)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>

(32) Member of public, (Abingdon, St Amand Drive)	<p>20mph Speed Limit - <b>Object</b>  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 - <b>Object</b>  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: <b>No</b></p>
(33) Member of public, (Grove, Mallard Way)	<p>20mph Speed Limit - <b>Object</b>  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 - <b>Object</b>  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: <b>No</b>
(34) Member of public, (Abingdon, Masfield Crescent)	<p>20mph Speed Limit - <b>Object</b> 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 &amp; achieve little as most people will be criminalised as they ignore such limits.</p> <p>20mph Speed Limit - <b>Object</b> Same comment as for 20mph Waste of money!</p> <p>Travel change: <b>No</b></p>
(35) Member of public, (Wootton, Arthur Evans Close)	<p>20mph Speed Limit - <b>Object</b> Not nessesary</p> <p>20mph Speed Limit - <b>Object</b> Not nessesary</p> <p>Travel change: <b>No</b></p>
(36) Member of public, (Abingdon, Letcombe Avenue)	<p>20mph Speed Limit - <b>Object</b> Increased journey times. Frustrated driver. No impact on safety. Will not be enforced anyway. Waste of public money.</p> <p>20mph Speed Limit - <b>Object</b> 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: <b>No</b></p>

(37) Member of public, (Prefer not to say)	<p>20mph Speed Limit - <b>Object</b> No benefit and enormous frustration and inefficient travel</p> <p>20mph Speed Limit - <b>Object</b> 30 is too slow for a wide road with housing set back</p> <p>Travel change: <b>No</b></p>
(38) Member of public, (Wantage)	<p>20mph Speed Limit - <b>Object</b> You'll do it anyway, so no need for a comment.</p> <p>20mph Speed Limit - <b>Object</b> As above</p> <p>Travel change: <b>Other</b> Avoid the area. Spend less money there. Vote you out.</p>
(39) Member of public, (Abingdon, Dundas Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(40) Member of public, (Abingdon, Nuneham Square)	<p>20mph Speed Limit - <b>Object</b></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 - <b>Object</b>          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: <b>No</b></p>
(41) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - <b>Object</b>          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 - <b>Object</b>          Same as my previous answer</p> <p>Travel change: <b>No</b></p>
(42) Member of public, (Abingdon, Nuneham Square)	<p>20mph Speed Limit - <b>Object</b>          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 - <b>Object</b></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: <b>No</b></p>
<p>(43) Member of public, (Abingdon, Kysbie Close)</p>	<p>20mph Speed Limit - <b>Object</b></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 - <b>Object</b></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: <b>Other</b></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 - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
<p>(45) Member of public, (Abingdon, Foster Road)</p>	<p>20mph Speed Limit - <b>Object</b> 20mph will cause more problems with the increasing traffic in the local area</p> <p>20mph Speed Limit - <b>Object</b> 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: <b>No</b></p>
<p>(46) Member of public, (Didcot)</p>	<p>20mph Speed Limit - <b>Object</b> As a regular visitor to Abingdon</p> <p>20mph Speed Limit - <b>Object</b> As a regular visitor to Abingdon</p> <p>Travel change: <b>Other</b> 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 - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
<p>(48) Member of public, (Abingdon, Westfields)</p>	<p>20mph Speed Limit - <b>Object</b> It will make congestion and pollution worse around abingdon. It will discourage more people to come to abingdon</p> <p>20mph Speed Limit - <b>Object</b> Will increase congestion and pollution. It will turn people away from coming to abingdon</p> <p>Travel change: <b>No</b></p>
<p>(49) Member of public, (Abingdon, St Johns Road)</p>	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b>
(50) Member of public, (Abingdon, Gainsborough Green)	<p>20mph Speed Limit - <b>Object</b></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 - <b>Object</b></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: <b>No</b></p>
(51) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - <b>Object</b></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 - <b>Object</b></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: <b>No</b></p>

(52) Member of public, (Abingdon, Oxford Road)	<p>20mph Speed Limit - <b>Object</b> Greater congestion</p> <p>20mph Speed Limit - <b>Object</b> Greater congestion</p> <p>Travel change: <b>No</b></p>
(53) Member of public, (Abingdon, Meadowside)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(54) Member of public, (Abingdon, Wootton)	<p>20mph Speed Limit - <b>Object</b></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 - <b>Object</b> 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: <b>No</b></p>
(55) Member of public, (Prefer not to say)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(56) Member of public, (Radley, Radley College)	<p>20mph Speed Limit - <b>Object</b> These proposals are anti-car rather than part of a holistic strategy.</p> <p>20mph Speed Limit - <b>Object</b> 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: <b>No</b>
(57) Member of public, (Abingdon, Marina Way)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(58) Member of public, (Abingdon, Orpwood Way & Alexander Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(59) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b>
(60) Member of public, (Abingdon, Thesiger Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(61) Member of public, (Abingdon, Mill Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> I see no reason to justify this. It is a ring road intended to keep traffic flowing.</p> <p>Travel change: <b>No</b></p>
(62) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> With the traffic situation in Abingdon its almost impossible to get above 40mph anyway. And when the news houses are all built it will be mayhem. Get the junction onto the A34!!</p>

	Travel change: <b>No</b>
(63) Member of public, (Abingdon, Masfield)	<p>20mph Speed Limit - <b>Object</b> Traffic is already slow with many traffic jams, 20 unnecessary particularly on the ring road</p> <p>20mph Speed Limit - <b>Object</b> Much of the ring road is only used by cars. 40 is fine. It does however need more crossing areas.</p> <p>Travel change: <b>No</b></p>
(64) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> See previous comment.</p> <p>Travel change: <b>No</b></p>
(65) Member of public, (Shippon, Faringdon Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Unnecessary. Where is the evidence? It will create more traffic jams</p> <p>Travel change: <b>No</b></p>
(66) Member of public, (Abingdon, Pagisters Road)	<p>20mph Speed Limit - <b>Object</b></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 - <b>Object</b> 40mph works well on the ring road currently.</p> <p>Travel change: <b>No</b></p>
(67) Member of public, (Abingdon, Tower Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Keep it at 40mph that is a fair speed for the ring road.</p> <p>Travel change: <b>No</b></p>
(68) Member of public, (Abingdon, Caldecott Road)	<p>20mph Speed Limit - <b>Object</b> 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. Abingdons 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 - <b>Object</b> 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: <b>No</b></p>

(69) Member of public, (Abingdon, Villeboys Close)	<p>20mph Speed Limit - <b>Object</b> Traffic in Abingdon is chaotic as it is without further tinkering</p> <p>20mph Speed Limit - <b>Object</b> 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: <b>Other</b> Already walk as a preference, only use a car to carry loads not possible on foot</p>
(70) Member of public, (Abingdon, The Chestnuts)	<p>20mph Speed Limit - <b>Object</b> Traffic will inevitably slow down. Air pollution will be worse as engines labour at low speeds</p> <p>20mph Speed Limit - <b>Object</b> 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: <b>No</b></p>
(71) Member of public, (Wootton, Home Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>Other</b> 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>

(72) Member of public, (Abingdon, Victoria)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Please see previous reason</p> <p>Travel change: <b>Other</b> I use my car for work in and around abingdon/Oxfordshire weekdays. Walking mainly at weekends.</p>
(73) Member of public, (Abingdon, Sellwood)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> As before ringroads are supposed to improve flow this will encourage short cuts</p> <p>Travel change: <b>No</b></p>
(74) Member of public, (Abingdon, Buckland Mews)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Car going at 20mph uses more fuel than at 30mph. Lowering speed limit will increase air pollution</p> <p>Travel change: <b>No</b></p>

(75) Member of public, (Abingdon, Lammas Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> As detailed before</p> <p>Travel change: <b>No</b></p>
(76) Member of public, (Abingdon, Staniland Court)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> See same reasons as previous answers</p> <p>Travel change: <b>No</b></p>
(77) Member of public, (Abingdon, Hadland Road)	<p>20mph Speed Limit - <b>Object</b> I don't see the need for this and it will increase emissions.</p> <p>20mph Speed Limit - <b>Object</b> I don't see the need for this and it will increase emissions.</p> <p>Travel change: <b>No</b></p>



(78) Member of public, (Abingdon, Marcham Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(79) Member of public, (Abingdon, Herman Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>

(80) Member of public, (Abingdon, Francis Little Drive)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> The speed limit is fine. I moved to Abingdon from Oxford specifically to get away from these idiotic traffic changes.</p> <p>Travel change: <b>No</b></p>
(81) Member of public, (Abingdon, Francis Little Drive)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>

(82) Member of public, (Abingdon, Penlon Place)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Again, this will only make the traffic worse</p> <p>Travel change: <b>No</b></p>
(83) Member of public, (Abingdon, Parsonmead)	<p>20mph Speed Limit - <b>Object</b> No need for it plus your not gonna listen to the public as usual</p> <p>20mph Speed Limit - <b>Object</b> It's a ring road 30 is too slow How many deaths has there been ?</p> <p>Travel change: <b>No</b></p>
(84) Member of public, (Abingdon, Quakers Court)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(85) Member of public, (Abingdon, Abbott Road)	<p>20mph Speed Limit - <b>Object</b> Completely unnecessary on almost all roads in towns</p>

	<p>20mph Speed Limit - <b>Object</b> Not necessary, the current limit is not a problem</p> <p>Travel change: <b>No</b></p>
(86) Member of public, (Abingdon, Thesiger)	<p>20mph Speed Limit - <b>Object</b> Artery roads throughout Oxfordshire are running slower &amp; 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 - <b>Object</b> Why ??</p> <p>Travel change: <b>No</b></p>
(87) Member of public, (Abingdon, Harding Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Ring roads exist to keep traffic moving around towns. Reducing the speed limit makes no sense.</p> <p>Travel change: <b>No</b></p>
(88) Member of public, (Drayton, Sutton Wick Lane)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b>          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: <b>No</b></p>
(89) Member of public, (Drayton, Sutton Wick Lane)	<p>20mph Speed Limit - <b>Object</b>          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 - <b>Object</b>          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: <b>No</b></p>
(90) Member of public, (Abingdon, Lambrick Way)	<p>20mph Speed Limit - <b>Object</b>          Increased travel time for no benefit in safety</p> <p>20mph Speed Limit - <b>Object</b>          Increased travel time with no benefit in road safety</p> <p>Travel change: <b>No</b></p>
(91) Member of public, (Grove, Wantage, Collinsmith Drive)	<p>20mph Speed Limit - <b>Object</b>          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 - <b>Object</b> 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: <b>Other</b> Yes, I'll avoided Abingdon as much as possible.</p>
(92) Member of public, (Abingdon, Tatham Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> No evidence that it will improve safety</p> <p>Travel change: <b>No</b></p>
(93) Member of public, (Abingdon, Coleridge Drive)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Will increase congestion in an area there are not lots of accidents</p> <p>Travel change: <b>No</b></p>
(94) Member of public, (Abingdon, Hamble Drive)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> As previous answer.</p> <p>Travel change: <b>No</b></p>
(95) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 40mph is fine, keep the traffic moving out of the town</p> <p>Travel change: <b>No</b></p>
(96) Member of public, (Abingdon, Curtis Avenue)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> Lodge hill needs to be a full interchange before any speed limits are lowered</p> <p>Travel change: <b>No</b></p>
(97) Member of public, (Abingdon, Wootton Road)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> As previous comment.</p>

	Travel change: <b>No</b>
(98) Member of public, (Abingdon, Thornley Close)	<p>20mph Speed Limit - <b>Object</b> Where required traffic calming is a much better method. Slowing journeys down and increasing emissions is bad</p> <p>20mph Speed Limit - <b>Object</b> *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: <b>No</b></p>
(99) Member of public, (Drayton, Sutton Wick Lane)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(100) Member of public, (Abingdon, Eney Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>



(101) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(102) Member of public, (Abingdon, Elizabeth Avenue)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(103) Member of public, (Abingdon, St Helen's Court)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(104) Member of public, (Didcot)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(105) Member of public, (Abingdon, Bath Street)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(106) Member of public, (Abingdon, Boulter Drive)	<p>20mph Speed Limit - <b>Object</b> unnecessary, waste of time and money</p> <p>20mph Speed Limit - <b>Object</b></p>

	<p>unnecessary, a waste of time and money</p> <p>Travel change: <b>No</b></p>
(107) Member of public, (Abingdon, Vintner Road)	<p>20mph Speed Limit - <b>Object</b> I do not believe it is required</p> <p>20mph Speed Limit - <b>Object</b> I do not believe the current 40 mph limit is an issue</p> <p>Travel change: <b>No</b></p>
(108) Member of public, (Abingdon, Lammas Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(109) Member of public, (Abingdon, Norris Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> 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: <b>No</b></p>
(110) Member of public, (Abingdon, Warwick Close)	<p>20mph Speed Limit - <b>Object</b> From experience of living in an Oxford road with a similar limit, 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 - <b>Object</b> Unnecessary. Works ok at 40 mph</p> <p>Travel change: <b>No</b></p>
(111) Member of public, (Abingdon, Inkerman Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b> The ring road is safe with adequate crossing points and there is no point in slowing traffic.</p> <p>Travel change: <b>No</b></p>
(112) Member of public, (Abingdon, Elwes Close)	<p>20mph Speed Limit - <b>Object</b> 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 - <b>Object</b></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: <b>No</b></p>
(113) Member of public, (Abingdon, Lovelace Close)	<p>20mph Speed Limit - <b>Object</b></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><b>20mph Speed Limit - Object</b> 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: <b>No</b></p>
(114) Member of public, (Sutton Courtenay, High Street)	<p><b>20mph Speed Limit - Object</b> 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><b>20mph Speed Limit - Support</b> I thought it was for large parts as this is or soon will be cutting through housing estates</p>

	Travel change: <b>No</b>
(115) Member of public, (Abingdon, Caldecott Chase)	<p>20mph Speed Limit - <b>Object</b> 30 is easier to drive</p> <p>20mph Speed Limit - <b>Support</b> 30 is better</p> <p>Travel change: <b>No</b></p>
(116) Member of public, (Abingdon, Woodley Close)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Concerns</b> 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: <b>No</b></p>
(117) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Concerns</b> 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: <b>No</b>
(118) Member of public, (Abingdon, Park Road)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Concerns</b> 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: <b>No</b></p>
(119) Local group/organisation, (GreenSpeed)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Concerns</b> 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: <b>No</b></p>
(120) Member of public, (Abingdon, Lucca Drive)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Concerns</b> 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: <b>No</b></p>
(121) Member of public, (Abingdon, Oxford Road)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Concerns</b> 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: <b>No</b>
(122) Member of public, (Abingdon)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Concerns</b> I think 40mph is fine for these roads.</p> <p>Travel change: <b>No</b></p>
(123) Member of public, (Abingdon, Ashenden Close)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Concerns</b> 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: <b>No</b></p>
(124) Member of public, (Abingdon, Drayton Road)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>No opinion</b> Only support because of the growth in housing and therefore extra junctions and traffic on this road.</p>

	Travel change: <b>No</b>
(125) Member of public, (Abingdon, Jackman Close)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> It will reduce flow of traffic, especially at peak time</p> <p>Travel change: <b>No</b></p>
(126) Member of public, (Abingdon, Wilsham)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> Most of these areas have cycle paths. Why change the speed?</p> <p>Travel change: <b>No</b></p>
(127) Member of public, (Abingdon, Selwyn Crescent)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> 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: <b>Other</b></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 - <b>Concerns</b></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 - <b>Object</b></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: <b>No</b></p>
(129) Member of public, (Abingdon, Gall Close)	<p>20mph Speed Limit - <b>Concerns</b></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 - <b>Object</b></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: <b>No</b></p>
(130) Member of public, (Abingdon, Boreford)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> 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: <b>No</b></p>
(131) Local group/organisation, (Abingdon Freewheeling Cycle Club)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> As a peripheral road, a 40mph speed limit needs to continue, there are no valid reasons to change this.</p> <p>Travel change: <b>No</b></p>
(132) Member of public, (Abingdon, Wick Close)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b>  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: <b>No</b></p>
(133) Member of public, (Abingdon, Cotman Close)	<p>20mph Speed Limit - <b>Concerns</b>  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 - <b>Object</b>  I think 40mph is ok as it is.</p> <p>Travel change: <b>No</b></p>
(134) Member of public, (Abingdon, Masefield)	<p>20mph Speed Limit - <b>Concerns</b>  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 - <b>Object</b>  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: <b>No</b></p>

(135) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - <b>Concerns</b> I can see that a lower speed limit might increase safety, but I worry that it might increase pollution.</p> <p>20mph Speed Limit - <b>Object</b> 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: <b>No</b></p>
(136) Member of public, (Abingdon, Kennet Road)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> 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: <b>No</b></p>
(137) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> 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: <b>Other</b> No. We already only use the car when it is necessary.</p>
(138) Member of public, (Abingdon, Hillview)	<p>20mph Speed Limit - <b>Concerns</b> People don't stick to the limit of 30.. they will not stick to 20</p> <p>20mph Speed Limit - <b>Object</b> This will just increase traffic round the ring road</p> <p>Travel change: <b>No</b></p>
(139) Member of public, (Abingdon, Duffield Close)	<p>20mph Speed Limit - <b>Concerns</b> Abingdon's speed limits work perfectly fine with minimal accidents or traffic hot spots</p> <p>20mph Speed Limit - <b>Object</b> 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: <b>No</b></p>
(140) Member of public, (Wantage, Mably Grove)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> 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: <b>No</b>
(141) Member of public, (Longcot, Downlands)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> 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: <b>No</b></p>
(142) Member of public, (Abingdon, Austin Place)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> There is no need to reduce it</p> <p>Travel change: <b>No</b></p>
(143) Member of public, (Abingdon, Spring)	<p>20mph Speed Limit - <b>Concerns</b> Safer, but concerned with the number of roads impacted</p> <p>20mph Speed Limit - <b>Object</b> This is a non-congested area most of the time, and feels safe at this speed limit already</p> <p>Travel change: <b>No</b></p>

(144) Member of public, (Abingdon, Mandeville)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> 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: <b>Other</b> 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 - <b>Concerns</b> 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 - <b>Object</b> 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: <b>No</b></p>
(146) Member of public, (Abingdon, Tatham Road)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Object</b> 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: <b>No</b></p>
(147) Member of public, (Abingdon, Curtis Avenue)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Support</b> 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: <b>No</b></p>
(148) Member of public, (Abingdon, Knollys Close)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Support</b> 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: <b>Other</b> I already walk and cycle</p>

(149) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Support</b> 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: <b>Other</b> Maybe</p>
(150) Member of public, (Abingdon, Thomas Way)	<p>20mph Speed Limit - <b>Concerns</b> Cars go really fast and overtake cyclists in an unacceptable way. I fell once because of that</p> <p>20mph Speed Limit - <b>Support</b> I support cyclists who have to ride near there</p> <p>Travel change: <b>Yes - cycle more</b></p>
(151) Member of public, (Abingdon, Gardiner Close)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Support</b> I support it if it is enforced - the current 40 limit is currently ignored and the average speed is &gt;50mph</p>

	Travel change: <b>No</b>
(152) Member of public, (Abingdon, Hendred Way)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(153) Member of public, (Steventon, High Street)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Support</b> This is not a dual carriageway and it has various roundabouts and junctions</p> <p>Travel change: <b>No</b></p>
(154) Member of public, (Abingdon, Hound Close)	<p>20mph Speed Limit - <b>Concerns</b> Not all roads need to be 20mph. Blanket approach not appropriate.</p> <p>20mph Speed Limit - <b>Support</b> 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: <b>Yes - cycle more</b>
(155) Member of public, (Abingdon, The Chestnuts)	<p>20mph Speed Limit - <b>Concerns</b> 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 - <b>Support</b> I can see that there are benefits of this proposal.</p> <p>Travel change: <b>No</b></p>
(156) Member of public, (Abingdon, Pagisters Road)	<p>20mph Speed Limit - <b>No opinion</b> Na</p> <p>20mph Speed Limit - <b>Concerns</b> 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: <b>No</b></p>
(157) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - <b>No opinion</b> 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 - <b>Object</b> 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: <b>No</b></p>

(158) Member of public, (Abingdon, Boxhill Road)	<p>20mph Speed Limit - <b>Support</b> I live on Boxhill road and 30 is dangerous with kids playing.</p> <p>20mph Speed Limit - <b>Object</b> I just don't think it's needed.</p> <p>Travel change: <b>No</b></p>
(159) Member of public, (Abingdon, Norman Avenue)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Object</b> 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: <b>No</b></p>
(160) Member of public, (Abingdon, Picklers Hill)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Object</b> 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: <b>No</b></p>
(161) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - <b>Support</b></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 - <b>Object</b> It is unnecessary and will put people off from coming to Abibgdon.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(162) Member of public, (Abingdon, Andersey Way)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Object</b> why? make it all 20 its much better than keep moving between both.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(163) Member of public, (Abingdon, Private road)	<p>20mph Speed Limit - <b>Support</b> It is both good for the environment and for safety</p> <p>20mph Speed Limit - <b>Object</b> I would prefer this to also go to 20MPH</p> <p>Travel change: <b>No</b></p>
(164) Member of public, (Abingdon, Villeboys Close)	<p>20mph Speed Limit - <b>Support</b> Safety reasons</p> <p>20mph Speed Limit - <b>Object</b> Rather it was twenty</p> <p>Travel change: <b>Yes - cycle more</b></p>



(165) Member of public, (Abingdon, Coopers Lane)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Object</b> I feel 40mph on a ring road is sufficient</p> <p>Travel change: <b>No</b></p>
(166) Member of public, (Abingdon, Norris Close)	<p>20mph Speed Limit - <b>Support</b> No comment</p> <p>20mph Speed Limit - <b>Object</b> 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: <b>No</b></p>
(167) Member of public, (Abingdon, Willowbrook)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Object</b> 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: <b>No</b></p>

(168) Member of public, (Abingdon, Northcourt Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Concerns</b> 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: <b>Yes – walk/wheel more</b></p>
(169) Member of public, (Abingdon, Larkhill Road)	<p>20mph Speed Limit - <b>Support</b> Improved safety, less noise, making it more pleasant to cycle</p> <p>20mph Speed Limit - <b>Concerns</b> 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: <b>Other</b> Probably won't change it, but will make it more pleasant!</p>
(170) Member of public, (Abingdon, Orpwood Way)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Concerns</b> 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: <b>No</b></p>

(171) Member of public, (Abingdon, Norris Close)	<p>20mph Speed Limit - <b>Support</b> I think the proposals are reasonable for the residential roads proposed</p> <p>20mph Speed Limit - <b>Concerns</b> 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: <b>No</b></p>
(172) Member of public, (Abingdon, Evelin Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Concerns</b> Not sure this needs to happen. Better , wider paths for cyclists and pedestrians</p> <p>Travel change: <b>No</b></p>
(173) Member of public, (Abingdon, Hedgemoor Avenue)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Concerns</b></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: <b>Yes – walk/wheel more</b></p>
(174) Member of public, (Abingdon, Larkhill Road)	<p>20mph Speed Limit - <b>Support</b> Safer speed, especially on the narrower roads where there is on-street parking</p> <p>20mph Speed Limit - <b>Concerns</b> 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: <b>No</b></p>
(175) Member of public, (Abingdon, Galley Field)	<p>20mph Speed Limit - <b>Support</b> Safety particularly for children.</p> <p>20mph Speed Limit - <b>Concerns</b> 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: <b>Yes – walk/wheel more</b></p>
(176) As part of a group/organisation, (Sustrans)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Concerns</b> 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: <b>Yes – walk/wheel more</b></p>
(177) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(178) Member of public, (Abingdon, Boxhill Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b>
(179) Member of public, (Abingdon, Wootton Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> It should make it easier for traffic joining from the side roads and also reduce noise on the ring road</p> <p>Travel change: <b>Yes - cycle more</b></p>
(180) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b></p>
(181) Member of public, (Abingdon, Lumberd Road)	<p>20mph Speed Limit - <b>Support</b> It would reduce noise and air pollution.</p>

	<p>20mph Speed Limit - <b>Support</b> It would reduce air and noise pollution.</p> <p>Travel change: <b>No</b></p>
(182) Member of public, (Abingdon, Appleford Drive)	<p>20mph Speed Limit - <b>Support</b> Roads would be safer for pedestrians, cyclists and even car drivers if speeds were reduced.</p> <p>20mph Speed Limit - <b>Support</b> With more people needing to cross this road a slower speed would be safer</p> <p>Travel change: <b>Yes - cycle more</b></p>
(183) Member of public, (Abingdon, Thames View)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> Controlled slower speeds lead to fewer traffic jams. It's quieter for local residents.</p> <p>Travel change: <b>No</b></p>
(184) Member of public, (Abingdon, Welford Gardens)	<p>20mph Speed Limit - <b>Support</b> Believe it would be a lot safer</p> <p>20mph Speed Limit - <b>Support</b> A lot safer</p> <p>Travel change: <b>No</b></p>

<p>(185) Member of public, (Abingdon, Knollys Close)</p>	<p>20mph Speed Limit - <b>Support</b> In favour of making roads safer for vulnerable road users and reducing car dominance</p> <p>20mph Speed Limit - <b>Support</b> Road is currently terrifyingly fast and horribly noisy</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(186) Member of public, (Abingdon, Lashford Lane)</p>	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 40mph has always seemed too fast for such residential areas</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(187) Member of public, (Abingdon, Gibson Close)</p>	<p>20mph Speed Limit - <b>Support</b> Lower speed limits improve traffic flow, encourage active travel and make us all safer</p> <p>20mph Speed Limit - <b>Support</b> It will improve traffic flow and be less disruptive to residents</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(188) Member of public, (Abingdon, South Avenue)</p>	<p>20mph Speed Limit - <b>Support</b> I cycle into Abingdon and believe this would make the roads safer</p>



	<p>20mph Speed Limit - <b>Support</b>          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: <b>No</b></p>
(189) Member of public, (Abingdon, Cemetery Road)	<p>20mph Speed Limit - <b>Support</b>          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 - <b>Support</b>          30 is plenty so I support this as a speed limit.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(190) Member of public, (Appleford, Main Road)	<p>20mph Speed Limit - <b>Support</b>          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 - <b>Support</b>          sensible speed limit, 40mph is too high in urban locations</p> <p>Travel change: <b>Yes - cycle more</b></p>
(191) Member of public, (Abingdon, St Johns Road)	<p>20mph Speed Limit - <b>Support</b>          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 - <b>Support</b>          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: <b>No</b>
(192) Member of public, (Dean Court, Eynsham Road)	<p>20mph Speed Limit - <b>Support</b> Gives improved safety with little negative effect on journey times</p> <p>20mph Speed Limit - <b>Support</b> Improves safety with little effect on journey times over such short distances</p> <p>Travel change: <b>No</b></p>
(193) As a business, (Abingdon, Vineyard)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 30 mph is plenty now the new houses are being built</p> <p>Travel change: <b>Yes - cycle more</b></p>
(194) Member of public, (Abingdon, Abbott)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> Ring road has large number of crossings and turns. 40 mph limit outdated</p> <p>Travel change: <b>Other</b> 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 - <b>Support</b>

	<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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b></p>
(196) Member of public, (Abingdon, Darrell Way)	<p>20mph Speed Limit - <b>Support</b> It will encourage more cycling because potential cyclists will think the roads safer</p> <p>20mph Speed Limit - <b>Support</b> 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: <b>No</b></p>
(197) Member of public, (Abingdon, Champs Close)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(198) Member of public, (Shippon, Dart Road)	<p>20mph Speed Limit - <b>Support</b> I regularly cycle and walk in Abingdon and would feel much safer if the speed limit were slowed down.</p> <p>20mph Speed Limit - <b>Support</b> It would make cycling and walking more appealing if the traffic were slowed</p>

	Travel change: <b>Yes – walk/wheel more</b>
(199) Member of public, (Abingdon, Ypres Way)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Other</b> 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 - <b>Support</b> Road safety, protect pedestrians, curb bad driving.</p> <p>20mph Speed Limit - <b>Support</b> The ring roads are close to built up housing estates and a reduced speed limit is required to protect pedestrians.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(201) Member of public, (Abingdon, Prince Grove)	<p>20mph Speed Limit - <b>Support</b> Safety and enhanced traffic flow. Less stop start.</p> <p>20mph Speed Limit - <b>Support</b> Residential area. Reduce noise and pollution.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(202) Member of public, (Abingdon, Loddon Close)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b></p>
(203) Member of public, (Drayton, Eastway Park)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> Safety</p> <p>Travel change: <b>Yes - cycle more</b></p>
(204) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - <b>Support</b> I am a cyclist</p> <p>20mph Speed Limit - <b>Support</b> 30 mph is safer. 25 percent longer is only a couple of mins. Benefit outweighs disadvantage</p> <p>Travel change: <b>Yes - cycle more</b></p>

(205) Local group/organisation, (Abingdon, Ypres way)	<p>20mph Speed Limit - <b>Support</b> For safety and health reasons.</p> <p>20mph Speed Limit - <b>Support</b> Safety and health</p> <p>Travel change: <b>Yes - cycle more</b></p>
(206) Member of public, (Abingdon, Kysbie close)	<p>20mph Speed Limit - <b>Support</b> I commute by bicycle and have young children. I especially support reducing the 40mph ring road to 30.</p> <p>20mph Speed Limit - <b>Support</b> It's hard to cross and dangerous for young children on the adjacent cycle path</p> <p>Travel change: <b>Yes - cycle more</b></p>
(207) Member of public, (Abingdon, Bailie Close)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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 &amp; 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: <b>Yes – walk/wheel more</b></p>
(208) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - <b>Support</b></p>

	<p>Reduce carbon emissions; create safer and more pedestrian friendly places.</p> <p>20mph Speed Limit - <b>Support</b> Sensible complement to the 20 mph limit in the town centre</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(209) Member of public, (Abingdon (Peachcroft), Hound Close)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(210) Member of public, (Steventon, The Green)	<p>20mph Speed Limit - <b>Support</b> lower speed limit will improve air quality and road safety</p> <p>20mph Speed Limit - <b>Support</b> Safer</p> <p>Travel change: <b>No</b></p>

(211) Member of public, (Steventon, The Green)	<p>20mph Speed Limit - <b>Support</b> supporting active travel, road safety, pollution reduction</p> <p>20mph Speed Limit - <b>Support</b> supporting road safety, reducing pollution, provides appropriate transition to 20 mph zones</p> <p>Travel change: <b>Yes - cycle more</b></p>
(212) Member of public, (Abingdon, East Saint Helen Street)	<p>20mph Speed Limit - <b>Support</b> Safer, less pollution and reduced fuel consumption</p> <p>20mph Speed Limit - <b>Support</b> Same as previous</p> <p>Travel change: <b>Yes - cycle more</b></p>
(213) Member of public, (Abingdon, Letcombe Avenue)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(214) Member of public, (Abingdon, Evenlode Park)	<p>20mph Speed Limit - <b>Support</b> Safer roads, better environment</p> <p>20mph Speed Limit - <b>Support</b></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: <b>Yes - cycle more</b></p>
(215) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(216) Member of public, (Abingdon, Jackman Close)	<p>20mph Speed Limit - <b>Support</b> Too many cars are speeding over the current limit and it's dangerous for everyone</p> <p>20mph Speed Limit - <b>Support</b> 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 &amp; ladders</p> <p>Travel change: <b>Yes - cycle more</b></p>
(217) Member of public, (Abingdon, Swinburne Road)	<p>20mph Speed Limit - <b>Support</b> Safety for school children</p> <p>20mph Speed Limit - <b>Support</b> Safety for school children</p>

	Travel change: <b>Yes - cycle more</b>
(218) As a business, (Abingdon, Bailie Close)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> See my comments regarding the 20 mph limit</p> <p>Travel change: <b>Yes - cycle more</b></p>
(219) Member of public, (Abingdon, Alexander Close)	<p>20mph Speed Limit - <b>Support</b> 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 -&gt; parents happier letting kids get to school on their own -&gt; less traffic -&gt; easier for the people who have no choice but to drive (trades, commuting to odd areas, disabled etc).</p> <p>20mph Speed Limit - <b>Support</b> See earlier</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(220) Member of public, (Abingdon, Cherwell Close)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b></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: <b>Yes – walk/wheel more</b></p>
(221) Member of public, (Abingdon, Boulter Drive)	<p>20mph Speed Limit - <b>Support</b> Safety and congestion concerns</p> <p>20mph Speed Limit - <b>Support</b> Safety and congestion concerns</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(222) Member of public, (Wantage, Brundle Way)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Other</b>  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 - <b>Support</b>  30 mph is too fast. The transport hierarchy places pedestrians 1, cyclists 2 and private cars at the bottom.</p> <p>20mph Speed Limit - <b>Support</b>  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: <b>Yes - cycle more</b></p>
(224) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - <b>Support</b>  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 - <b>Support</b>  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: <b>Other</b>  Both walk, wheel and cycle more.</p>

(225) Member of public, (Abingdon, Thesiger Road)	<p>20mph Speed Limit - <b>Support</b> 20mph is safer</p> <p>20mph Speed Limit - <b>Support</b> safer</p> <p>Travel change: <b>Other</b> Already cycle and walk, as no longer own a car</p>
(226) Member of public, (Abingdon, Galley Field)	<p>20mph Speed Limit - <b>Support</b> Safety of pedestrians and cyclists. To encourage more people to travel on foot and by bike and bus.</p> <p>20mph Speed Limit - <b>Support</b> Reduces pollution and makes it safer for pedestrians to cross.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(227) Member of public, (Abingdon, Loddon Close)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b></p>
(228) Member of public, (Abingdon, Foster Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>No</b></p>
(229) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - <b>Support</b> Reduce accident rates make residential areas a better place to live</p> <p>20mph Speed Limit - <b>Support</b> 30 is plenty</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(230) Member of public, (Abingdon, St Helen Street)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(231) Member of public, (Abingdon, St Amand Drive)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b></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: <b>Yes - cycle more</b></p>
(232) Member of public, (Abingdon, Penlon Place)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Other</b> 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 - <b>Support</b> It is much safer to limit speed</p> <p>20mph Speed Limit - <b>Support</b> Cyclists for some reason refuse to use cycle tracks</p> <p>Travel change: <b>No</b></p>
(234) Local group/organisation, (Oxfordshire Cycling Network)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b>          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: <b>Yes - cycle more</b></p>
(235) Member of public, (Abingdon, South Avenue)	<p>20mph Speed Limit - <b>Support</b>          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 - <b>Support</b>          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: <b>No</b></p>
(236) Member of public, (Abingdon, River Close)	<p>20mph Speed Limit - <b>Support</b>          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 - <b>Support</b>          The slower the better.</p> <p>Travel change: <b>Yes - cycle more</b></p>



(237) Member of public, (Abingdon, Pytenry Close)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b></p>
(238) Member of public, (Abingdon, Bowler Gardens)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 30MPH is plenty.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(239) Member of public, (Abingdon, Rose Avenue)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b>
(240) Member of public, (Abingdon, Kingfisher Close)	<p>20mph Speed Limit - <b>Support</b> local roads need more control</p> <p>20mph Speed Limit - <b>Support</b> The ring road? what Ring road... yes please build a real one!</p> <p>Travel change: <b>No</b></p>
(241) Member of public, (Oxford, Rymers Lane)	<p>20mph Speed Limit - <b>Support</b> safer streets for residents</p> <p>20mph Speed Limit - <b>Support</b> less pollution, safer streets</p> <p>Travel change: <b>No</b></p>
(242) Member of public, (Abingdon, Market Place)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> Much the same as the answer submitted previously.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(243) Member of public, (Abingdon, Wilsham road)	20mph Speed Limit - <b>Support</b>

	<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 - <b>Support</b> If it's 30 then maybe people will do 40 as currently it's such a fast road</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(244) Member of public, (Cowley, James Wolfe Road)	<p>20mph Speed Limit - <b>Support</b> To increase comfort for walking and cycling - Including accessibility for people with impairments.</p> <p>20mph Speed Limit - <b>Support</b> Reduced congestion and noise pollution benefits.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(245) Member of public, (Kennington, River View)	<p>20mph Speed Limit - <b>Support</b> Abingdon as a historic town has limited road space and it must be shared safely with all users</p> <p>20mph Speed Limit - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(246) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b></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: <b>Yes - cycle more</b></p>
(247) Member of public, (Abingdon, Curtis Avenue)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(248) Member of public, (Abingdon, Saxton Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(249) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - <b>Support</b> Safety</p>

	<p>20mph Speed Limit - <b>Support</b> Safety</p> <p>Travel change: <b>Yes - cycle more</b></p>
(250) Member of public, (Abingdon, Abbott)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> No need for 40, 30 saves fuel and reduces noise</p> <p>Travel change: <b>Yes - cycle more</b></p>
(251) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - <b>Support</b> Small, but busy town, lots of families, schools and through traffic. Completely appropriate to reduce speeds locally.</p> <p>20mph Speed Limit - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(252) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>

(253) Member of public, (Abingdon, Appleford Drive)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> We live on Appleford Drive which becomes a race track when children are delivered/ collect from school</p> <p>Travel change: <b>No</b></p>
(254) Member of public, (Milton, Willow Lane)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> Slow cars down and get fewer on the roads where poss</p> <p>Travel change: <b>Other</b> 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 - <b>Support</b> 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 - <b>Support</b> 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: <b>No</b></p>
(256) Member of public, (Abingdon, Virginia Way)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(257) Member of public, (Abingdon, Sellwood Road)	<p>20mph Speed Limit - <b>Support</b> Safety of community. Better for environmental pollution.</p> <p>20mph Speed Limit - <b>Support</b> Safety of community. Lower emissions.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(258) Member of public, (Abingdon, Willow Brook)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b>
(259) Member of public, (Sutton Courtenay, Barretts Way)	<p>20mph Speed Limit - <b>Support</b> Strongly support a 20mph limit on residential streets to make them safer and less intimidating for cyclists and pedestrians.</p> <p>20mph Speed Limit - <b>Support</b> Generally support a reduction in speed limit but I don't think 40mph is untoward on these roads.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(260) Member of public, (Abingdon, Picklers Hill)	<p>20mph Speed Limit - <b>Support</b> Lower speed = safer, quieter, less pollution</p> <p>20mph Speed Limit - <b>Support</b> 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: <b>Yes – scoot more</b></p>
(261) As a business, (Abingdon, Victoria Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> Houses nearby and safety is comprimised by 40.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(262) Member of public, (Abingdon, Lovelace Close)	20mph Speed Limit - <b>Support</b>



	<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 &amp; 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 &amp; pedestrians with the new housing developments along these roads.</p> <p>20mph Speed Limit - <b>Support</b> 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 &amp; with a very welcome frequent bus service to/from Oxford introduced.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(263) Member of public, (Abingdon, River Close)	<p>20mph Speed Limit - <b>Support</b></p> <ol style="list-style-type: none"> <li>1. Cars and other vehicles cannot easily react for a child jumping on the road, this drives parent a necessary constant attention to them.</li> <li>2. Cars are noisy at larger speed</li> <li>3. Fast cars drives tends not to respect security distances overtaking cyclist</li> <li>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.</li> <li>5. These remarks are aggravated when raining (for some reason)</li> <li>6. Lower speed lowers the amount of acceleration and hence reduce the city carbon footprint.</li> <li>7. There only a million reasons to reduce the speed of the cars to add space to people in our cities!</li> </ol> <p>20mph Speed Limit - <b>Support</b> 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: <b>Yes - cycle more</b></p>

(264) Member of public, (Abingdon, Compton Drive)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
(265) Member of public, (Abingdon, Orpwood Way)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>No</b></p>
(266) Member of public, (Abingdon, Thornley Close)	<p>20mph Speed Limit - <b>Support</b> Safer for cycling. Also may encourage local distance car users to switch to other forms of travel</p> <p>20mph Speed Limit - <b>Support</b> Safer for pedestrians crossing the roads</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(267) Member of public, (Abingdon, Lindsay Drive)</p>	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>
<p>(268) Member of public, (Abingdon, Turberville Close)</p>	<p>20mph Speed Limit - <b>Support</b> There are so many children walking and cycling to school who I want to be safe</p> <p>20mph Speed Limit - <b>Support</b> by having it a faster route, drivers may choose the ring road rather than coming through the town centre</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(269) Member of public, (Abingdon, Ock Street)</p>	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes – walk/wheel more</b></p>

(270) Member of public, (Abingdon, Chestnuts)	<p>20mph Speed Limit - <b>Support</b> No material impact on travel times in the town, but safer and less pollution</p> <p>20mph Speed Limit - <b>Support</b> As above</p> <p>Travel change: <b>Yes - cycle more</b></p>
(271) Member of public, (Northcourt, Darrell Way)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>No</b></p>
(272) Member of public, (Abingdon, Eason Drive)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>Support</b> 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: <b>Yes - cycle more</b></p>

(273) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - <b>Support</b> There is too much fast traffic in Abingdon</p> <p>20mph Speed Limit - <b>No opinion</b> I don't use that road</p> <p>Travel change: <b>No</b></p>
(274) Member of public, (Abingdon, Spring Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>No opinion</b> I have no issue with the current speed limit in the ring road</p> <p>Travel change: <b>No</b></p>
(275) Member of public, (Abingdon, Appleford Drive)	<p>20mph Speed Limit - <b>Support</b> We regularly cycle with children in Abingdon and are aware of the improvements to safety from a 20mph limit.</p> <p>20mph Speed Limit - <b>No opinion</b> 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: <b>Yes - cycle more</b></p>
(276) Member of public, (Abingdon, Radley Road)	<p>20mph Speed Limit - <b>Support</b></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 - <b>No opinion</b> Abingdon ring roads should be 30</p> <p>Travel change: <b>Yes - cycle more</b></p>
(277) Member of public, (Abingdon, Fitzharrys Road)	<p>20mph Speed Limit - <b>Support</b> Supporting.</p> <p>20mph Speed Limit - <b>No opinion</b> support</p> <p>Travel change: <b>Yes - cycle more</b></p>
(278) Member of public, (Abingdon, Harcourt Way)	<p>20mph Speed Limit - <b>Support</b> Make it safer and promote active travel</p> <p>20mph Speed Limit - <b>No opinion</b> Given the bike lanes, leaving the 40mph limit may make the 20s more palatable to drivers with minimal difference.</p> <p>Travel change: <b>No</b></p>
(279) Member of public, (Cholsey, Charles Road)	<p>20mph Speed Limit - <b>Support</b> Improved safety for pedestrians and cyclists.</p> <p>20mph Speed Limit - <b>No opinion</b> Seems appropriate if well enforced.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(280) Member of public, (Abingdon, Abbott Road)	<p>20mph Speed Limit - <b>Support</b> Improve car driver awareness of pedestrians and cyclists</p> <p>20mph Speed Limit - <b>No opinion</b> No view, already many cycle paths available</p> <p>Travel change: <b>Yes - cycle more</b></p>
(281) Member of public, (Abingdon, Larkhill Road)	<p>20mph Speed Limit - <b>Support</b> 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 - <b>No opinion</b> 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: <b>Yes - cycle more</b></p>
(282) Email response, (unknown)	<p><b>Concerns</b> – 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><b>Concerns</b> – 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><b>Support</b> – 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>



*Divisions affected: Kingston & Cumnor*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 27 APRIL 2023**

### **CUMNOR: PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the following proposals as advertised but with a subsequent minor relaxation in Cumnor as outlined in paragraph 17.
  - a. 20mph speed limit in Cumnor,
  - b. 20mph speed limit in Farmoor, and
  - c. 30mph speed limit on the B4044 Eynsham Road in Farmoor.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Cumnor and Farmoor and a 30mph speed limit on the B4044 Eynsham Road in Farmoor, as shown in **Annexes 1 to 2**.
3. This report was originally presented to the Cabinet Member for Highway Management on 23<sup>rd</sup> February 2023 however due to ongoing concerns from the County Councils bus partners the proposal was deferred to enable further discussion to address bus operator concerns. Following a comprehensive review of the proposals between the Council, bus operators, and Cyclox a minor amendment in Cumnor was agreed. As the revision is a relaxation of the original advertised proposals there is no need to revert to formal consultation.

#### **Financial Implications**

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

#### **Equality and Inclusion Implications**

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

## Sustainability Implications

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

## Formal consultation

7. Formal consultation was carried out between 05 January and 03 February 2023. 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, Vale of White Horse District Council, the local District Cllrs, Cumnor, and North Hinksey parish councils, and the local County Councillor representing the North Hinksey, and the Kingston & Cumnor divisions.

### Statutory Consultee Responses:

8. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Thames Travel support much of the proposal but object to the introduction of a 20mph speed limits on Glebe Road, the section of Oxford Road to the east of the junction of Glebe Road and the section of Abingdon Road southeast of its junction with Glebe Road where they observe road widths are wider and with minimal active frontages to encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic. They also express concerns about the 20mph limit proposed for Appleton Road and High Street with similar arguments as above but where the impact of the proposals on services are anticipated to be too modest to maintain an objection. Cumnor Parish Council support all the proposals.

### Other Responses:

9. 108 responses were received via the online survey during the course of the consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph Cumnor	17 (16%)	7 (6%)	80 (74%)	4 (4%)	108
20mph Farmoor	14 (13%)	11 (10%)	71 (66%)	12 (11%)	108
30mph B4044 Eynsham Road	20 (19%)	9 (8%)	69 (64%)	10 (9%)	108

10. Three local councillors and 78 members of the public either expressed support or had no opinion for the proposals in Cumnor and Farmoor. There were also an additional 5 expressions of support solely for the Cumnor proposals. Both

areas each received around 28 objections. Cumnor proposals prompted 11 expressions of concern and Farmoor prompted 15.

11. An objection was received from a member of the public from Witney who railed against the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed across Russia.
12. The following analysis is taken from the remaining 19 respondents who offered focussed objections to the proposals.

Reason	No. of Comments
Unnecessary	18
Waste of money	4
Safe enough as it is	3
Increased congestion and delays	3
Will make driving more difficult	3
Increased emissions	3
Will not be enforced	3
Frustrating and divisive	3
Just a political gesture	1

13. Those who responded online (108 responses), 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	14 (13%)
Yes - cycle more	24 (22%)
No	60 (56%)
Other	10 (9%)

14. The responses are shown in **Annex 3**, and copies of the original submissions are available for inspection by County Councillors.

### **Officer response to objections/concerns**

15. The main purpose of the scheme is to improve road safety and encourage greater use of active travel by reducing speeds; this is also expected to 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 County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

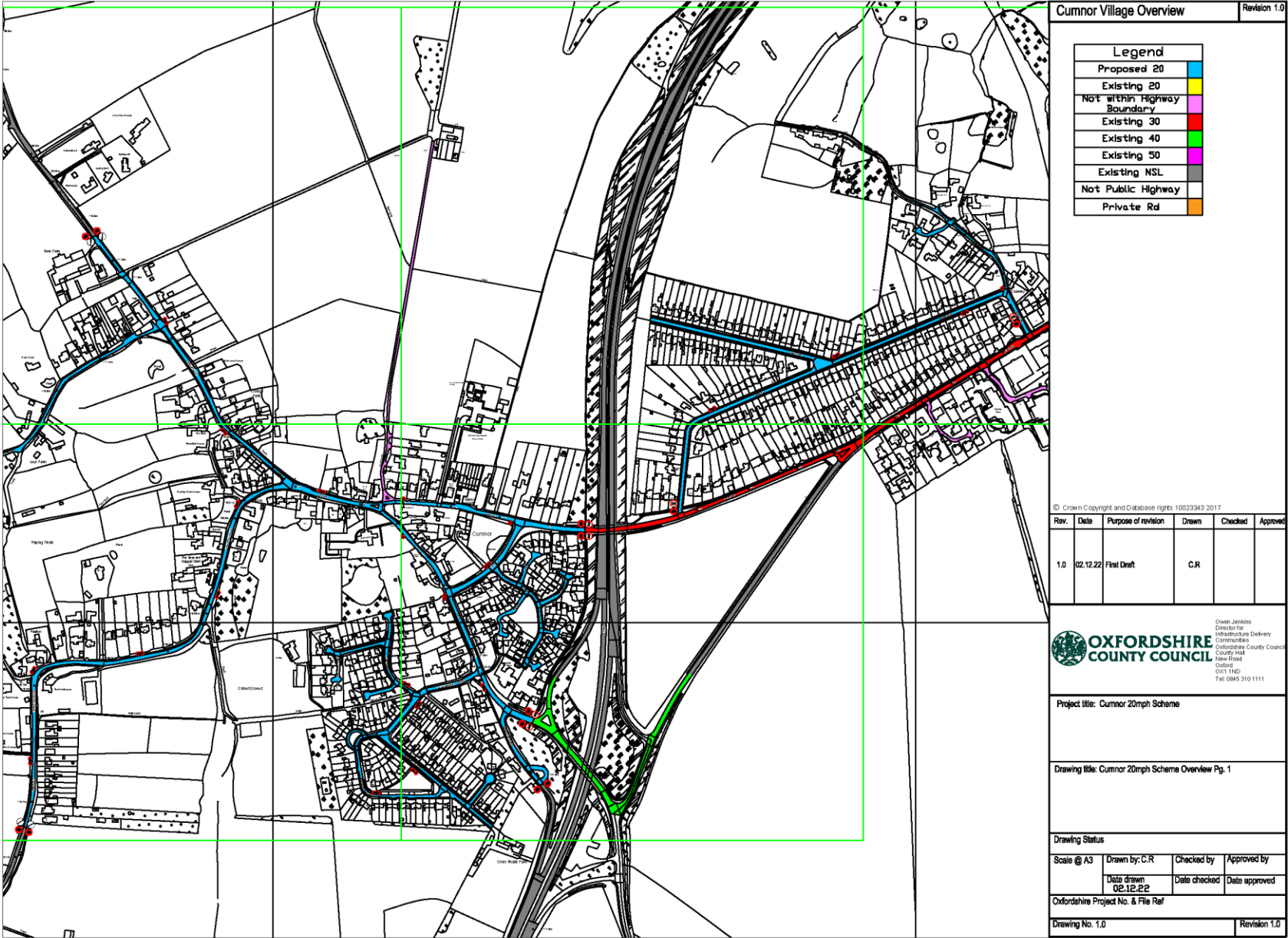
16. The responses from members of the public indicate around 80% support with objections from the remaining 20% focussing on the usual concerns. The unfocussed objection raised no new pertinent points and challenges much of the philosophy behind the democratically agreed policy to promote 20 mph speed limits in communities, as such there is no obligation to consider it further. The remaining objections are comparable to those expressed and considered in earlier similar schemes and were not seen as warranting a change in those previous proposals given the explicit intention of the County Council's 20mph limit policy.
17. The nature of the Thames Travel objection suggested it should be considered carefully. The parish council support the original proposals and County Council policy is to place 20mph limits if the community as a whole seek them; however, in the face of a real threat to bus service provision, we engaged in subsequent discussions with bus operators and active travel groups. We reached a compromise and thus are confident all operator concerns have been addressed by a minor relaxation to the original consultation proposals in Cumnor village. It is now proposed that the existing 30 mph limit should remain on the B4017 Abingdon Road from just south of the Kenilworth Road junction southwards to the A420 northbound on-slip. This would also be the case for the A420 northbound off-slip up to its junction with the B4017. Great care has been taken to ensure that all these latest proposed changes only extend to what is deemed essential to maintain viable bus services.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1-2: Consultation Plans Annex 3: Consultation responses
---------	--

Contact Officers: Phil Whitfield 07912 523497  
Geoff Barrell 07392 318869

April 2023



# Farmoor Overview

Legend	
Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Proposed 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	
Private Rd	

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	13.12.22	First Draft	C.R		


**OXFORDSHIRE COUNTY COUNCIL**  
 Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1HD  
 Tel: 0945 310 1111

Project title: Farmoor 20mph Scheme

Drawing title: Farmoor 20mph Scheme Overview

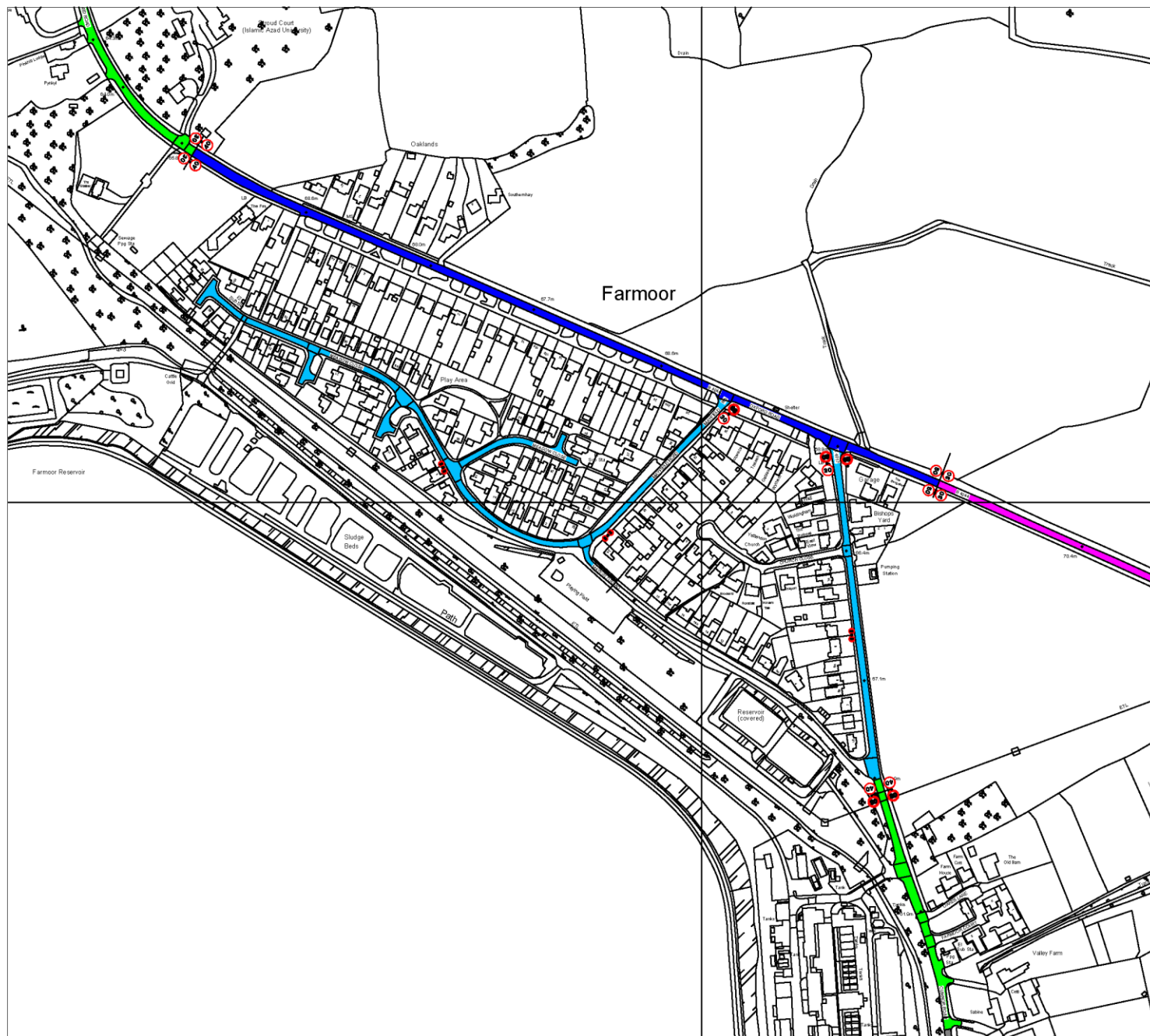
## Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: GJB	Approved by:
	Date drawn: 13.12.22	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><b>Concerns</b> – that National Guidance has not been followed regarding other speed limit changes</p> <p>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. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> </ul>

	<ul style="list-style-type: none"> <li>existing traffic speeds</li> <li>road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Cumnor Parish Council	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b></p> <p>Cumnor Parish Council put forward the proposal following concerns from residents over school children, pedestrians and driver safety. The reduction along Oxford Road/Cumnor Road, Farmoor has been a concern for many years.</p> <p>Travel Change: <b>Other</b>  Residents would be more inclined to cycle/walk/scoot if the roads are safer.</p> <p>B4044 30mph – <b>Support</b>  Fatalities and near misses have been recorded at the mini roundabout, School children trying to cross the road to catch the bus are in danger from being hit due to the volume and speed of traffic using this road. Reducing the speed will hopefully make drivers more aware of their surroundings and drive in a safe and courteous manner.</p>
(3) Business Development and Partnerships Manager, (Thames Travel)	<p><b>Support</b> – We have no problem with and support these proposals where they do not affect bus services.</p>



	<p>Cumnor has good bus service provision including buses up to every 20 minutes on the Stagecoach S9 between Oxford and Wantage and hourly buses on Thames Travel service 33 between Oxford, Abingdon, Didcot and Wallingford via Wootton. Additionally Thames Travel service 63 between Oxford and Southmoor also serves the village.</p> <p>We believe the introduction of a 20 mph speed limits on Abingdon Road between the junctions of Glebe Road and High Street and on Oxford Road between the junctions of High Street and Glebe Road are sensible suggestion, given the road widths, narrow pavements and the fact that it is unlikely buses are able to operate much faster than 20 mph currently. We therefore support 20mph speed limits on these sections of road.</p> <p><b>Concerns</b> – We have concerns about the 20mph to be applied to Appleton Road and High Street. In these areas, road widths are wider and there are minimal active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic. The impact of the proposals on our 63 service are nevertheless anticipated to be modest, sufficient that we do not consider that an objection should be maintained.</p> <p><b>Object</b> – We object to the introduction of a 20mph speed limits on Glebe Road, the section of Oxford Road to the east of the junction of Glebe Road and the section of Abingdon Road southeast of its junction with Glebe Road. In these areas also, road widths are wider and there are minimal active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic. These roads are served by up to four buses per hour in each direction.</p> <p>It is important that buses are able to make progress where it is safe for them to do so. Unlike a private motorist that may typically go along the road once in each direction in a day, buses operate along the above roads up to 67 times a day in each direction and so the impact is that much greater. Slowing journeys makes bus services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the council's policies. Ultimately if journey times become too great, either, extra bus and driver resource needs to be added to maintain the same level of service (i.e. increased cost for no increased revenue) or alternatively timetables need to be trimmed so that they can be operated with the existing resource (i.e. reduced revenue from the same operating cost). This could lead to services becoming financially unsustainable and so could lead to service reductions.</p> <p>Given the nature and the distance involved it is unlikely that cycling or walking will make up significant mode share on the Cumnor to Abingdon, Southmoor or Abingdon corridors and only limited mode share on the Cumnor to</p>
--	--

	Oxford corridor. Therefore the council should be seeking to maximise support for public transport on these corridors to help achieve our decarbonisation objectives.
(4) Local Resident/Member of public, (Cumnor Road)	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>Concerns</b>  North Hinksey 20mph – <b>Object</b></p> <p>There is no history of accidents in Cumnor to justify 20mph limits. I've seen no study of current speeds but latest research suggests little to no benefit in Cumnor.  <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf</a></p> <p>North Hinksey:  The section parallel to the service road could safely be a 40 limit, no pavement, no crossings, no frontages. There is no reason to reduce the limit to 20mph. Compliance of the existing 30mph is already poor due to the low risk of higher speeds.</p> <p>The rest of the areas indicated already have lower speeds and traffic calming measures. Farmoor, no particular knowledge or opinion of the residential parts as I'm not familiar with them.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b>  It's a main road with good visibility and separation from frontages.  There have been no accidents along the 40mph stretch so no justification for lowering the limit.</p>
(5) Local Resident/Member of public, (Cumnor, Robsart Place)	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>No opinion</b>  North Hinksey 20mph – <b>No opinion</b></p> <p>As a parent of 2 children in Cumnor I am happy that the current speed limit is safe, my youngest walks herself to school and eldest cycles to secondary school. The time and expense to change what is realistically at most a minor risk isn't justifiable.</p> <p>Travel Change: <b>No</b></p>

	<p>B4044 30mph – <b>No opinion</b>          No strong opinion but all the houses are set well back from the main road, so don't see that any change would make Farmoor safer!</p>
<p>(6) Local Resident/Member of public, (Cumnor, Oakwood Way)</p>	<p>Cumnor 20mph – <b>Object</b>          Farmoor 20mph – <b>No opinion</b>          North Hinksey 20mph – <b>No opinion</b>          It doesn't need to be lowered to 20 mph in Cumnor</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>No opinion</b>          No comments</p>
<p>(7) Local Resident/Member of public, (Botley, Hawthorn Close)</p>	<p>Cumnor 20mph – <b>Object</b>          Farmoor 20mph – <b>No opinion</b>          North Hinksey 20mph – <b>Support</b>          Unnecessary in Cumnor, but the roads around North Hinksey are narrow with plenty of bends, often without good pavements</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b>          40mph seems the right balance. There's no large amount of pedestrians close to the road.</p>
<p>(8) Local Resident/Member of public, (Botley, Crozier Close)</p>	<p>Cumnor 20mph – <b>Object</b>          Farmoor 20mph – <b>Object</b>          North Hinksey 20mph – <b>Object</b>          I simply do not support the 20MPH initiate. Driving round Oxford is quite frankly dangerous because you are constantly looking around for the speed changes, both signs and then checking your speed. The number of times it changes in such short distances is a joke. And I cannot see how it achieves anything other than causing even</p>

	<p>more congestion and frustration to drivers. Enough is enough of the anti-driver mentality of OCC. I will never support it (and don't know many who do - silent majority!)</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Concerns</b>  Yet another random change. I assume this refers to just the part of the road that passes the houses in Farmoor? Or is it the whole road from Botley to Eynsham? If the latter I fully object. If the former then it raises the question - why not 20mph? Why change at all? There are fields the other sides so what is the justification? If lots of accidents and injuries then I would support. Otherwise it is just picking on drivers yet again.</p>
(9) Local Resident/Member of public, (Botley, Laburnum)	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>Object</b>  North Hinksey 20mph – <b>Object</b>  I cycle and drive. Demonising drivers (who may have very good reasons for driving) at a time when everyone's life could just do without added constraints is just pointless. Improve schools. Improve social care. Stop focusing on things that make very little difference in reality.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Concerns</b>  A separate cycle Lane is needed, as has been campaigned for for years. This just penalises commuters.</p>
(10) Local Resident/Member of public, (Lime road)	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>Object</b>  North Hinksey 20mph – <b>Object</b>  Further waste of money. Teach people how to cross the road properly rather than reducing speeds. A lot of this is more about political agendas than need.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b>  Is OK as it is.</p>

(11) Local Resident/Member of public, (Botley, Turner Drive)	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>Object</b>  North Hinksey 20mph – <b>Object</b></p> <p>The reduction in speed is not necessary in these areas. The speed limits are unlikely to be enforced so everyone will continue to drive at 30 mph. Therefore the replacement of the speed limit signs will be wasted.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b>  If a proper cycle path was built then there would be no need to reduce the speed limit</p>
(12) Local Resident/Member of public, (Botley, Eynsham Road)	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>Object</b>  North Hinksey 20mph – <b>Object</b></p> <p>Unnecessary to reduce from 30mph</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b>  Safe enough as it is</p>
(13) Local Resident/Member of public, (Cumnor, Cumnor Road)	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>Object</b>  North Hinksey 20mph – <b>Object</b></p> <p>It is dangerous to be driving so slowly as far as cars are concerned. . It creates more emissions and is dangerous to health. It is a necessary and impossible to police. It will create a very divisive community. Locals will be extremely frustrated.</p> <p>Travel Change: <b>No</b></p>

	<p>B4044 30mph – <b>Object</b> It won't be policed or enforced regularly enough for drivers to stick to.</p>
<p>(14) Local Resident/Member of public, (Cumnor, Robsart Place)</p>	<p>Cumnor 20mph – <b>Object</b> Farmoor 20mph – <b>Object</b> North Hinksey 20mph – <b>Object</b> Don't have a problem with current speed of vehicles in these areas.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b> Current speed limit is adequate for the road.</p>
<p>(15) Local Resident/Member of public, (Cumnor, Robsart Place)</p>	<p>Cumnor 20mph – <b>Object</b> Farmoor 20mph – <b>Object</b> North Hinksey 20mph – <b>Object</b> Not needed</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b> Ridiculous</p>
<p>(16) Local Resident/Member of public, (Witney, Oxford Hill)</p>	<p>Cumnor 20mph – <b>Object</b> Farmoor 20mph – <b>Object</b> North Hinksey 20mph – <b>Object</b></p> <p>It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road through the Villages, Cities or Towns for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion like Witneys because the Councillors cannot kick the habit, they appear to bitterly hate anybody that has to do an essential journey in a car. There are other ethical and more sensible approaches to cycle and walk more. For example increasing public path</p>

space to signal where a pedestrian and cyclist can have their own lane including encouragement notices on local notice boards.

I visit the Village of Farmoor sometimes to have a walk around the Reservoir and drive through within the current speed limits when safe to do so to get away from the distress of the dystopian 20 mph signs from a nearby Town that are as comparable as Russian Z symbols you see in a Russian street every 100 yards where it made a walk locally at home a utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. A political decision that has no public support and has built residential resistance (civilly making the points why they should be changed back are taking place as I write this). I don't take it lightly to compare the Russian Z symbol to a 20mph sign but if the reader googles a Russian City or Town and what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily shown every 100 yards or less. It is regretful but the honest truth especially as these 20mph signs are within even dead end streets that have no through roads as well making it even more frustrating.

Devastating to see Farmoor, a place that has brought great joy to communities either sitting on the bus going past the Village towards Oxford or Eynsham or to visit the Reservoir to see that despite seeing zero road incidents within the Village, have such a change needlessly taking place that the Police cannot cope with enforcing especially when local Politicians pushing for these changes will undoubtedly carry on going past 20mph as will emergency service personnel (when not on emergency calls) including public transportation which of course, highlights a hidden hypocrisy that will take place when the consultation ignores public opinion. If its ok for them it is ok for the rest of us and I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such depressing road signs and money wasted taking away our future generations common sense, personal responsibility and the basic human right to choose how we cycle, walk and drive to places. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within minuit management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents psychologically seeing how needless this was, how robbed their community is of having common sense and a sense of personal responsibility as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will sadly ignore this objection to the proposal but some I hope will take back these genuine points to senior bosses of whom are trying to fight against this nonsensical anti-car movement. [www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre](http://www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre)

Farmoor when visiting has great access for cycling and walking safely so does not make sense and urge all residents to write to MPs, maintain pressure on Councillors and the County Council that for as long as those in charge have one rule for themselves it is ok for the rest of us to decide to drive near to 30mph with competent common sense just as seen over the decades when even our Grandparents drove safely. No card can be played to ignore this as hope to explain further.

On the road towards Botley as one example shows there is massive space between the road, houses and pathways where traffic can pass safely. Therefore there is no risk to the pedestrians and suggestions the Parish Council concerns appear to possibly be a political false flag that is simply justifying the Council's next attack on the Motorist but interestingly also to Bus passengers. Surprised the Parish Council never wrote about it ten or twenty years ago the urgency to change the speed limit until now. As a Bus passenger the 20mph roads put me and my Fiancee off personally travelling on the bus. Why does a 20mph road in a Town/Village put us off? Let me explain in case your interested. The longer Bus journey because of this speed limit imposed makes it more frustrating when sat on the Bus, first because on the Bus, the Passengers, Bus drivers and Stagecoach officials can see there is no risk on the road ahead, second is because when going through Eynsham for example (which even TVP objected the speed limit change!), it takes longer to get through the Village. Takes longer for ourselves to complete our journeys so thoughts go out those that have jobs in the City, going through Witney or wherever where their Bus schedules are forced to change drastically making the journey even more miserable for the people that your Council seem to clap for encouraging to use Public Transport. Meaning you are also putting Passengers off from coming to Oxford as well because the Bus is forced to run as slow as cars. Maybe a Train ride now is more attractive than a Bus going a miserable 20mph (unless the Bus companies join residents in civilly ignoring as they have done). After our Bus journey with the new speed limits experienced we simply decided we would only go to Oxford when having a drink with friends but not to shop and likely never again even by car. Even Swindon are more welcoming than the Council are in Oxford (with cheaper parking arrangements) making it a disappointing remark because we love Oxford but clearly the Council do not reciprocate that for its residents at the moment. Hopefully the sun will shine on Oxford like it did under the previous administrations.

Lets not forget either that this is the same County Council of whose senior official said to the Sunday Times, "Traffic Filters in Oxford is going to happen definitely" implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes. This Council and their staff should ask this, is it worth continueing this ruinous scheme that will create further political distrust toward local authorities. Is it worth creating distress to residents living there to see these signs every 100 yards as comparable as propaganda. Future generations will be unfortunately robbed of sensible common sense and will see this for what it is. The Highway Code officials do not see a need to amend speed limits so cannot understand



	<p>this political movement against the motorist. Why have we got a Council that has been voted in to attack the Motorist? If this is because of a personal experience then we are living in very dangerous territory democratically. Is this healthy for a car and the pedestrian to remain at 20mph? No because it does not matter if your driving 20mph or 30mph the emissions remain the same, the air does not get any cleaner in fact because you are slowing down traffic you are simply making the air worse. At 30mph emission fumes retreat a lot quickly especially on a straight road where somebody does not need to drive slower especially when there is no obstacle to hit. Even Councillors know that despite pushing for this 20mph crusade (apparently prioritising signage instead of road surfacing improvements from what I been advised within the industry). Road accidents will not be eradicated so the ideology thinking we will eradicate road incidents/fatalities I am afraid are kidding themselves.</p> <p>I do not oppose 20mph signs by a School, Town Square or Retirement Community within the road of a settlement but I am deeply against a blanket speed restriction across a Town, City or Village when the public opinion is ignored for political purposes. This creates mistrust in local politics where even sensible people will be asking like they did in other national scandals "Why should the public listening to their Council or on the News do things when people working within their Council are not prepared to listen to their Communities?"</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b> No need for speed limit to change. 40mph has been fine throughout and explain this again further in depth below. Plenty of space between the road, pathways and safe distance from houses and private driveways. Again not expecting any interest in taking this matter seriously as the Council seems uninterested in engaging with anybody that disagrees with their ideology.</p>
(17) Local Resident/Member of public, (Botley, Deanfield Road)	<p>Cumnor 20mph – <b>Object</b> Farmoor 20mph – <b>Object</b> North Hinksey 20mph – <b>Object</b> Because the 30mph currently in place is adequate.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b> Because the road is too fast for a road with hazards, hidden entrances and sharp bends</p>

<p>(18) Local Resident/Member of public, (Cumnor, Chawley Lane)</p>	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>Object</b>  North Hinksey 20mph – <b>Object</b></p> <p>A large percentage of these roads will never have more cyclists or pedestrians on them - the topography, demographics and location all mitigate against this ever happening. Reduced limits are a great idea in fully built up residential areas - housing estates, densely populated streets, etc but not in sparsely populated semi-rural areas. Reducing the limits in all the proposed areas will just frustrate most people - 20mph is too slow on an 'open' road when trying to journey from A to B. An unintended consequence of this reduction may well be more accidents and not fewer, has this been considered?</p> <p>And what of the environmental considerations? For many vehicles 20mph will mean a lower gear with higher engine revolutions and thus pollution - and we don't want more pollution do we?  If the Council is keen to make our roads more pleasant places to be, then fixing all the huge potholes would be the best place to start. Many of the current potholes are big enough to cause serious injury (at best) to cyclists, potentially killing motorcyclists, and damage to cars too. Please start with fixing these!  We are all already enduring a miserable time at the moment , please don't add to it with an unnecessary and undoubtedly costly, measure!</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  30mph seems a reasonable speed here.</p>
<p>(19) Local Resident/Member of public, (Cumnor, Hurst Lane)</p>	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>Object</b>  North Hinksey 20mph – <b>Object</b></p> <p>No value to road safety or fuel consumption. Meaningless gesture that makes driving difficult</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Reasonable speed limit</p>

<p>(20) Local Resident/Member of public, (Appleton, Badswell Lane)</p>	<p>Cumnor 20mph – <b>Object</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Concerns</b></p> <p>The whole of Oxfordshire is becoming overwhelmed with 20mph speed limits. These limits are often in inappropriate places, plus the police do not have the resources to enforce these traffic management schemes. OCC would be better placed trying to make the roads suitable for all users. Fixing potholes etc. 20 mph zones are creating more bad driving habits than they are solving, those of us adhering to the speed limits as being tail gated and over taken making the roads more dangerous. I would suggest pedestrians start to pay more attention to roads, by removing ear phones and stop using mobile phones.</p> <p>This is a costly exercise along with the travel gates the only people who win are OCC who will I'm sure find a way to impose fines on those exceeding 20mph. I would point out I keep to relevant speed limits.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Due to the nature of this road and volume of traffic plus no where for cyclists as the hoped for cycle way was abandoned</p>
<p>(21) Local Resident/Member of public, (Farmoor, Meadow Close)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Object</b>  North Hinksey 20mph – <b>Concerns</b></p> <p>With the school and proximity to the A420, it makes sense to reduce the speed limit in Cumnor. Farmoor isn't as built up and doesn't have a school. The main road is a connecting road between Botley and Eynsham and is very lightly populated in comparison to Cumnor and North Hinksey. Not only does it not need a reduction in the speed limit, any reduction put in place would likely worsen the issues with through traffic buildup during busy times. The connecting Eynsham Road between Dean Court and Farmoor should definitely not have a speed limit reduction (currently 50mph).</p> <p>I have fewer concerns about reducing the limit in North Hinksey, however it is still a main road, so 30mph should be adequate.</p> <p>Travel Change: <b>No</b></p>

	<p>B4044 30mph – <b>Object</b></p> <p>This is a relatively rural road, so 50mph is appropriate. I have frequently witnessed erratic driving and near misses when drivers have been going significantly below the current 50mph speed limit, closer to 30mph, as other drivers attempt to overtake. What this road really needs is a cycle lane, not a reduced speed limit.</p>
(22) Local Resident/Member of public, (North Hinksey, Hazel Road)	<p>Cumnor 20mph – <b>Support</b></p> <p>Farmoor 20mph – <b>Object</b></p> <p>North Hinksey 20mph – <b>Concerns</b></p> <p>Cumnor - residential roads, tight with parked cars so 20 is ok</p> <p>Farmoor, the road is the main route to/from eynsham should stay at 40 or at 30</p> <p>North Hinksey - Eynsham road was 40mph until recently now 30 with zero justification for reduction to 20. If desired to reduce traffic route it onto A420 and close road to access &amp;busses only.</p> <p>Travel Change: <b>Other</b></p> <p>Will avoid area and take my money elsewhere</p> <p>B4044 30mph – <b>Object</b></p> <p>Its the main arterial road and reducing speed will increase congestion and pollution</p>
(23) Local Resident/Member of public, (Botley, Hurst Rise Road)	<p>Cumnor 20mph – <b>No opinion</b></p> <p>Farmoor 20mph – <b>Concerns</b></p> <p>North Hinksey 20mph – <b>Object</b></p> <p>They are unnecessary.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Concerns</b></p> <p>I'm not convinced it's necessary.</p>
(24) Local Resident/Member of	<p>Cumnor 20mph – <b>Concerns</b></p> <p>Farmoor 20mph – <b>Concerns</b></p>

<p>public, (Eynsham, Hazeldene Close)</p>	<p>North Hinksey 20mph – <b>Concerns</b>  20 mph is good on residential roads and in stretches adjacent to schools. However, on main roads 30 mph would be far more suitable. Blanket 20 mph speed limits are pointless - see the effect it has in Witney where cars are crawling along and impatient drivers are overtaking on these roads.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Concerns</b>  30 mph through this stretch is fine although most people adhere to the current speed limit. The only thing that would make that stretch of road safer is to build the cycle path. I live in Eynsham and drive along that route every day. I would cycle but will not feel safe doing so until the cycle path is built. Reducing speed limits will have no impact on making it feel safer to cycle.</p>
<p>(25) Local Resident/Member of public, (Henwood, Cumnor Road)</p>	<p>Cumnor 20mph – <b>Concerns</b>  Farmoor 20mph – <b>Concerns</b>  North Hinksey 20mph – <b>Concerns</b>  Whilst I support 20 limits on the side roads and residential roads, I believe the main trunk roads through these areas should remain at the limit they are, with the exception of Cumnor, where around the school and church area (before the roundabout) would be effective.</p> <p>Re: Botley area, Making Eynsham road a 20 limit would not be a good idea as it is a main trunk road and I do not see the justification of it, but side roads like Dean Court I support 20 as they are highly residential.  Re: Farmoor, I see no point in making the small stretch from Cumnor direction to the double roundabout a 20, but would support changing the road through Farmoor becoming a 30.</p> <p>Re: Cumnor I support the limit changing to 20 from the roundabout up to the school and church, but beyond this (on the roads towards Appleton and Farmoor) I don't see much point as again the level of residential housing drops off.</p> <p>To summarise, the plans are too extensive in their ambitions to make the whole areas 20, and I believe it should be confined to side roads and areas where there is a justifiable need to make it 20 rather than blanket-changing the speed limit over the whole area to be lower. Trunk roads should not be included in this proposal.</p> <p>Travel Change: <b>No</b></p>

	<p>B4044 30mph – <b>Concerns</b>  This change from 40 to 30 makes sense to me, there is a bus service with crossings and residential properties which justifies it. However I would like to see a study on impact of congestion from changing this limit down as it is a busy trunk road.</p>
<p>(26) Local Resident/Member of public, (Botley, The Garth)</p>	<p>Cumnor 20mph – <b>Concerns</b>  Farmoor 20mph – <b>Concerns</b>  North Hinksey 20mph – <b>Concerns</b>  Whilst a 20mph limit might be appropriate for smaller roads within the area, I don't think it's a good idea for the bigger roads (e.g Westminster Way)</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b>  The road isn't in a built up area and the proposed cycleway would be a better solution to improve safety along the Eynsham Road</p>
<p>(27) Local Resident/Member of public, (Cumnor)</p>	<p>Cumnor 20mph – <b>Concerns</b>  Farmoor 20mph – <b>Concerns</b>  North Hinksey 20mph – <b>Concerns</b>  There should be more exact areas like outside schools should be reduced speed limits not a blanket over all roads in the areas</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b>  Busy road which has always has a lot of traffic passing through</p>
<p>(28) Local Resident/Member of public, (Cumnor, Appleton Road)</p>	<p>Cumnor 20mph – <b>Concerns</b>  Farmoor 20mph – <b>Concerns</b>  North Hinksey 20mph – <b>Concerns</b></p>

	<p>Concerns about adding to traffic congestion</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b></p> <p>As a regular cyclist along this dangerous road anything that improves cycle safety should be encouraged</p>
(29) Local Resident/Member of public, (Cumnor, Halls Close)	<p>Cumnor 20mph – <b>Concerns</b></p> <p>Farmoor 20mph – <b>No opinion</b></p> <p>North Hinksey 20mph – <b>No opinion</b></p> <p>No comments.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>No opinion</b></p> <p>No comments.</p>
(30) Local Resident/Member of public, (Botley, Conifer Close)	<p>Cumnor 20mph – <b>Concerns</b></p> <p>Farmoor 20mph – <b>Support</b></p> <p>North Hinksey 20mph – <b>Support</b></p> <p>Farmoor and north hinksey are both narrow roads and vehicles often go far to fast along there, especially where no pavements for pedestrians. Cumnor in the main is Ok at the current speed limit (and i used to live and travel that way daily for 40+ years), the village has pavements on at least one side if not both for most of the way. on the arterial roads then i think the current limit is Ok as people know to take care.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b></p> <p>30 is about right for the road conditions (and people will still exceed it in all probability).</p>
(31) Local Resident/Member of	<p>Cumnor 20mph – <b>No opinion</b></p> <p>Farmoor 20mph – <b>Concerns</b></p>

<p>public, (Farmoor, Eynsham Road)</p>	<p>North Hinksey 20mph – <b>No opinion</b>  I live on the b4044 where there is a 50 mph zone yet this is not being reduced even though there is a residential home, a camp Site, houses on both sides of the road and a farm. Several Cars have gone in the ditch and there have been two fatalities in the last few years. I do not agree That the b4044 40 mph zone needs to be reduced to 30 as there are only houses on one side of the road for the majority. The 50 mph should Be reduced first!</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Concerns</b>  As outlined ealier</p>
<p>(32) Local Resident/Member of public, (Cumnor, Bertie)</p>	<p>Cumnor 20mph – <b>No opinion</b>  Farmoor 20mph – <b>No opinion</b>  North Hinksey 20mph – <b>No opinion</b>  The question is so generalised I can't answer</p> <p>Travel Change: <b>Other</b>  I will drive at 20 or below</p> <p>B4044 30mph – <b>Support</b>  40 is too fast to react to cyclist farm traffic bnds etc especially at night</p>
<p>(33) Local Resident/Member of public, (Farmoor, Oakes lane)</p>	<p>Cumnor 20mph – <b>No opinion</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>No opinion</b>  Because it will be dangerous for residents without this speed limit</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Object</b>  It should be 20mph</p>



<p>(34) Local Resident/Member of public, (Oxford, Dean Court Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>No opinion</b>  North Hinksey 20mph – <b>Support</b>  My children go to Cumnor school and it is not safe with cars going past at 30+ mph.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b>  There are not very many houses so the current 50mph is appropriate. It does need a cycle lane.</p>
<p>(35) Local Resident/Member of public, (Farmoor, Cumnor Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Object</b>  I live in farmoor, in valley farm barns, and often struggle to cross the road due to speeding cars and especially trucks, last week I was walking in the road as I couldn't walk on the over grown, flooded swampy grass, and a truck came around the corner next to the national speed limit sign, it's a good thing I wasn't on my phone as he didn't even slow down and I had to jump onto the grass. Or I would've been run over.</p> <p>Travel Change: <b>Other</b>  It would mean not only would I be able to get the bus more frequently but also cycle without the fear of being hit, as lots of bikes have been hit near where I live</p> <p>B4044 30mph – <b>Object</b>  Because it's unsafe, and I a teenager have to walk home everyday from the bus stop and often am out in dangerous situations due to speeding vans and lorry's</p>
<p>(36) Local Resident/Member of public, (Cumnor, Abingdon Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  High pedestrian usage especially at school entry/exit times. The villages should not be used as "rat runs"</p> <p>Travel Change: <b>No</b></p>

	<p>B4044 30mph – <b>Object</b></p> <p>High volume of traffic where the residences are located further back</p>
<p>(37) Local Resident/Member of public, (Farmoor, Oakes Lane)</p>	<p>Cumnor 20mph – <b>Support</b></p> <p>Farmoor 20mph – <b>Support</b></p> <p>North Hinksey 20mph – <b>Support</b></p> <p>I support the implementation of the 20mph speed limits. However, re: Farmoor, to not extend the 20mph zone a short distance to the entirety of the existing 40mph zone would not only be grossly unfair to the residential properties at that end of the village, but more importantly, an extremely dangerous move which will very likely result in accidents in the future. Specifically, the point at which the proposal suggests the 20mph speed limit stops on the Cumnor Road is at the top of a blind hill crest, which is just above a busy crossing point for wildlife (foxes, deer, badgers and hedgehogs etc) and at the bottom of which fog often sits (a low point near the reservoir) around the busy main entrance to the Thames Water facility. This wide entrance is regularly used as a turning point for cars and lorries who often sit in the middle of the road waiting to turn right. Furthermore, on the other side of the road in quick succession are 3 residential turnings and the very busy entrance to the Farmoor Court business park (to say nothing of the proposed entrance to an enormous solar power plant currently under consultation). It is for this very reason that highways/ the council have in the past refused planning permission on the land directly opposite the Thames Water entrance at the bottom of the blind hill. We regularly hear the screeching of brakes as people brake to avoid animals, or cars dawdling in the middle of the road as they turn into or exit Thames Water, so if this now becomes the point where drivers, (impatient at coming from a 20mph zone and keen to make up time) begin to rapidly accelerate with their foot on the accelerator, it will actually become even more dangerous than it already is. We're aware of at least 3 accidents in the past on this very spot and many more close shaves. For this very reason we've been requesting a reduced speed limit for years. In the other direction (towards Farmoor), the same blind crest has resulted in at least 2 accidents we know of in the past, where speeding cars have ploughed into the back of parked cars on the left by the end of Mayfield Road. I therefore urge you to do the logical thing and extend the zone to the whole of the existing 40mph area, and indeed slightly further beyond the entrance to Valley Farm Barns and the proposed solar farm construction entrance (approx 20m beyond Valley Farm Barns), which is where an extension of the existing pavement has been proposed to run for the last few years.</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Object</b></p>

	The entirety of the current 40mph zone should be 20mph.
(38) Local Resident/Member of public, (North Hinksey, Raleigh Park Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  It is safer at 20. Residential areas should be 20</p> <p>Travel Change: <b>Other</b>  no because i have mobility issues so I have to use my car unfortunately</p> <p>B4044 30mph – <b>Object</b>  Too fast really, although not much need to cross the road there as most of the houses are on one side.</p>
(39) Local Resident/Member of public, (Oxford Cumnor Hill)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I think the one in Farmoor should be extended further</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Object</b>  A dangerous and difficult road, no cycle lane many bikes use it</p>
(40) Local Resident/Member of public, (Farmoor, Cumnor Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Concerns</b>  North Hinksey 20mph – <b>No opinion</b>  My family and I, along with other residents and business users we have spoken to have substantial concerns regarding the double standards that seem to be being adopted by Oxfordshire Highways along the B4017 Cumnor Road whilst still within Farmoor.</p> <p>The proposals limit the speed only from the round about to Mayfield Road. The road corridor beyond this is used by a range of users, workers for local businesses walking from the bus stop, residents and their children, the</p>

	<p>camp site users and walkers from the reservoir. Usage is despite limited pavement in the area. The road is already a speed risk with either accelerating vehicles out of the village towards Cumnor, after the blind slope, or de-accelerating as they approach. The area is heavily used with visitors to the reservoir, Thames Water and as a cut through to the A420.</p> <p>Any speed limit should apply for the full extent of the 40 miles per hour restriction up to the village sign. Not doing so provides double standards and will further impair the safety of the villages who live along the road.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b> Its a positive step</p>
<p>(41) Local Resident/Member of public, (Farmoor, Cumnor Road B4017)</p>	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Concerns</b> North Hinksey 20mph – <b>Support</b></p> <p>I fully support the proposed 20mph speed limit along the section of the B4017. There is a narrow pedestrian pathway from the roundabout at the junction of the B4044 to the junction with Mayfield Road. It can be very dangerous to walk along this path (especially on bin day) with the traffic travelling from the direction of Cumnor frequently exceeding the current speed limit of 40mph. It is also becoming increasingly difficult to exit and enter our drive safely.</p> <p>A policed 20mph speed limit should hopefully improve these dangers. However, the proposed 20mph limit from the 40mph limit is on a 'blind hill' and traffic often doesn't decelerate for several hundred yards. It would make far more sense to extend this 20mph speed limit to at least the developed farm buildings at Sabine Barn entrance. Here traffic calming measures such as those in other villages (i.e. gated and give way to vehicles leaving the villages) could be safely installed and hopefully have the desired effect of reducing the speed to 20mph.</p> <p>The proposed route for all construction traffic for Red House Solar Farm (and possibly Botley West Solar Farm) is via this section of the Cumnor Road (and not directly off the Eynsham Road or or through Cumnor) - entering the site at a field opposite the reservoir. It is imperative that these vehicles travel at 20mph along the whole of this stretch for safety and noise concerns.</p> <p>Travel Change: <b>Yes - cycle more</b></p>

	<p>B4044 30mph – <b>Support</b>  It will be safer entering the roundabout from all directions especially from the B4017.  As the B4044 is straight, traffic frequently exceeds the current speed limit of 40mph, and traffic from Oxford does not always slow on approach to the roundabout.</p>
(42) Local Resident/Member of public, (farmoor, oakes lane)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Concerns</b>  North Hinksey 20mph – <b>Support</b>  I think that the 20 MPH or at a minimum 30mph limit should be extended passed the water works entrance on Cumnor road in Farmoor up to where the current 40mph limit ends. Vehicles enter and leave the village far too fast and there are several entrances along this road. People will see the end of the 20 limit and speed right up .</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  40mph is too fast with people crossing road for bus stops</p>
(43) Local Resident/Member of public, (Cumnor - Abingdon, Bertie Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>No opinion</b>  North Hinksey 20mph – <b>No opinion</b>  Cars drive far too fast past the Cumnor primary school, nursery and park. It would be an easy fix to drop the speed to 20mph around the school/church/park.</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>No opinion</b></p>
(44) Local Resident/Member of public, (Cumnor, High Street)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>No opinion</b>  North Hinksey 20mph – <b>No opinion</b></p>

	<p>Regularly witness fast moving heavy goods vehicles through cumnor village centre past school/church/post office) passing cm from people on pavements on narrow roads. Also causing vibrations and noise through properties from as early as 5 am. Slowing down to 20 will reduce risk to public especially at school times and improve quality of life for residents. The high street/oxford road/Abingdon road desperately need the change.</p> <p>Travel Change: <b>Other</b> May allow my children to cycle more often. Right now roads are lethal with the truck rat run.</p> <p>B4044 30mph – <b>Support</b> With no cycle path it is a very dangerous road. Cycle path or 30.</p>
(45) Local Resident/Member of public, (Cumnor, High Street)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>No opinion</b> North Hinksey 20mph – <b>No opinion</b> It will slow down the traffic coming through - particularly HGVs who increasingly use Cumnor high street as a bypass</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b> Will make things much safer for cyclists. Minor inconvenience to other transport is worth it</p>
(46) Local Resident/Member of public, (Botley, Hutchcomb Road)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>No opinion</b> North Hinksey 20mph – <b>Support</b> 20MPH would bring greater safety to local roads, reduce noise pollution and be better for the environment,</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>No opinion</b> Don't know enough about this one.</p>

<p>(47) Local Resident/Member of public, (Cumnor, Oxford)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>No opinion</b>  North Hinksey 20mph – <b>Support</b>  Should be 20mph near schools</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>No opinion</b></p>
<p>(48) Local Resident/Member of public, (Cumnor, Cumnor Hill)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>No opinion</b>  North Hinksey 20mph – <b>Support</b>  Narrow roads in both N Hinksey and Cumnor. Both villages have schools. Drivers often use these roads as a shortcut and drive considerably faster than 30mph through them. Farmoor at least has a two sided carriageway but because residential a drop in speed limit to 30mph seems sensible</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Residential area. Bus stops on other side of road, school children and others have to cross road</p>
<p>(49) Local Resident/Member of public, (Cumnor, Tumbledown)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>No opinion</b>  HGVs in particular go too fast along High St, the backdraught has been known to knock cyclists off their bikes and an elderly lady on the pavement. We need to change the mindset of drivers through this village. It is being used as a cut through when the A34 is congested, drivers need reminding that this isn't just a route from A to B but a place where people live.</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b></p>

	<p>This road is dangerous. One fatality is too many. Two is unacceptable. The mini roundabout has a very low visibility splay and consequently is like playing car v bike roulette.</p>
<p>(50) Local Resident/Member of public, (Farmoor, Cumnor Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>No opinion</b></p> <p>I have lived on Cumnor Road in Farmoor for over 30 years. I've therefore used the roads of Farmoor and Cumnor for all that time and have seen on numerous occasions the dangers of traffic going too quickly (even within speed limits), especially when moving out to go past parked cars. I also have had one cat knocked down and killed on Cumnor Road, and another hit and injured.</p> <p>In my view, the 20mph scheme for Cumnor Road, Farmoor should extend down the rise and past the first entrance to Thames Water. The rise creates a blind spot for traffic coming into Farmoor from Cumnor and cars are often parked at the top of the rise. In addition, the works access to the solar farms will be from Cumnor Road, so traffic exiting Farmoor towards Cumnor will have a blind spot if the speed limit stays at 40mph at the top of the rise.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Traffic goes far too fast near the roundabout</p>
<p>(51) Local Resident/Member of public, (Farmoor, Meadow Close)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>No opinion</b></p> <p>I think these will help make a safer area for walking and cycling in the villages and area of Botley. Minimal increase in travel times for cars.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Houses join on to this road and there's a couple of bus stops here too, making it 30 will help make it safer and quieter.</p>



<p>(52) Local Resident/Member of public, (Farmoor, Oxford Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>No opinion</b>  Houses close to road in both Cumnor and Farmoor. Both have pedestrians walking along and crossing roads. Current limits are unsafe - especially 40 mph in Farmoor.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Pedestrians walk along and cross this road. Current 40 mph is dangerous.</p>
<p>(53) Local Resident/Member of public, (Cumnor, Appleton Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I want it to be safer for pedestrians and cyclists to use our local roads. There are no crossings to help safely cross. I've run into a few drivers that get impatient with vulnerable road users, they seem to think that the aim is to get through as quickly as possible rather than safely. Having the roads designated as 20 will help set expectations when route planning to help stop frustration.</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Concerns</b>  Support but the rest of the road should be 40 It's bendy with hidden dips. With 50 as an expectation drivers are impatient with those that use caution, or with cyclists and frequently don't slow to 30 when signed to at Botley. Also get aggressive when leaving Botley as they see the 50 sign and want to instantly be going fast. My concern is that the same behaviour will happen both sides of Farmoor leading to more accidents in those areas, we already have one memorial in that area.</p>
<p>(54) Local Resident/Member of public, (North Hinksey, Beech Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Safer driving, no need to be rushing - what's the hurry. Save lives without too much inconvenience.</p>

	<p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Concerns</b>          Nobody adheres to that because it's too close to the 50 zone. Plus there are cyclists there, make it safer for cycling.</p>
(55) Local Resident/Member of public, (North Hinksey, Laburnum Road)	<p>Cumnor 20mph – <b>Support</b>          Farmoor 20mph – <b>Support</b>          North Hinksey 20mph – <b>Support</b>          Sensible but placing some traffic measures to assist like rumble strips to know you are entering a different area would help unlike Witney when you go from National Speed limit to 20mph and have the wrong size entry signs to the zone</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Concerns</b>          Won't help the cyclists if that is the thinking behind this.</p>
(56) Local Resident/Member of public, (Botley, Hutchcomb road)	<p>Cumnor 20mph – <b>Support</b>          Farmoor 20mph – <b>Support</b>          North Hinksey 20mph – <b>Support</b>          For a safer, quieter and cleaner community</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>No opinion</b>          Not sure of what the arguments are for this</p>
(57) Local Resident/Member of public, (Cumnor, Oxford Rd)	<p>Cumnor 20mph – <b>Support</b>          Farmoor 20mph – <b>Support</b>          North Hinksey 20mph – <b>Support</b></p>

	<p>20mph zones have been proven to increase safety for all road users and pedestrians.</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>No opinion</b></p> <p>Don't feel strongly about this issue</p>
(58) Local Resident/Member of public, (Cumnor, Norreys Road)	<p>Cumnor 20mph – <b>Support</b></p> <p>Farmoor 20mph – <b>Support</b></p> <p>North Hinksey 20mph – <b>Support</b></p> <p>Pedestrian safety, especially around schools</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>No opinion</b></p>
(59) Local Resident/Member of public	<p>Cumnor 20mph – <b>Support</b></p> <p>Farmoor 20mph – <b>Support</b></p> <p>North Hinksey 20mph – <b>Support</b></p> <p>I am supporting because I think it's a good idea to have the 20mph speed limits</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>No opinion</b></p> <p>I would not say</p>
(60) Local Resident/Member of public, (Botley, Arnolds Way)	<p>Cumnor 20mph – <b>Support</b></p> <p>Farmoor 20mph – <b>Support</b></p> <p>North Hinksey 20mph – <b>Support</b></p> <p>Safety, health and environmental concerns</p> <p>Travel Change: <b>Yes - cycle more</b></p>

	<p>B4044 30mph – <b>Support</b>  Safety, health and environmental concerns</p>
<p>(61) Local Resident/Member of public, (Botley, Hutchcomb)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I believe our roads are unsafe while the speed limit remains at 30 mph. Some drivers even exceed that speed, particularly on the hills which is extremely dangerous. I would expect a reduction to result in a safer environment especially for children and cyclists.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Safer for residents</p>
<p>(62) Local Resident/Member of public, (Botley, Hutchcomb Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  A lower speed limit will make the roads safer for pedestrians and cyclists</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b>  A lower speed limit will make the road safer for cyclists</p>
<p>(63) Local Resident/Member of public, (Botley, Hutchcomb Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I am in support of lower speed limits as narrow roads in bad condition, no or too narrow pavements and no cycle paths make walking or cycling unsafe with cars passing at high speed.</p>

	<p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b> See above.</p>
(64) Local Resident/Member of public, (Botley, Hutchcomb road)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> Safety of children walking and cycling the same roads</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b> People drive too fast along there</p>
(65) Local Resident/Member of public, (Botley, Sweetmans)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> Cars drive too fast, so dangerous! There are many children in these areas.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b> Current 50mph is too fast as no cycle lane safety for cyclists</p>
(66) Local Resident/Member of public, (Botley, Maple)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> I am generally in support of lowered speed limits in built up areas. However, I am unsure how much difference this will actually make. In Botley for example, the speed on the estate roads is probably around 20mph anyway, due to the twisting roads and huge number of parked cars which limit visibility. I honestly don't think that this will actually make a lot of difference in our area. Removing the cars parked on the pavements would make it nicer to walk, and</p>

	<p>now affordable and reliable public transport would make me more likely to take the bus - the speed limit doesn't affect this.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b> This does seem fairly sensible to make the roundabout easier to manoeuvre around. There are very small numbers of pedestrians or cyclists here, so perhaps this will help.</p>
(67) Local Resident/Member of public, (Botley, Laburnum Road)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> It will be much safer for local residents and consistency across all areas is much easier for drivers. There is no need to drive faster in these areas</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b> I presume this is the slowest rate possible for this area</p>
(68) Local Resident/Member of public, (Botley, Oxford, Laburnum Road)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> It is a predominantly residential area including elderly people and families with children.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b> Too many accidents</p>
(69) Local Resident/Member of	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b></p>

public, (Cumnor, Norreys Road)	<p>North Hinksey 20mph – <b>Support</b>  I have 2 small kids who are just learning to cycle. We cycle to the Cumnor school and pre school daily and its a permanent worry that an HGV that is driving way too fast for the small roads in Cumnor will clip them and cause them to fall into the road. At school drop off and pick up times the pavements are also very congested (not helped by cars that mount the kerb). Cars drive down the road past the school at top speed regardless of all the kids and parents around and it feels like a disaster waiting to happen. If we want to encourage kids to walk or ride to school then we need to make it as safe and easy for them as possible. At the moment this is not the case.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  I use this road regularly and almost daily see cars trying to overtake cyclists when it's unsafe. I don't know why anyone would want to cycle on this road at present. I would fear for my life doing so.</p>
(70) Local Resident/Member of public, (Cumnor, Abingdon Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Living in these areas with small children, I feel cars and (more worryingly) lorries travel too fast through these villages. There is no need to pass through them at 30mph (and often faster). 20 is plenty</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b>  I believe traffic going slower along these roads will benefit residents as reduce issues on these roads</p>
(71) Local Resident/Member of public, (Cumnor, Arnold's Way)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Residential area should be for residents, not cars</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b></p>

	Slower is safer
(72) Local Resident/Member of public, (Cumnor, Cumnor Hill)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I have lots of concerns about both road safety and pedestrian safety across this Parish that 20mph limits would do a lot to address</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b>  Given recent history of accidents , injuries and sadly fatalities this is a very welcome initiative for this road</p>
(73) Local Resident/Member of public, (Cumnor, Cumnor Hill)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  These are quiet family communities with plenty of young children. There is no need for the speed limit to be set at 30mph or more when a very real threat exists for the safety of all residents. The recent 30mph restriction on Cumnor Hill is still too generous and the road remains dangerous to cross in many places.</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b>  30mph is an appropriate speed limit.</p>
(74) Local Resident/Member of public, (Cumnor, Cumnor Hill)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I live on Cumnor Hill. The speed limit here was recently reduced from 40 to 30. It has not worked - in particular lorries and vans still exceed 40. In part I believe this is due to a lack of signage. I sometimes cycle to work and particularly on the hill, even worse when it is being used as an alternative to the A420, traffic behaviour is alarming.</p>



	<p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b> Really this road needs a cycle path but in the absence of that this is better than nothing.</p>
(75) Local Resident/Member of public, (Cumnor, Cumnor Hill)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> To make the villages safer for cyclists and quieter for residents.</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b> To make it safer for cyclists.</p>
(76) Local Resident/Member of public, (Cumnor, Glebe Road)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> I live opposite the park in Cumnor with a young family, and the 30mph limit is far too quick for children potentially running out of the park or out of the school. Drivers regularly go over this limit and our family and local families are very concerned about a child getting hit by a vehicle. It must be changed as quickly as possible.</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b> There are many cyclists who are constantly being pressured to pull over to allow vehicles past. We need to make it safe for them and not allow vehicles to try and overtake.</p>
(77) Local Resident/Member of public, (Cumnor, High Street)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b></p>

	<p>Because there have been serious accidents in Cumnor involving school children. This could easily happen anywhere with a speed limit of 30-40mph. Bringing it down to 20mph could reduce the number and severity of accidents.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b> It creates safer roads.</p>
(78) Local Resident/Member of public, (Cumnor, High Street)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> I live in the centre of cumnor village and I'm constantly seeing people struggling to cross the road. My son also cycles to school so safety of children travelling to school. On this stretch of road, there is a school, shop, breakfast and after school club, pub, old people's home and residential properties. It should absolutely be a 20mph! Damage has also been caused to our property from vehicles speedy through the village, particularly HGVs which are using the village as a rat run</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b> There has already been a death on that road</p>
(79) Local Resident/Member of public, (Cumnor, High Street)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> I support the lowering of speed limits to 20 mph for safety and environmental reasons. In Cumnor heavy goods vehicles use the village as a cut through. The narrow pavements and roads combine to make travel to and from school potentially dangerous for school children. Slower traffic means vehicles are less likely to kill or seriously injure a child in the event of an accident. Due to the twisting roads and prevalence of parked cars, drivers generally already drive quite slowly in the village centre, but a lower speed limit would encourage those who speed and don't stop at junctions or the mini round about to drive more safely.</p>

	<p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b> Safer for cyclists.</p>
(80) Local Resident/Member of public, (Cumnor, Kimmeridge Road)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> Child at Cumnor Primary. The narrow road passing the school needs speed reduction for child safety</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b> Through traffic ignoring the roundabout at Cumnor Road at speed has nearly caused accidents</p>
(81) Local Resident/Member of public, (Cumnor, Norreys)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> To make our roads safer.. especially by cumnor school the lorries hurtle along ...</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b> Make the road safer</p>
(82) Local Resident/Member of public, (Cumnor, Norreys road)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> It will bring much needed safety, environmental and noise reduction benefits to the communities</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p>

	<p>B4044 30mph – <b>Support</b>  It will be much needed safety improvements to this stretch of road for road users, residents and children crossing for school buses</p>
<p>(83) Local Resident/Member of public, (Cumnor, Sands Close)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I live in Cumnor with my children and it's for their safety and that of others</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Safety</p>
<p>(84) Local Resident/Member of public, (Cumnor, The Glebe)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  the roads need to be safer in the village of cumnor</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  would like the area to be a safer place to walk, drive etc</p>
<p>(85) Local Resident/Member of public, (Cumnor, Abingdon Rd)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Living on the Abingdon Rd our house shakes when lorries go past at 30mph to the point pictures fall off. This is similar for friends in farmoor and NH. Also, the villages have younger families than 50/60 years ago so a lot more chance of a youngster being hurt. Many near misses on our road.</p> <p>Travel Change: <b>No</b></p>

	<p>B4044 30mph – <b>Support</b>          Such a dangerous road. So many blind corners, families wanting to walk to various places and cyclists going between villages. Driving on it most days, I'm amazed there's not more casualties.</p>
<p>(86) Local Resident/Member of public, (Cumnor, Cumnor Hill)</p>	<p>Cumnor 20mph – <b>Support</b>          Farmoor 20mph – <b>Support</b>          North Hinksey 20mph – <b>Support</b>          Two areas have schools and Farmoor is full of cyclists</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>          Very fast road and lots of cyclists</p>
<p>(87) Local Resident/Member of public, (Cumnor, Oxford Road)</p>	<p>Cumnor 20mph – <b>Support</b>          Farmoor 20mph – <b>Support</b>          North Hinksey 20mph – <b>Support</b>          The section by Cumnor school is particularly dangerous for pedestrians</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b>          To make the road safer for cyclists, since you refuse to fund a cycle path</p>
<p>(88) Local Resident/Member of public, (Cumnor Cumnor Hill)</p>	<p>Cumnor 20mph – <b>Support</b>          Farmoor 20mph – <b>Support</b>          North Hinksey 20mph – <b>Support</b>          I'm a parent living on Cumnor Hill and it's shocking the way the children are endangered getting to Cumnor Primary school every day. They need a safe speed limit in the village of Cumnor and regular monitoring and enforcement of the limit in Cumnor and on Cumnor Hill to avoid more accidents.</p>

	<p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b> Again the safety of our children has to be prioritised over the convenience of motorists.</p>
(89) Local Resident/Member of public, (Cumnor, High Street)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> For the safety of cyclists, pedestrians and, in particular, children on their way to school, I think 20mph is sufficient. Furthermore, in Cumnor many heavy lorries come through the village at speed, which is (a) terrifying when walking kids to school and (b) causes vibrations in our house. Hopefully a 20 mph speed limit will encourage such drivers to take more care.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b> For the many cyclists that use this road a reduction in speed, even for part of it would be of benefit.</p>
(90) Local Resident/Member of public, (Bushy Close)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> Happy to support slowing cars on cumnor hill because I wouldn't dare cycle up there I usually get off my bike!</p> <p>Travel Change: <b>Other</b> Yes I would both walk / cycle more.</p> <p>B4044 30mph – <b>Support</b> I support the proposals because cars absolutely fly down eynsham road past deanfield road at well over 30mph. It puts me off cycling because I know people go for risky overtakes to get in front before the crossing island.itll help speed buses up too. I strongly suggest this speed limit on eynsham road is enforced with a speed camera on after the turn in to eynsham road off the b4044 cumnor hill. You would make a fortune.</p>

<p>(91) Local Resident/Member of public, (Dean Court ward, Cumnor, Stone Close)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I want the roads to be a safer space for pedestrians and cyclists and reducing the speed limits to 20 mph will help to achieve that.</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b>  The reduction to 30 mph will allow the school children to cross the road to the bus stops as the school bus has been removed.</p>
<p>(92) Local Resident/Member of public, (Eynsham Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  As a botley resident I see children going to school &amp; old people trying to cross the roads this is urgently needed</p> <p>Travel Change: <b>Other</b>  Bus</p> <p>B4044 30mph – <b>Support</b>  As it is urgently needed</p>
<p>(93) Local Cllr, (Farmoor, B4044)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  As a resident of Farmoor the 40mph limit through Farmoor needs to be reduced to 30mph as people regularly travel through the village at speeds greater than 40mph. Residents (some elderly) have to cross the main road to get to two of the bus stops currently in situ, and in the absence of any zebra crossing / traffic lights this can be hazardous.</p>

	<p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  This is a residential village with a high volume of traffic running through the village at speeds higher than 40mph. Many residents have to cross the road to the bus stops, lack of zebra crossing or traffic lights make this hazardous and difficult especially for older people.</p>
(94) Local Resident/Member of public, (Farmoor, Cumnor Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I strongly believe that 20 mph is the appropriate speed for residential/built up areas.</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b>  The road is dangerous and off putting for cyclists. Reducing speed would be a big help.</p>
(95) Local Resident/Member of public, (Farmoor, Cumnor Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Living in Farmoor the 40mph is too high. People do not slow down for roundabout or allow for children possibly crossing the road for bus stops. As a residential area and used as an alternative route when A34 busy or closed speed limit needs to be lower</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b>  Roundabout, bus stops, people crossing main road and vehicles using it as an alternative route to A34</p>
(96) Local Resident/Member of public, (Farmoor, Cumnor Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b></p>



	<p>I believe this is a more appropriate limit for a built up area</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b></p> <p>Cars travel too fast over the mini roundabout at the junction with Cumnor Road making it dangerous to pull out onto Eynsham Road</p>
(97) Local Resident/Member of public, (Farmoor, Cumnor Road)	<p>Cumnor 20mph – <b>Support</b></p> <p>Farmoor 20mph – <b>Support</b></p> <p>North Hinksey 20mph – <b>Support</b></p> <p>The proposed 20mph on the B4017 is directly in front of our house.</p> <p>The speed and frequency of traffic on this road has increased. It is becoming more difficult even to enter or leave our own driveways.</p> <p>In addition here is only a narrow footpath between the corner of Mayfield Road and the Eynsham Road. The volume and speed of traffic makes walking along this path dangerous.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b></p> <p>It will make the approach to the roundabout safer.</p>
(98) Local Resident/Member of public, (Farmoor, Meadow close)	<p>Cumnor 20mph – <b>Support</b></p> <p>Farmoor 20mph – <b>Support</b></p> <p>North Hinksey 20mph – <b>Support</b></p> <p>These are family communities, with narrow roads, lots of kids, dogs and walker and it would be great for them to be even safer. It does also help with noise reduction which makes these even better places to live.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b></p>

	Cars drive way above 40mph, bus services are on the opposite side and crossing can be difficult, noise reduction is a benefit, safer for all
(99) Local Resident/Member of public, (Farmoor, Oakes Lane)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b></p> <p>I would like to see this speed limit extended to the proposed entrance of the Red house solar farm development which would include the houses and businesses beyond the Mayfield Rd cut off point</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  There is a lot of traffic flow on this part of the road including cyvlists</p>
(100) Local Resident/Member of public, (Farmoor, Eynsham Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b></p> <p>Traffic regularly speeding in all areas. Botley is getting more built up and therefore more hazardous to navigate</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Traffic regularly speeds way past 50mph on this stretch. No speed cameras have been seen. Very dangerous for the residents and walkers/cyclists using this road</p>
(101) Local Resident/Member of public, (Farmoor, Valley Farm Barns)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b></p> <p>The speed limit must reach and include the 4 houses in Valley Farm Barns.I have an elderly Mum, a toddler and 4 older children.We all have experience of dangerous speeding cars and heavy stone trucks in Farmoor.Cumnor Road is also used as a racetrack by motorbike groups.All residents here need to cross the road to walk our dogs</p>

	<p>or catch a bus. In summer there are scores of young sailors also who walk from the bus on Eynsham Rd to Farmoor reservoir.</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b> Multiple accidents occur on this road because it has no space for cycles, pedestrians crossing and because the sun blinds early morning going east and evening going west.</p>
(102) Local Cllr, (North Hinksey, Conifer Close)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> 20mph limits improve air quality and road safety</p> <p>Travel Change: <b>Other</b> Both walk and cycle more</p> <p>B4044 30mph – <b>Support</b> Support for road safety reasons</p>
(103) Local Cllr, (North Hinksey, Hutchcomb Road)	<p>Cumnor 20mph – <b>Support</b> Farmoor 20mph – <b>Support</b> North Hinksey 20mph – <b>Support</b> 20mph is crucial for improving road safety in North Hinksey and the neighbouring villages. This is a step in the right direction in helping pedestrians and cyclists feel more confident using the highways network. I fully support.</p> <p>Travel Change: <b>Yes - cycle more</b></p> <p>B4044 30mph – <b>Support</b> This should help make cyclists feel a little safer, however the B4044 Community Path is still very much needed to ensure people in North Hinksey can access Hill End and Valley Farm Pizza, the Care Home and other communities on foot or bike.</p>

<p>(104) Local Resident/Member of public, (North Hinksey, North Hinksey Lane)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Makes it safer to walk and cycle</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Makes it safer to walk and cycle; plus it's a dangerous road with lots of lorries etc.</p>
<p>(105) Local Resident/Member of public, (Oxford, Eynsham Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  I think cars travel far too fast along the roads in our local district</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  Vehicles often exceed the existing speed limit</p>
<p>(106) Local Resident/Member of public, (Oxford, North Hinksey Lane)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Narrow pavements and cycle lanes in places mean pedestrians/bikes are often pushed out into the road (North Hinksey Lane). Reducing traffic speeds generally makes for a safer environment and encourages active travel for those that are able.</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b>  This road section runs through a residential area. Lower road speeds make travel for residents safer and also help to improve safety for cyclists travelling through from Eynsham to Oxford.</p>

(107) Local Resident/Member of public, (Oxford, Springfield Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Safer for local residents. Discourages driving and encourages cycling/walking</p> <p>Travel Change: <b>Yes – walk/wheel more</b></p> <p>B4044 30mph – <b>Support</b>  Encourages cycling</p>
(108) Local Resident/Member of public, (Oxford, Springfield Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Safety. It should help to reduce accidents.</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  As long as this includes the stretch of road around the mini roundabout, this will improve safety.</p>
(109) Local Resident/Member of public, (Oxford, Hutchcomb Road)	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Even small reductions can save lives. With more cars on the road it's more important than ever for people to reduce speeds to reduce the number of accidents and injuries on the roads.</p> <p>Travel Change: <b>Other</b>  I try to take alternative modes of transport to car where possible anyway.</p> <p>B4044 30mph – <b>Support</b></p>

	<p>I wholeheartedly support this. My 11 year old daughter needs to cross this road daily and there are no safe crossings so anything that can be done to reduce speeds is a good thing. She also travels by bus along this road and has so commented many times that some bus drivers go very fast and she feels unsafe, particularly as she often does not get a seat on the bus.</p>
<p>(110) Local Resident/Member of public, (Sutton, New Road)</p>	<p>Cumnor 20mph – <b>Support</b>  Farmoor 20mph – <b>Support</b>  North Hinksey 20mph – <b>Support</b>  Lowering speed on residential roads saves lives</p> <p>Travel Change: <b>No</b></p> <p>B4044 30mph – <b>Support</b>  It will make little difference to travel times, but should reduce issues at the roundabout</p>
<p>(111) Email response, (unknown)</p>	<p><b>Support</b> – We endorse the proposed 20 mph limit in Cumnor. Especially the 2 footpath exits from St. Michael's Church are hazardous, we have experienced problems with traffic when crossing the road there, there is a downward hill on the road and even cyclists go past with much speed. Additionally, the Cumnor Primary School is nearby and a danger to children and parents crossing the road to visit the shop and Post Office.</p>
<p>(112) Local Resident/Member of public, (Cumnor)</p>	<p><b>Support</b> – I am writing to express my support for the 20mph speed limit proposals for Cumnor and North Hinksey parishes. I tried to complete the survey online but it wouldn't load for me.</p> <p>I am writing as someone who lives in this area and drives, cycles and walks regularly. The reason for my view is that traffic speeds need to be reduced to increase the safety of cyclists and pedestrians and to encourage people to use active ways of getting around. At present many vehicles exceed the current 30 mph limit and this is dangerous for other users particularly where the road space is limited or where the road surface is in a bad state of repair. A 20mph speed limit would give a better chance of reducing traffic speeds to a level where other users would feel safer. Even if a driver slightly exceeds the new proposed limit they will still be travelling slower than the current speeds of around 35mph.</p>

<p>(113) Local Resident/Member of public, (Botley)</p>	<p><b>Support</b> – wish to contact you to provide the strongest possible support for the reduced speed limits, and to urge OCC to adopt these proposals. I would in fact go further, given that there has still been no progress on the B4044 segregated path for pedestrians and cyclists. In the absence of such a path alongside the B4044, and thus the extreme danger posed to pedestrians and cyclists by traffic, the B4044 should have a speed limit of 20mph continuously from Cumnor hill to Eynsham. The 20mph limit should also be applied throughout the residential areas of Cumnor, Botley and Farmoor (and the rest of the county), including, for example, Cumnor Hill.</p> <p>A major reason for the low numbers of vulnerable road users on the B4044 is precisely because of the danger imposed by vehicles. The statement on the consultation web page that 'existing 30mph, 40mph &amp; 50mph speed limits will remain in place, with Officers having taken the current road environment &amp; traffic usage into account' suggests that this catch 22 situation for vulnerable road users has not been taken into account.</p> <p>Retaining a 50mph limit on the B4044 is in conflict with both the urgent need to reduce carbon emissions, including by promoting sustainable transport, and OCC's commitment to Vision Zero. If and when segregated infrastructure for vulnerable road users is installed it may then be appropriate to review the speed limit, but up until that point it is impossible to see how retaining a 50mph limit is compatible with the wider objectives of the council.</p>
--	---

This page is intentionally left blank



*Divisions affected: Faringdon*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 27 APRIL 2023**

### **FARINGDON: PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the following proposals as advertised but with subsequent relaxations on 2 radial roads as outlined in paragraph 17:
  - a. New 20mph speed limit for Faringdon, and
  - b. Extended 50mph speed limit on the A4095 Radcot Road.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Faringdon, and the extension of the existing 50mph speed limit on the A4095 Radcot Road by 40 metres in order to help facilitate the 20mph proposals, as shown in **Annex 1**.
3. This report was originally presented to the Cabinet Member for Highway Management on 23rd February 2023 however due to ongoing concerns from the County Councils bus partners the proposal was deferred to enable further discussion to address bus operator concerns. Following a discussion of the proposals between the Council, bus operators and CycloX, 2 revisions are proposed. As the revisions involve a relaxation of the original advertised proposals there is no need to revert to formal consultation.

#### **Financial Implications**

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

#### **Equality and Inclusion Implications**

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

## **Sustainability Implications**

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

## **Formal consultation**

7. Formal consultation was carried out between 05 January and 03 February 2023. 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, South Oxfordshire District Council, the local District Cllrs, Faringdon Town council, and the local County Councillor representing the Faringdon division.

## **Statutory Consultee Responses:**

8. Four responses were received from statutory consultees. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. Stagecoach and Thames Travel bus companies both objected and provided detailed responses, the Stagecoach submission is particularly comprehensive and merits close study. The OCC Public Transport Development Team's viewpoint aligns closely with that of the bus companies. The local member supports the proposals.
9. The bus operators share similar concerns. While both support the proposals in the central core and residential areas, they believe the proposals to be unduly extensive with safety benefits not equally achieved over the extent of the proposed Order. Stagecoach claims the extended journey times will erode the attractiveness of the service and undermine its sustainability in Faringdon and the whole A420 corridor. Operators urge that the existing 30mph limit is retained along Coxwell Road, probably beyond the Highworth Road junction and certainly beyond Fernham Road. They also ask that the 20mph limit on Park Road stops just south of the pedestrian crossing at Old Sawmill Road.
10. Stagecoach advises that if a similar approach to 20mph limits were applied to other communities along the A420 corridor they would serve notice to withdraw the service entirely from High Street Watchfield, and the loop around Faringdon Town Centre, as this would become operationally unfeasible in its current form.

## **Other Responses:**

11. 30 responses were received via the online survey during the course of the consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
----------	--------	----------	---------	--------------------------	-------

20mph Faringdon	10 (33%)	4 (13%)	16 (53%)	-	30
50mph on A4095 Radcot Road	4 (13%)	2 (7%)	18 (60%)	2	30

12. The local District councillor and 15 members of the public expressed support, four respondents had concerns while nine registered objections. An objection was also received from a member of the public from Witney who railed against the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia. The following analysis is taken from the 9 respondents who offered focussed objections to the proposals.

Reason	No. of Comments
Unnecessary	6
Designed to increase fines revenue	3
Will not be enforced	3
Will increase driver frustration	3
Will increase danger	2
Increased emissions	2
Increased congestion and delays	1
Waste of money	1

13. Those who responded online (30 responses), 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	4 (13%)
Yes - cycle more	9 (30%)
No	16 (53%)
Other	1

14. The responses are shown in **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

### **Officer response to objections/concerns**

15. The main purpose of the scheme is to improve road safety and 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 County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

16. The responses from members of the public indicate around 53% support with 33% objecting and 14% with concerns. The unfocussed objection raised no new pertinent points and challenges much of the philosophy behind the democratically agreed policy to promote 20mph speed limits in communities, as such there is no obligation to consider it further. The remaining objections are comparable to those expressed and considered in earlier similar schemes and were not seen as warranting a change in those previous proposals given the explicit intention of the County Council's 20mph limit policy.
17. The nature of the bus operator's mirrored objections suggested they should be considered carefully. The parish council support the original proposals and County Council policy is to place 20mph limits if the community as a whole seek them; however, in the face of a real threat to bus service provision, we engaged in subsequent detailed discussions with operators and Cyclox. We reached a compromise and thus are confident all operator concerns have been addressed by proposed relaxations of the original 20mph limit proposals on Coxwell Road and A417 Park Road. On Coxwell Road it is proposed to start the 20 limit just south of the Fernham Road junction enabling an additional 300m of existing 30mph limit to remain. On Park Road it is proposed to start the 20mph limit just north of Marlborough Close allowing an additional 500m of existing 30mph limit to remain. Great care has been taken to ensure that these latest proposed changes only extend to what is deemed essential to maintain viable bus services.

Bill Cotton  
Corporate Director, Environment and Place

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

Contact Officers:	Phil Whitfield 07912 523497
	Geoff Barrell 07392 318869

April 2023

Faringdon Overview

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

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	13.11.22	Layout for Consultation	C.R.		

**OXFORDSHIRE COUNTY COUNCIL**  
 Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1UD  
 Tel: 0945 310 1111

Project title: Faringdon 20mph Scheme

Drawing title: Faringdon 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: GJB	Approved by:
	Date drawn: 13.12.22	Date checked: 13.12.22	Date approved:

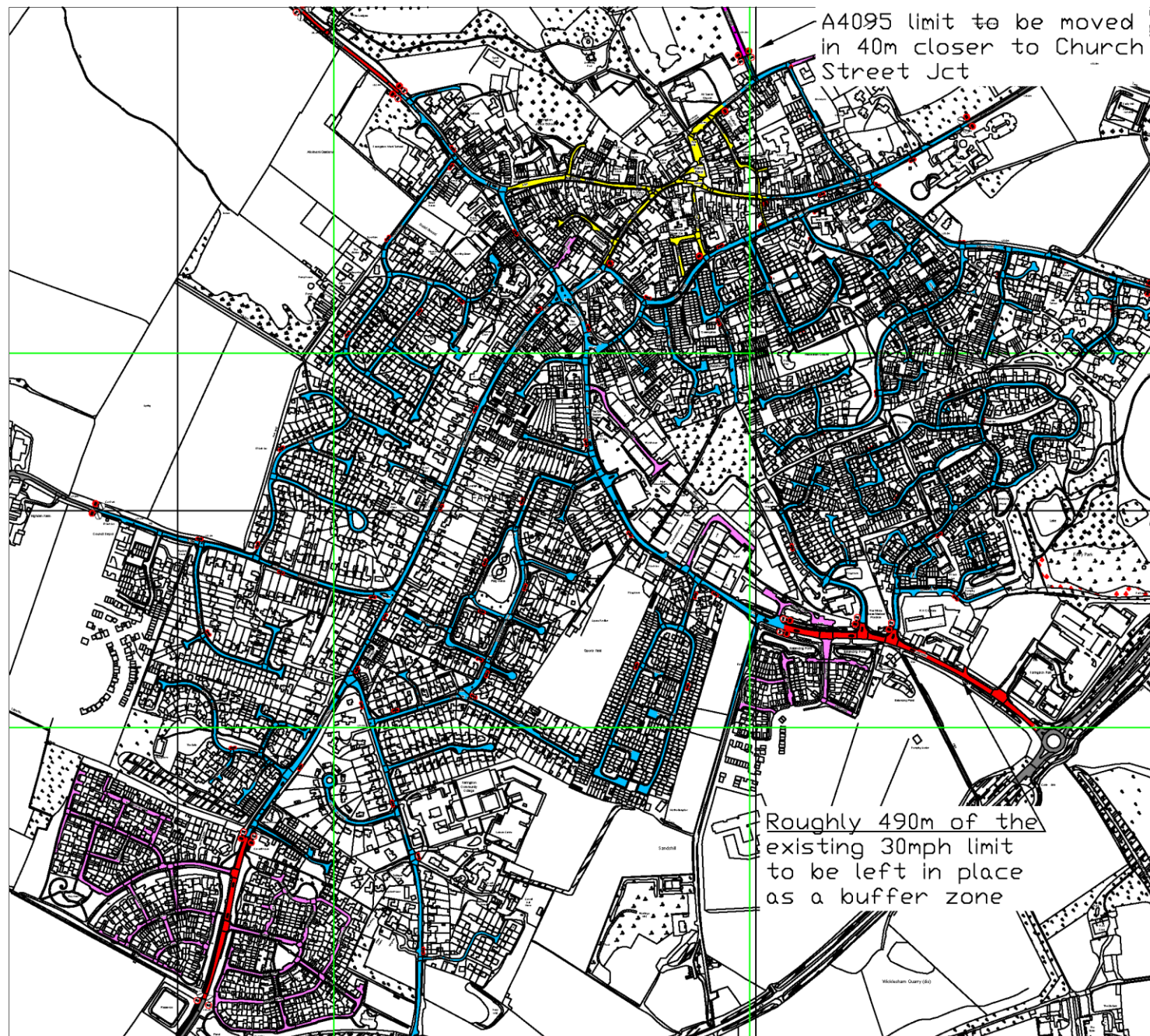
Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

A4095 limit to be moved  
in 40m closer to Church  
Street Jct

Roughly 490m of the  
existing 30mph limit  
to be left in place  
as a buffer zone



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



	<ul style="list-style-type: none"> <li>road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local County Cllr, (Faringdon division)	<b>Support</b> – Great news.
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>Object</b> – While we accept that there is a case for some extension of 20mph limits beyond the town centre we once again must highlight the effects of this on bus running time, especially when looked at cumulatively. We continue therefore to urge the Council to pursue a more rigorous evidence-based approach in applying this policy.</p> <p>[See full response in <b>Annex 3</b>]</p>
(4) Business Development and Partnerships Manager, (Thames Travel)	<p><b>Object</b> – Faringdon has good bus service provision including buses up to every 15 minutes on the Stagecoach S6 between Oxford and Swindon and hourly buses on Thames Travel service 67 between Faringdon and Wantage via Stamford in the Vale. Faringdon Community Transport also operate town service 61. The level of service has been steadily built up over recent years.</p> <p>We have no problem with and generally support these proposals where they do not affect bus services. However we are very concerned that the proposals appears to be a blanket implementation of 20mph speed limits on virtually all roads in Faringdon without any consideration of the nature of individual roads and their function.</p> <p>In particular we object to the introduction of 20 mph speed limit along Park Road from the proposed start of the 20mph zone in the south east to the junction of Bromsgrove in the north west. This section of Park Road forms part of the</p>

	<p>A417 and has wide carriageway and pavements. There are few active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic. Whilst there is a Tesco supermarket on this section of Park Road the frontage is actually on to the supermarket car park rather than directly on to the road. As well as access via Park Road there is also access to the supermarket car for pedestrians and cyclists via the path between Southampton Street and Park Road. Other than the Tesco other businesses along this section of Park Road are geared to motorists or the building trade and so are unlikely to generate much in the way of pedestrian or cycle movements.</p> <p>We also object to the introduction of 20 mph speed limit along Coxwell Road from the proposed start of the 20mph zone in the south west to the junction of Coxwell Gardens in the north east. Whilst the Thames Travel 67 only operates along Coxwell Road twice a day there are many more buses operated by Stagecoach and this is a main transport corridor. Again there are few active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic.</p> <p>It is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes bus services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the council's policies. Ultimately if journey times become too great, either, extra bus and driver resource needs to be added to maintain the same level of service (i.e. increased cost for no increased revenue) or alternatively timetables need to be trimmed so that they can be operated with the existing resource (i.e. reduced revenue from the same operating cost). In either case this could lead to services becoming financially unsustainable and so could lead to service reductions.</p>
(5) Local Resident/Member of public, (Faringdon, Coleshill Way)	<p>20mph - <b>Object</b> Totally unenforceable. The current 30mph limit is ignored by so many people already. There's not enough evidence the 20mph limit reduces accidents or even reduces the speed of traffic.</p> <p>50mph - <b>Concerns</b> No good reasons supported by data to get my support</p> <p>Travel change: <b>No</b></p>
(6) Local Resident/Member of public, (Faringdon, Elm)	<p>20mph - <b>Object</b></p>



	<p>The existing speed limit is sufficient as it does not mean that you have to reach 30mph. You just cannot exceed it. Drivers should be driving to a safe speed based on the surroundings anyway based on the highway code, which may be even lower than 20mph during certain times of the day. Therefore lowering the speed limit in order to justify issuing fines under the illusion of safety is not needed. People will choose to drive anyway and making their trip longer will only ADD to pollution and not cut it. I do believe that there are better ways to encourage alternative forms of transport and sustainable travel.</p> <p>50mph - <b>No opinion</b> Extending the limit of 50mph is ok.</p> <p>Travel change: <b>No</b></p>
(7) Local Resident/Member of public, (Faringdon, Gloucester Street)	<p>20mph - <b>Object</b> It is unnecessary and will lead to increased motorist frustration, which could make the roads more, not less, dangerous for cyclists.</p> <p>50mph - <b>No opinion</b> As previously explained.</p> <p>Travel change: <b>No</b></p>
(8) Local Resident/Member of public, (Faringdon, Kiln Cottages)	<p>20mph - <b>Object</b> Pointless as it won't be policed. There is very very rarely any sort of police presence in Faringdon. Assume you'll put up speed cameras, so then it becomes a money making venture rather than a safety issue. Try mending the roads instead, that would be good.</p> <p>50mph - <b>No opinion</b> It won't be policed so what is the point? Those who speed will still speed. See comment earlier about speed cameras and making money</p> <p>Travel change: No</p>

<p>(9) Local Resident/Member of public, (Faringdon, Stallard Close)</p>	<p>20mph - <b>Object</b> All ready to much congestion</p> <p>50mph - <b>Object</b> Road isn't residential</p> <p>Travel change: <b>Other</b> Speed more</p>
<p>(10) Local Resident/Member of public, (Faringdon, Chambers Court)</p>	<p>20mph - <b>Object</b> A 20 mph speed limit should only be applied near schools or where there have been frequent accidents because they cause more pollution and frustration for drivers.</p> <p>50mph - <b>Object</b> As far as I'm aware there is a 50 mph limit for the entire road between Faringdon and Radcot and in fact it extends all the way to Clanfield, so I'm not sure where you mean. This is unnecessary because that road has clear visibility for almost its entire length. The only place a 50 mph limit is justified would be the bends before the Thrupp turn, as you travel away from Faringdon, where there are two farm roads intersecting with the A4095.</p> <p>Travel change: <b>No</b></p>
<p>(11) Local Resident/Member of public, (Witney, Oxford Hill)</p>	<p>20mph - <b>Object</b> Within the square having the 20mph zone not unreasonable given the shops, communities and buses within the area that was fine but for the rest of Faringdon is completely absurd, disturbing and depressing for the community. It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road within the Folly road for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion because the Councillors cannot kick the habit, they bitterly hate anybody that has to do an essential journey in a car.</p> <p>I grew up in Faringdon for two years of my childhood and myself and my Fiancee regular visit Faringdon as we love the community surroundings, its walks, sights such as the Folly and housing. We visit regularly to get away from the</p>

	<p>dystopian 20 mph signs from a neighbouring town that look like Russian Z symbols you see in a Russian street where it made a walk locally at home an utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. I don't take it lightly to compare the Russian Z symbol to a 20mph sign but if the reader googles a Russian city or town what it looks like with the Z symbol in that county it is as comparable as that easily. It is regretful but the honest truth.</p> <p>Devastating to see Faringdon that despite seeing zero road incidents within the town have such a change needlessly taking place that the Police cannot cope with enforcing especially when local Politicians pushing for these changes will undoubtedly carry on going past 20mph as will emergency service personnel</p> <p>Faringdon has great access for cycling and walking safely so does not make sense and urge all residents to write to MPs, maintain pressure on Councillors and the County Council that for as long as those in charge have one rule for themselves it is ok for the rest of us to decide to drive near to 30mph with competent common sense.</p> <p>50mph - <b>Object</b> No change required see previous answer as to why. No need for this because the road surfacing as far more important than the changes proposed to speed limits.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident/Member of public, (Faringdon, Fernham Road)	<p>20mph - <b>Object</b> It is not necessary given the amount of traffic that passes through Faringdon especially the less used residential streets. 30mph works fine and there majority of drivers adhere to this. When driving it is very difficult to maintain driving at speeds below 20 mph. This is purely a scheme to raise money in fines and penalise car drivers in favour of cyclists etc who do not pay road tax. It is unlikely to reduce accidents. In fact is more likely to cause them.</p> <p>50mph - <b>Support</b> This seems eminently sensible given the road traffic conditions.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident/Member of	<p>20mph - <b>Object</b></p>

public, (Faringdon, Spinage Close)	<p>Damn stupid idea. This seems to be part of the OCC plan to get rid of cars. I have lived in Faringdon for almost 20 years and never yet seen any incidence involving a car and pedestrian. I know this is a sham consultation and OCC will do whatever they want as they have done in Oxford and elsewhere. Cars that are speeding will do it anyway whatever the speed limit and there are no police to look after it anyway. If this is an attempt to screw the motorist out of yet more money then as always one can see it as part of the OCC Liberal agenda.</p> <p>50mph - <b>Support</b> The limit there should have been 60 anyway but if we can get the speed limit on a longer stretch that is at least something.</p> <p>Travel change: <b>No</b></p>
(14) Local Resident/Member of public, (Faringdon)	<p>20mph - <b>Object</b> No need, traffic heavy so speeding isn't possible.</p> <p>50mph - <b>Support</b> Road is safe to drive at this speed</p> <p>Travel change: <b>No</b></p>
(15) Local Resident/Member of public, (Faringdon, Lower Greensands)	<p>20mph - <b>Concerns</b> Don't think the proposals go far enough. Unsure why some roads will avoid a reduction in speed. What will benefit? Can't see there being much encouragement to walk/cycle when Coxwell &amp; Park Rd remain at 30 (especially when users breach this limit anyway). To encourage people to walk &amp; cycle more then better maintained footpaths and proper cycle routes (not just paint on the road) should be considered and implemented; especially between Gt Coxwell &amp; the Faringdon schools. Also, how will these limits be enforced, will there be average speed cameras, more traffic monitors, or just a few signs up?</p> <p>50mph - <b>Object</b> Makes no sense to extend a faster road limit before reducing it by so much. Not sure of the reasoning behind going faster for longer before having to go even slower.</p>

	Travel change: No
(16) Local Resident/Member of public, (Faringdon, Coleshill Drive)	<p>20mph – <b>Concerns</b>  Traffic coming off the A420 from Swindon at the Great Coxwell exit onto Coxwell Street rarely respect the 30mph signs, and 20mph will be similarly ignored without enforcement or traffic calming. Entering the town from this direction is the only direction without any traffic calming, which when considering the new housing, presence of school children and bus stops next to bollards which block half of the road, is a greater priority than a speed sign.</p> <p>50mph - <b>Support</b>  Road layout restrict speed</p> <p>Travel change: <b>No</b></p>
(17) Local Resident/Member of public, (Faringdon, Coxwell Road)	<p>20mph - <b>Concerns</b>  I very much support the proposal but would prefer it to extend along the Coxwell Road to include the new housing developments (this is currently proposed as 'buffer zone').  The 30mph is frequently ignored due to the open plan of the road layout (i.e the indirect calming effect of parked cars or road furniture is not present). It's more an acceleration zone from being in the confines of town or a gradual braking zone until cresting the hill. Anecdotaly, I have seen a few near misses as people have turned out from faringdon fields estate into the path of cars travelling in excess of the 30mph speed limit. Thinking pragmatically as enforcement is not realistic, changing this to 20mph I would hope that if adherence was still poor, it might mean that vehicles approaching town are at 30 rather than what appears to be in the region of 40+</p> <p>I cycle into town occasionally and walk twice daily for nursery drop off/pickup. I would prefer to make it as safe as possible ahead of my children using the route for school.</p> <p>50mph - <b>Support</b>  I've had too many near misses as a cyclist as drivers take a chance. Reducing speed limit brings them closer to my speed and hopefully discourage dangerous overtaking</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(18) Local Resident/Member of public, (Farringdon, Park Road)</p>	<p>20mph - <b>Concerns</b>          Supportive of proposal - but very concerned the current retained 30mph buffer on ParkRoad is too long and should be reduced to 100m from junction with A420 to stop before the residential junction with PalmerRd due to the children walking and cycling to schools and town</p> <p>50mph - <b>Support</b>          No comment</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(19) Local Resident/Member of public, (Stanford in the Vale, Joyce's Road)</p>	<p>20mph - <b>Support</b>          I cycle often in the area and lowering the speed limits increases safety for everyone</p> <p>50mph - <b>Concerns</b>          Will drivers slow down in time for the junction if not required to?</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(20) Local Resident/Member of public, (Faringdon, Highworth Road)</p>	<p>20mph - <b>Support</b>          20 is a safe speed for pedestrians in town and makes the town more pedestrian friendly.</p> <p>50mph - <b>No opinion</b>          I don't use this road much and didn't know about the proposal</p> <p>Travel change: <b>No</b></p>
<p>(21) Local Resident/Member of public, (Faringdon, London Street)</p>	<p>20mph - <b>Support</b>          I support the speed limit and welcome its introduction. I wish to make comment on the detail of its implementation regarding signage to ensure the attractive historic town is conserved.</p> <p>When the Town Centre 20mph speed limit was introduced last year signage was installed without a great deal of care</p>

	<p>for the appearance or character of the historic area. For example, signs at the entry to the 20mph area on London Street interrupted views of the historic street toward the Market Place and were placed without attention to immediate buildings (i.e. they are not aligned with divisions of buildings or other features to make them less jarring).</p> <p>One benefit, alongside highway opportunities, of the proposed widening of the speed limit area is that the entry/exit signs will be further removed from the historic town centre to areas with more space for careful positioning. We note the Council's Highway Management Policy on Decluttering requires that the existing speed limit entry/exit signs be removed (and hopefully re-used elsewhere to avoid waste) to minimise street clutter. Many signs were mounted on new poles which we trust will also be removed to avoid needless clutter on the footway where repeater signs can be mounted on longstanding lampposts, telegraph poles, etc.</p> <p>We welcome the proposed change and trust it will be implemented in a manner which allows benefits to be realised for the historic environment, fulfilling the Council's duties to conserve heritage assets.</p> <p>50mph - No opinion</p> <p>Travel change: <b>No</b></p>
(22) Local Resident/Member of public, (Faringdon, Coxwell Street)	<p>20mph - <b>Support</b> Child safety</p> <p>50mph - <b>No opinion</b> Haven't noticed an issue</p> <p>Travel change: <b>No</b></p>
(23) Local Resident/Member of public, (Faringdon, Bromsgrove)	<p>20mph - <b>Support</b> Restricting traffic speed would make the streets safer and reduce pollution</p> <p>50mph - <b>Support</b> It should make the road safer</p> <p>Travel change: <b>No</b></p>

<p>(24) Local Resident/Member of public, (Faringdon, Coxwell Road)</p>	<p>20mph - <b>Support</b> Make roads safer for pedestrians and reduce fuel consumption</p> <p>50mph - <b>Support</b> Make it safer</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(25) As part of a group/organisation, (Faringdon, Coxwell Road)</p>	<p>20mph - <b>Support</b> I believe 20mph throughout the town will make it safer for everyone on our roads, especially pedestrians, mobility scooters/wheelchairs, parents with buggies and cyclists. Risk of fatality is significantly reduced with a 20mph vs 30mph limit</p> <p>50mph - <b>Support</b> Over 50mph on a country road like this is excessive speed and more likely to result in accidents</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(26) Local Resident/Member of public, (Faringdon, Leamington Drive)</p>	<p>20mph - <b>Support</b> A step in the right direction towards creating shared spaces/living streets for ALL users</p> <p>50mph - <b>Support</b> 60mph is dangerous along that stretch of road.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(27) Local Resident/Member of public, (Faringdon, Leamington Drive)</p>	<p>20mph - <b>Support</b> Faringdon town centre has narrow streets and pavements and a lot of parked cars. There are many schoolchildren crossing roads in the centre to get to school and elderly people who need time to cross safely. A 20 mph limit would make a huge difference. As a regular cyclist I would also feel safer if the traffic passed me at a slower speed.</p>



	<p>50mph - <b>Support</b> It is a favourite route for cyclists and being passed at 50mph is a lot less scary than 60. There are a lot of bends and farm entrances along the road.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(28) Local Cllr, (Faringdon, London Street)	<p>20mph - <b>Support</b> Faringdon is a small market town which is perfectly sized for walking or cycling as the main modes of transport, but the transport system is totally car dominated. A 20 mph speed limit will start to address this and improve safety in local streets which are not suitable for 30mph driving.</p> <p>50mph - <b>Support</b> People just ignore speed limits oif they start too soon.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(29) Local Resident/Member of public, (Faringdon, London Street)	<p>20mph - <b>Support</b> We have to encourage non car modes of transport, slowing motorised vehicles will do this.</p> <p>50mph - <b>Support</b> Seems sensible</p> <p>Travel change: <b>Yes - cycle more</b></p>
(30) Local Resident/Member of public, (Faringdon, Westland Road)	<p>20mph - <b>Support</b> I've already seen the benefits of 20mph limit in the Market Place and believe town and residents will benefit enormously with the limit being extended to the wider residential areas.</p> <p>50mph - <b>Support</b> Cars do travel too fast on that particular stretch</p>

	Travel change: <b>Yes - cycle more</b>
(31) Local Resident/Member of public, (Faringdon, Coxwell Road)	<p>20mph - <b>Support</b> Road safety, calmer environment, pedestrian safety, fuel saving by cars, contributing to fighting climate change.</p> <p>50mph - <b>Support</b> Makes sense as part of wider scheme.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(32) Local Resident/Member of public, (Faringdon, Coxwell Road)	<p>20mph - <b>Support</b> A significant proportion of traffic along Faringdon's main arteries within the currently designated 30mph zone significantly exceed that limit endangering the lives of pedestrians and cyclists. Not only is a reduced speed limit required over the full extent proposed but speed reduction measures (carriageway narrowing) are needed along the lines of those introduced several years ago in Shrivenham. These are needed on Coxwell Road near to its junction with Coxwell Gardens, on Lechlade Road near to the entrance into the town, and on London Street uphill of Stanford Road.</p> <p>50mph - <b>Support</b> Again much traffic arrives at the town limits travelling above the speed limit.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(33) Local Resident/Member of public, (Faringdon, London Street)	<p>20mph - <b>Support</b> As a London Street resident I am concerned that 30 mph is too fast given the level of pedestrian, cycle and animal use and the many parked cars and delivery vehicles in the street. In particular there are frequent near misses at the Stanford Road / Church Street junction which is heavily used by people of all ages accessing the popular local amenity of Folly Hill. The proposal to start the 20 mph zone the other side of Sudbury House makes perfect sense and reflects the current good practice of prudent residents familiar with the road.</p> <p>50mph - <b>Support</b> Reflect sensible driving practice.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(34) Local Resident/Member of public, (Watchfield,B4019)	<p>20mph - <b>Support</b> I think the move towards slower speeds is better for communities and the environment</p> <p>50mph - <b>Support</b> This road can actually be a little dangerous so would help.</p> <p>Travel change: <b>No</b></p>



Stagecoach West  
Third Floor  
65 London Road  
Gloucester  
GL13HF

January 16<sup>th</sup> 2023

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

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

Dear Sirs,

**Ref: CM/12.6.207 Proposed Faringdon Speed Limits Order Amendments**

**1. Background**

I am writing with regard to the proposed amended Traffic Regulation Order published on 5<sup>th</sup> January 2023 and referenced above.

Stagecoach West operates the main bus service in the western Vale of White Horse, being the S6 between the towns of Swindon and Oxford, serving Shrivenham and Watchfield villages en route to the west, and Kingston Bagpuize and Southmoor to the east. The town lies broadly at the mid-point between these two much larger towns just off the main A420 road, where a bypass was completed in the 1980s. Arising from this strategic location has benefited from consistently improving bus services for many decades.

As well as the main S6 service, this also includes the 67, an hourly link to Wantage, operated under contract to the County Council by Thames Travel. Faringdon Community Transport also runs a scheduled local town service numbered 61, that serves a number of side streets and neighbourhood in the main side roads.

Exceptionally, Stagecoach has developed the S6 service from one that in 2001 operated irregularly, to one that in 2019 provided up to 4 buses per hour at peak times, and regular evening and Sunday services to both Swindon and Oxford.

Patronage growth over the last 12 years, COVID notwithstanding, has been among the strongest anywhere Stagecoach operates. There is also unusually strong evidence that significant mode shift was taking place in the corridor, especially at the eastern and western ends of the route.

S6 has been run largely commercially, without public subsidy, for many years until 2021. Most recently significant funding has been applied by the County Council to restore and further enhance the 2019 service level. 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 (an amended), with a view that those service should become financially self-sustaining in the foreseeable future through passenger fares.

Oxfordshire County Council should therefore already be broadly aware, across all its transport and highways functions, that all the larger settlements in the Western Vale along the A420 are highly dependent on bus to meet mobility needs. Furthermore, any meaningful measures to materially reduce car dependence, congestion and carbon emissions from transport on this important corridor - which has and continues to sustain high rates of population and employment growth - will depend on not only maintaining, but over time maintaining and then further improving the relevance, reliability, efficiency and journey time of the S6 bus service, and indeed others, such as the 67, that the Council has separately sought to improve with exactly that intent.

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 clearly set out in the Local Transport and Connectivity Plan (LTCP5).

Stagecoach has considered the proposals set out in the draft Order. These involve, very simply, reducing the speed limit of virtually all roads within in the town currently under a 30 mph limit to 20mph, irrespective of their function and the immediate context along the lengths concerned. The exception is the southern end of Park Road. This proposal therefore directly affects the operation of the S6 bus services in Faringdon. It also has equally significant potential effects on other bus operators and services.

We also need to make reference to the concurrent consultation published on the same day, regarding Shrivenham, through which the S6 also passes, The combined effects of the current proposals in Faringdon, with those in Shrivenham, are significantly greater. We have yet to see proposals published for Kingston Bagpuize-with-Southmoor or Watchfield. A similar approach pursued there would compound the issues and lead to even greater challenges.

## **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. The cumulative effect of so extensive an approach** with current proposals in Shrivenham, and potentially in Watchfield and Kingston Bagpuize/Southmoor, will be to extend the scheduled running time sufficiently to use up all the currently scheduled layover time on the route, thus threatening the reliable operation of service S6. Resolving this would require the costs of an additional bus in the cycle at an annual fully allocated cost in excess of £200,000 per annum. This would not be recouped in any way through additional fare revenue.

Indeed extended journey times would tend to erode the attractiveness and use of the service. This, then, materially undermines the financial sustainability of the bus service in Faringdon, and indeed along the whole corridor. It also would serve to create higher levels of car use in the town and along the corridor as a whole, directly jeopardising multiple policy objectives, including increasing the levels of safety for pedestrians and cyclists and pedestrians both in the town and wider corridor.

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.

Faringdon is a very long established community that has evolved over centuries, It has a strongly nucleated form, that is accordingly quite compact. Most recently the town has expanded substantially, mainly to the south and to the west, with significant residential developments. All but one of which are accessed off Park Road and Coxwell Road. Park Road has also seen a substantial intensification of commercial development and activity, as well as the replacement of the main primary care facility on a site access off Volunteer Way but very close to park Road. The character of the town, and the built form either side of the main radial through routes, is quite heterogeneous alongside the extensive lengths of the road covered by the current 30 mph limits and proposed for reduction to 20 mph, generally reflecting the way the town has expanded, especially since about 1990. Most of the development since the 1990s has been intentionally designed to stand off the radial roads, and certainly has not involved direct frontage access.

We accept that there are parts of the inner area of the town that are both more densely built up, and where the character of the through roads are such that a lower speed limit of 20mph is justified. We also recognise that Park Road has in effect become the locus of a much higher proportion of commercial activity and public services, of which the Tesco supermarket, and the Medical Centre stand out. A further large-scale out-of-town retail complex is now most recently established at the southern end of Park Road.

The town centre is an attractive and very densely built up built form, well preserving a strongly historic character much of which is pre-Victorian. This area is already covered by a 20 mph limit extending out in all directions at least 100m from Market Place, and further as far as Lechlade Road on the western side. This is a strongly mixed use area with significant commercial activity, albeit the retail and service role of the town centre is less intense than it was. It evolved well before the invention of motorised traffic, and accordingly streets reflect the historic evolution in the context of pedestrians and much smaller numbers of vehicles travelling at walking speeds. There is significant additional pedestrian permeability intersecting vehicular streets that creates a complex pattern of desire lines.

In line with our previous responses in similar consultations, extending the 20mph limit outside the core area night across the entire town presents no in-principle concerns to Stagecoach away from the major streets used as bus routes. Additionally, we recognise that there will be circumstances where the positive safety and environmental benefits of reducing the speed limit to 20mph on bus routes is also justifiable.

Stagecoach has no great concern about residential side roads being subject to a 20 mph limit. Especially in the most recent developments, it is quite hard to exceed such a speed in any case and the limit can evidently be expected to be self-enforcing.

However, the character of the main bus routes In Faringdon, Park Road and Coxwell Road, is generally very different to the historic centre. We note and welcome that the Council is proposing to maintain the limit at 30 mph over about 490m on the southernmost part of Park Road, and over about 280m at the western end of Coxwell Road to act as “buffer zones”. In fact these stretches were until recently, in effect in almost open countryside and the adjacent land has only become urbanised within the last 6 years. As such residential development stands a considerable distance offset, with pedestrian and cycle routes provided in parallel within the developments, as well as new footway along the main road.

However the Order proposes to reduce the speed limit along the entire remaining length of Coxwell Road from the point the historic 30 mph limit applied west of the town near Wearn Road, into the town centre (1100m); and similarly on Park Road (about 850m). When the inclusion of Lechlade Road used on the route around the town centre top and from the mini-roundabout at the Fire Station, this involves an additional 2.1 km of 20 mph limit in each direction through the town.

We **disagree** that the character and use of both roads, and Coxwell Road in particular, justifies this extensiveness of restrictions, or that it would be sufficiently self-enforcing to achieve its intended effects.

We **agree** that the easternmost portion of Coxwell Road, which has extensive frontage development on the back of footways, and quite intense use of the carriageway for car parking, has a character that makes a 20mph limit justifiable. In fact, it is practically quite hard to drive faster than this except late at light. The stretch in question broadly represents that within the Victorian extent of the town, over about 240m from Coxwell Gardens to the Fire Station roundabout. West of this point development is much lower density, albeit with frontage access and multiple driveway crossovers. There is also a significant demand for pedestrians to cross Coxwell Road from residential areas to the north to the Secondary School and Leisure centre to the south, albeit focused very heavily at the junction of Fernham Road. This could be made much safer with investments in an additional controlled pedestrian/cycle crossing west of the Fernham Road junction: one already exists between Highworth Road and Fernham Road. For many pedestrian and cycle journeys towards the town centre, from origins both north and south of Coxwell Road, more direct and quieter parallel routes exists on side streets which are proposed will also be under 20 mph limits.

While it might be debated whether a 20 mph limit would be justified and effective on the stretch between Fernham Road and Coxwell Gardens, further west than this, the justification seems very scant indeed. There is minimal frontage development and most properties back gardens back onto the road, or properties are serviced from parallel service roads or culs de sac. Direct off-street pedestrian and cycle links should by now have been completed from the most recent developments on Coxwell Road and Fernham Road,

On Park Road, there is certainly a greater intensity of conflict between traffic, manoeuvring vehicles and active travel than there is at any point on Coxwell Road. However, this conflict is limited to the northern end of the road. There are several signalised pedestrian crossings. To the east, most business/commercial premises take access from side streets, not the road itself. It is very far from being a "High Street" or even local shopping parade environment.

Not only that, but parallel to and east of Park Road is a dedicated parallel cycling track, running alongside a major footway, that links the southern end of Southampton Street with Volunteer Way. From most of Faringdon east of Park Road this is a more direct and attractive route to destinations on the southern flank of town. From much of the west of the town, again it would make more sense to walk or cycle to work or facilities in the area using side streets and the signalised crossings on Park Road. Indeed, while this is not very obvious on the consultation plan, off-carriageway pedestrian and cycle permeability across Faringdon is very high. This no doubt greatly reduces the relevance and use of either Coxwell Road or Park Road by pedestrians and cyclists.

The context therefore in no way justifies the imposition of a 20mph limit as far as is proposed along Park Road. If there is justification at all, on the grounds of "planned mixing" of large numbers of more vulnerable users along the alignment of the road, this would be most applicable between the Fire Station and the Old Sawmill Road, where a major pedestrian and cycle path crosses the road at a pelican crossing. Whether the width and character of this stretch, with protected right turn lanes and little visual friction, would make a 20 mph credibly self enforcing is in our mind dubious. Thus while more justifiable, its effectiveness would remain a matter of some debate.

We would therefore urge the Council to revisit the proposals on Park Road from first principles. As a minimum, we would expect the 30 mph limit to remain in place as far as Old Sawmill Road being a length of about 750m from the southern end of the existing 30mph restriction.

**Stagecoach therefore considers a 20mph limit is appropriate in most of the town** including the side streets and limited extension of the zone from the historic core to the west.

**On the route through the town used by the S6 strategic inter-urban bus service**, we consider a westwards extension of the existing 20mph zone along Marlborough Street and Coxwell Road for about 250m to a point just west of Coxwell Gardens is certainly justifiable. **However, we urge that the existing 30mph limit is retained along the remaining lengths of Coxwell Road, probably beyond the Highworth Road junction and certainly beyond Fernham Road. We would likewise consider that the furthest extent of a 20 mph limit on Park Road should be south of the signalised pedestrian crossing at old Sawmill Road.**

We consider that this reflects an appropriate interpretation of the logic of the Stockholm Declaration and a properly considered and duly balanced application to the context of the town.

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 5<sup>th</sup> 2022.

Finally with regard to **the potential cumulative impacts**, to be specific, if the approach taken to application of 20mph proposed here is carried forward, and equally extensively pursued in Shrivenham, Watchfield, and Kingston Bagpuize with Southmoor, we can advise that the Company certainly would serve notice on the Council and to the Office of the Traffic Commissioner to **re-route service S6, withdrawing the service entirely from High Street Watchfield, and the loop around Faringdon Town Centre**, as this would be operationally infeasible in its current form. Such an approach would mean that there would clearly not be enough time to run the timetable within currently allocated resource.

We are submitting a separate response on the current proposals for Shrivenham.

### 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 and balanced consideration of the specific characteristics of this village, and the experience of decades of bus operation through the village. We respectfully urge the Council to reconsider its proposals on the basis of the evidence we have presented.

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

Head of Strategic Development and the Built Environment



*Divisions affected: Wheatley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 27 APRIL 2023**

### **FOREST HILL WITH SHOTOVER: OLD ROAD SHOTOVER – PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

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 a 20mph speed limit in the Shotover area of the Forest Hill with Shotover Parish as shown in **Annex 1**, which had been omitted from an earlier consultation for the parish.

#### **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 the Shotover area of Forest Hill Parish by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 05 January 2023 and 03 February. 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, South Oxfordshire District Council, the local District Cllrs, Forest Hill with Shotover parish council, and the local County Councillor representing the Wheatley division.

### **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company had no objections.

### **Other Responses:**

8. The sole other response was an online objection received from a member of the public from Witney, who railed against the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The responses are shown in **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

### **Officer response to objections/concerns**

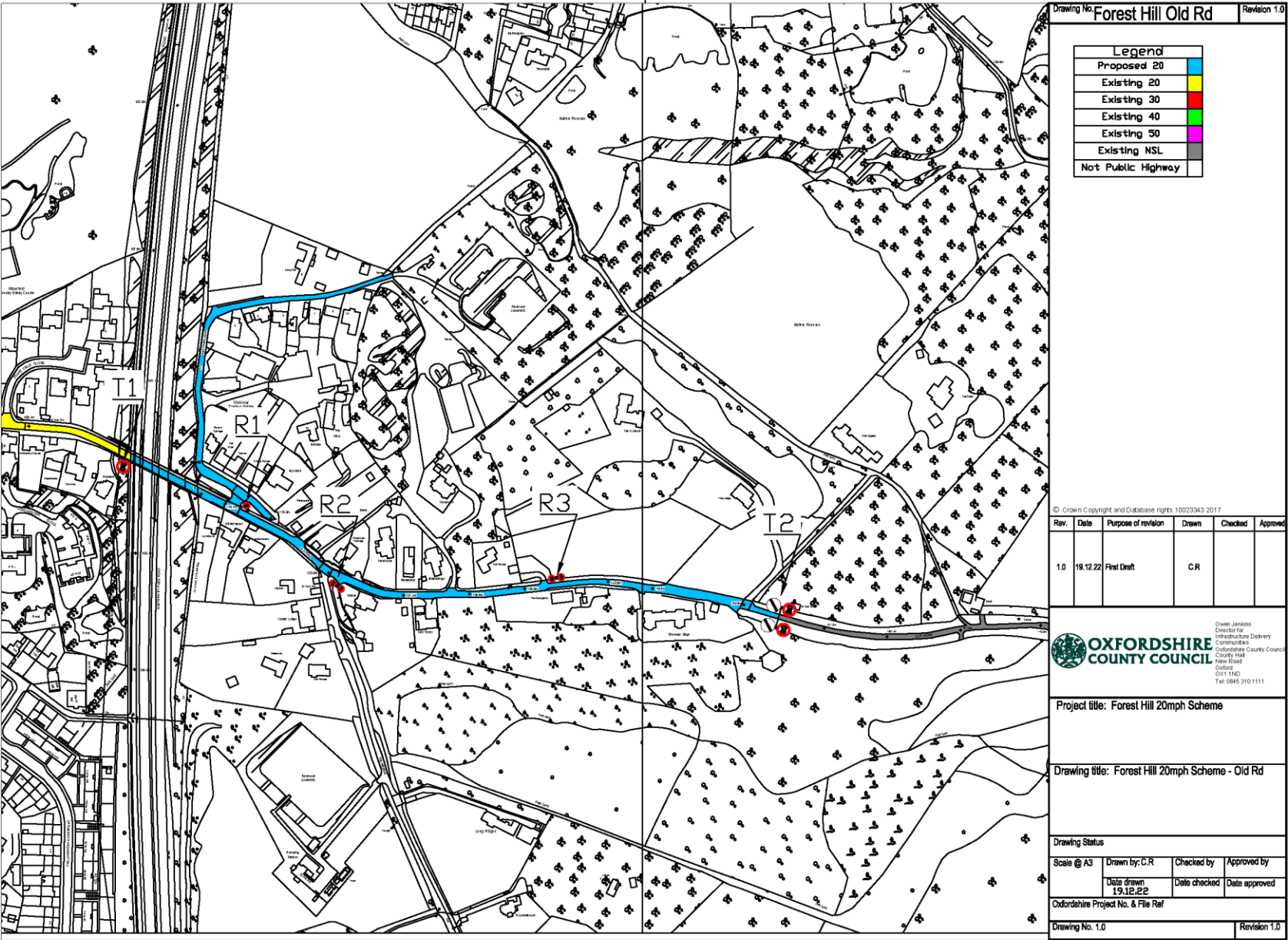
10. The main purpose of the scheme is to improve road safety and encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The sole objection was unfocussed, raised no fresh pertinent points, and in essence challenged much of the philosophy behind the democratically agreed policy to promote 20mph speed limits in communities, as such it merits no further consideration.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation responses

Contact Officers:	Phil Whitfield 07912 523497
	Geoff Barrell 07392 318869

April 2023



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

	<ul style="list-style-type: none"> <li>road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>No objection</b> – In line with our general practice, I am again happy to confirm that Stagecoach has no comments or observations to make and offers no objection to these proposals.</p>
(3) Local Resident/Member of public, (Witney, Oxford Hill)	<p><b>Object</b> – It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road through the Villages, Cities or Towns for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion like Witneys because the Councillors cannot kick the habit, they appear to bitterly hate anybody that has to do an essential journey in a car. There are other ethical and more sensible approaches to cycle and walk more. For example, increasing public path space to signal where a pedestrian and cyclist can have their own lane including encouragement notices on local notice boards.</p> <p>I visit the Village of Forest Hill sometimes to have a walk and drive through within the current speed limits when safe to do so to get away from the distress of the dystopian 20 mph signs from a nearby Town that are as comparable as Russian Z symbols you see in a Russian street every 100 yards where it made a walk locally at home an utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. A political decision that has no public support and resistance (civilly making the points why they should be changed back are taking place as I write this). I don't take it lightly to compare the Russian Z symbol to a 20mph sign</p>

but if the reader googles a Russian City or Town and what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily shown every 100 yards or less. It is regretful but the honest truth especially as these 20mph signs are within even dead-end streets that have no through roads as well making it even more frustrating.

Devastating to see Forest Hill that despite seeing zero road incidents within the Village have such a change needlessly taking place that the Police cannot cope with enforcing especially when local Politicians pushing for these changes will undoubtedly carry on going past 20mph as will emergency service personnel when not on emergency calls highlighting a hidden hypocrisy that will take place when the consultation ignores public opinion. If its ok for them it is ok for the rest of us and I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such depressing road signs and money wasted taking away our future generations common sense. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within minuet management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents seeing how needless this was, how robbed their community is of having common sense as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will sadly ignore this objection to the proposal but some I hope will take back these genuine points to senior bosses of whom are trying to fight against this nonsensical anti-car movement. [www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre](http://www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre)

Forest Hill when visiting has great access for cycling and walking safely so does not make sense and urge all residents to write to MPs, maintain pressure on Councillors and the County Council that for as long as those in charge have one rule for themselves it is ok for the rest of us to decide to drive near to 30mph with competent common sense just as seen over the decades when even our Grandparents drove safely. No card can be played to ignore this as hope to explain further.

Let's not forget either that this is the same County Council of whose senior official said to the Sunday Times, "Traffic Filters in Oxford is going to happen definitely" implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes. This Council and their staff should ask this, is it worth continuing this ruinous scheme that will create further political distrust toward local authorities. Is it worth creating distress to residents living there to see these signs every 100 yards as comparable as propaganda? Future generations will be unfortunately robbed of sensible common sense and will see this for what it is. The Highway Code officials do not see a need to amend speed limits so cannot understand this political movement against the motorist. Why have we got a Council that has been voted in attack the Motorist?

	<p>Is this healthy for a car and the pedestrian to remain at 20mph? No because it does not matter if you're driving 20mph or 30mph the emissions remain the same, the air does not get any cleaner in fact because you are slowing down traffic you are simply making the air worse. At 30mph emission fumes retreat a lot quickly especially on a straight road where somebody does not need to drive slower especially when there is no obstacle to hit. Even Councillors know that despite pushing for this 20mph crusade (apparently prioritising signage instead of road surfacing improvements from what I been advised within the industry).</p> <p>I do not oppose 20mph signs by a School, Town Square or Retirement Community within the road, but I am deeply against a blanket speed restriction across a Town, City or Village when the public opinion is ignored for political purposes. This creates mistrust in local politics where even sensible people will be asking like they did in other national scandals "Why should the public listening to their Council or on the News do things when people working within their Council are not prepared to listen to their communities?"</p>
--	---



*Divisions affected: Shrivenham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 27 APRIL 2023**

### **SHRIVENHAM: PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

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 in Shrivenham as advertised, but with the subsequent relaxation outlined in paragraph 15.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Shrivenham as shown in **Annexes 1 to 5**.
3. This report was originally presented to the Cabinet Member for Highway Management on 23rd February 2023 however due to ongoing concerns from the County Councils bus partners the proposal was deferred to enable further discussion to address bus operator concerns. Following a comprehensive review of the proposals between the Council and the bus operators an amended plan was agreed. As the revisions involve a relaxation of the original advertised proposals there is no need to revert to formal consultation.

#### **Financial Implications**

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

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

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

## **Formal consultation**

7. Formal consultation was carried out between 05 January and 03 February 2023. 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, Vale of White Horse District Council, the local District Cllrs, Shrivenham, and Watchfield parish councils, and the local County Councillor representing the Shrivenham division.

### **Statutory Consultee Responses:**

8. Three statutory consultee responses were received. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. They highlighted the number of roads which are not designated as 'public' Highway, and as such queried the level of signing that would be included for vehicles exiting these roads into the new limit. Stagecoach Bus Company object to the proposals and submitted extensive and detailed comments regarding the locations where the proposals were likely to jeopardise their service viability.
9. Stagecoach consider a 20mph limit appropriate in most areas including the village core and in side streets. They consider a northwards extension of the existing 20mph zone on High Street along Faringdon Road to just beyond the existing chicane is justifiable but urge that the existing 30mph limit is retained along the remainder of Townsend Road to the Highworth Road junction. If the approach taken to applying 20mph limits in Shrivenham is equally extensively pursued in Faringdon, Watchfield, and Kingston Bagpuize, Stagecoach advise they would serve notice to re-route, withdrawing the service entirely from High Street in Watchfield and the loop around Faringdon Town Centre.
10. The OCC Public Transport Development Team's viewpoint aligns closely with that of Stagecoach. The parish council support the proposals.

### **Other Responses:**

11. Two members of the public submitted expressions of support and a routine objection was submitted by a member of the public from Witney who railed against the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed across Russia.
12. The responses are shown in **Annex 6**, and copies of the original submissions are available for inspection by County Councillors.

## **Officer response to objections/concerns**

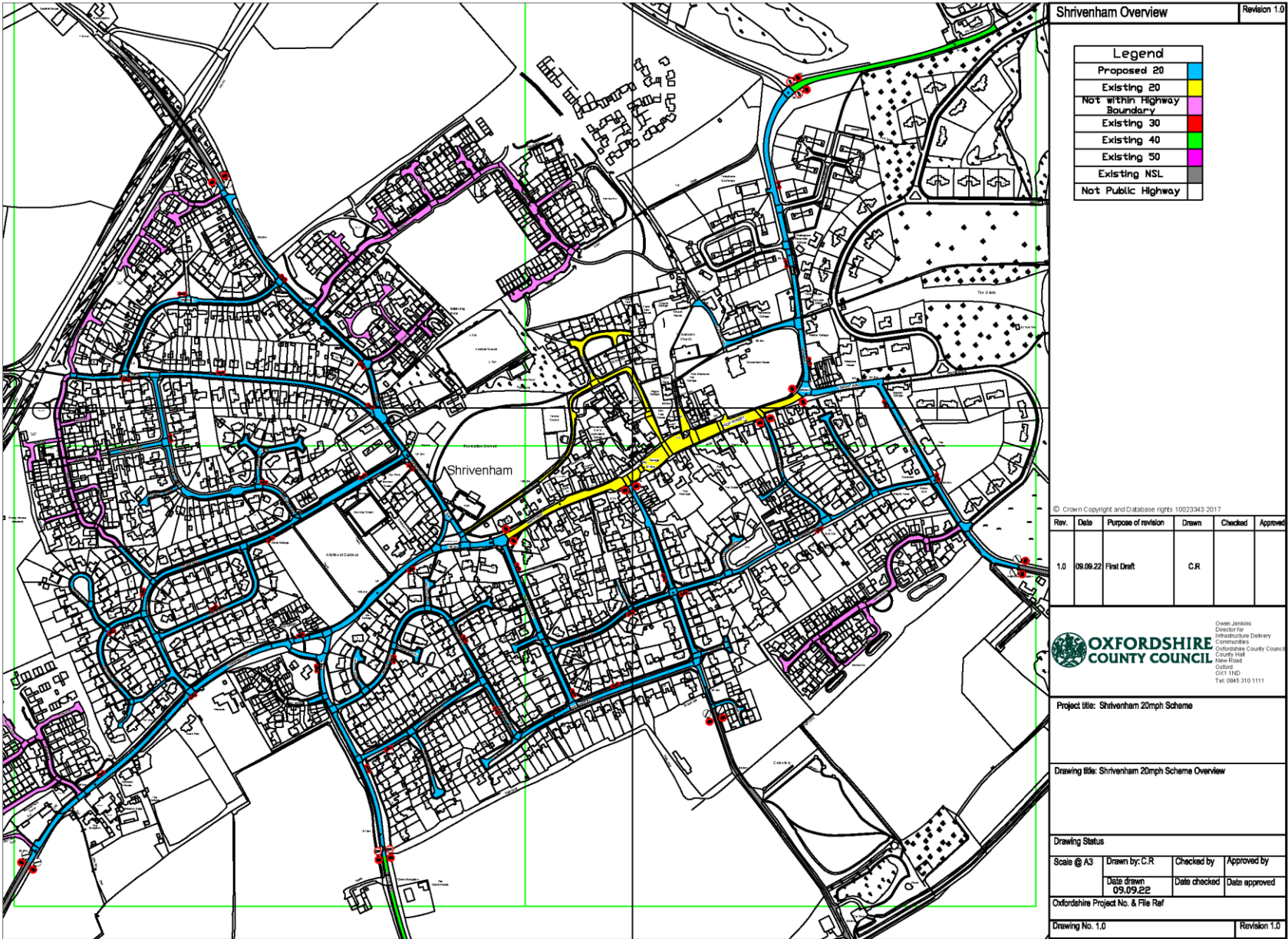
13. The main purpose of the scheme is to improve road safety and encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
14. The unfocussed objection raises no fresh pertinent points, and in essence challenges much of the philosophy behind the democratically agreed policy to promote 20mph speed limits in communities; as such it merits no further consideration.
15. The nature of the Stagecoach objection suggested it should be considered carefully. The parish council supported the original proposals and County Council policy is to place 20mph limits if the community as a whole seek them; however, in the face of a real threat to bus service provision, officers engaged in subsequent detailed discussions with operators. A compromise was reached by proposing to start the 20mph limit on Townsend Road just west of the Colton Road junction with the existing 30mph limit up to that point acting as a 300m buffer. Officers are confident all operator concerns have been addressed. Great care has been taken to ensure that all these latest proposed changes only extend to what is deemed essential to maintain viable bus services.

Bill Cotton  
Corporate Director, Environment and Place

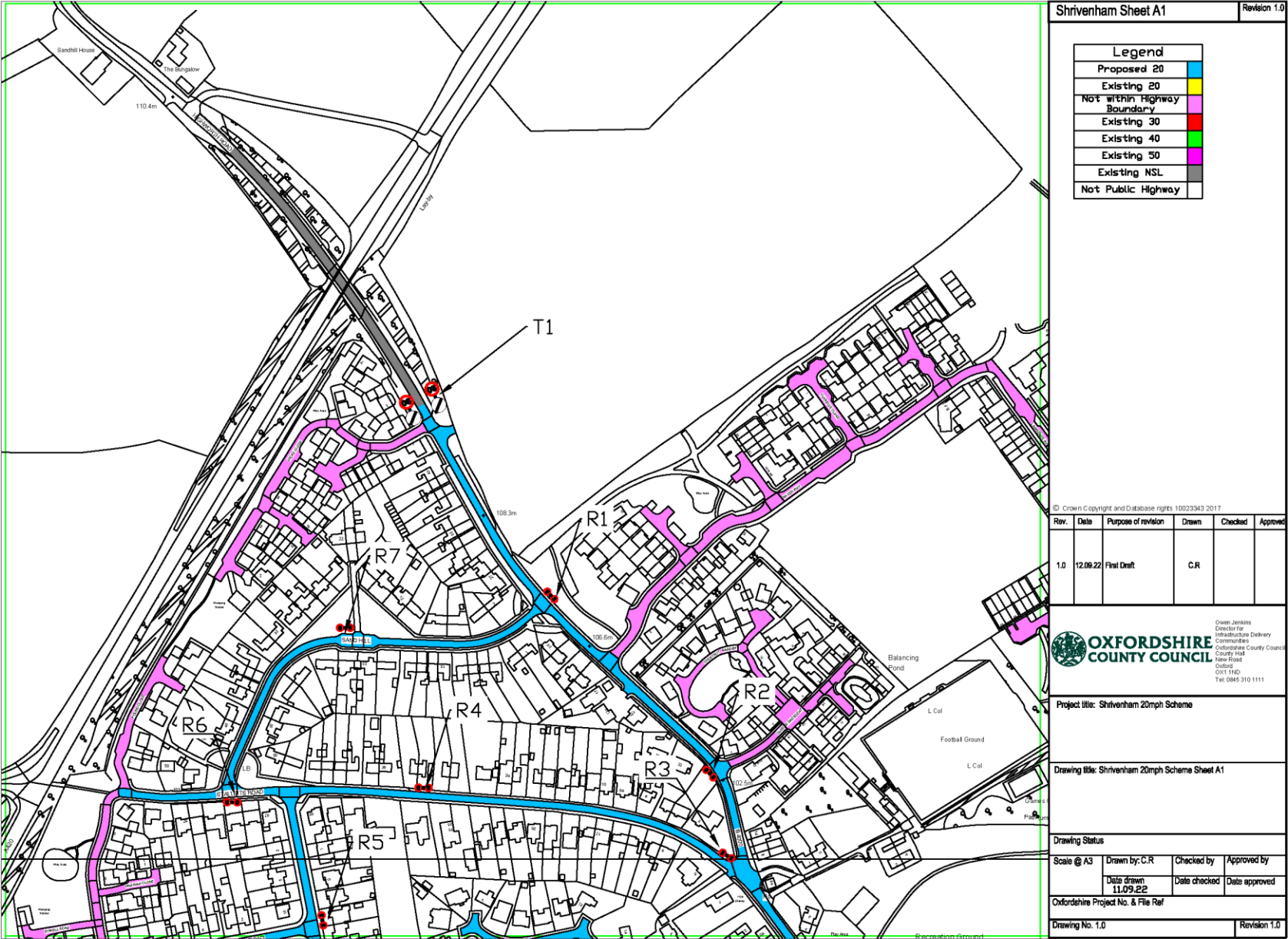
Annexes	Annex 1-5: Consultation Plans
	Annex 6: Consultation responses
	Annex 7: Stagecoach Bus Company full response

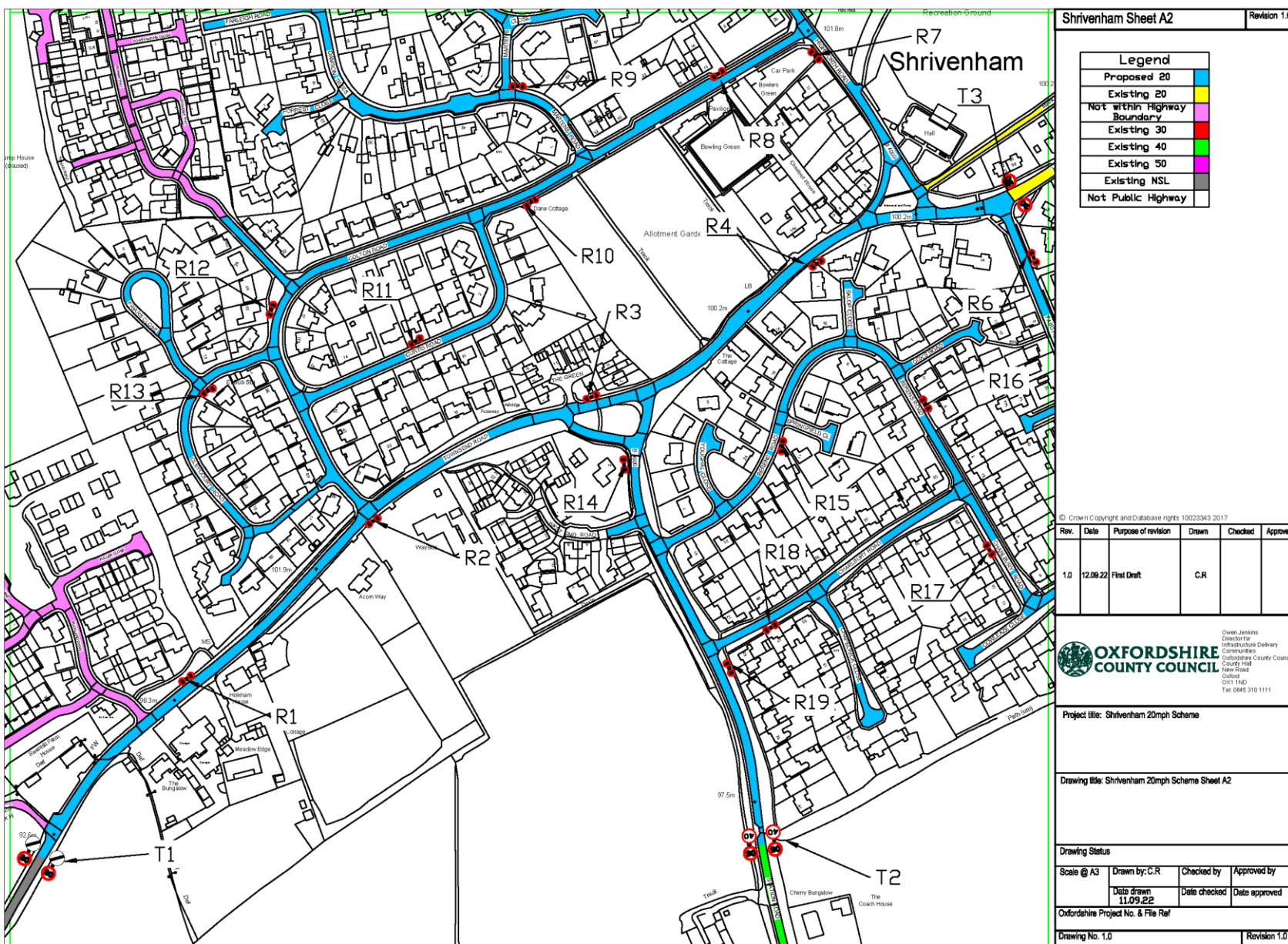
Contact Officers:	Phil Whitfield 07912 523497
	Geoff Barrell 07392 318869

April 2023

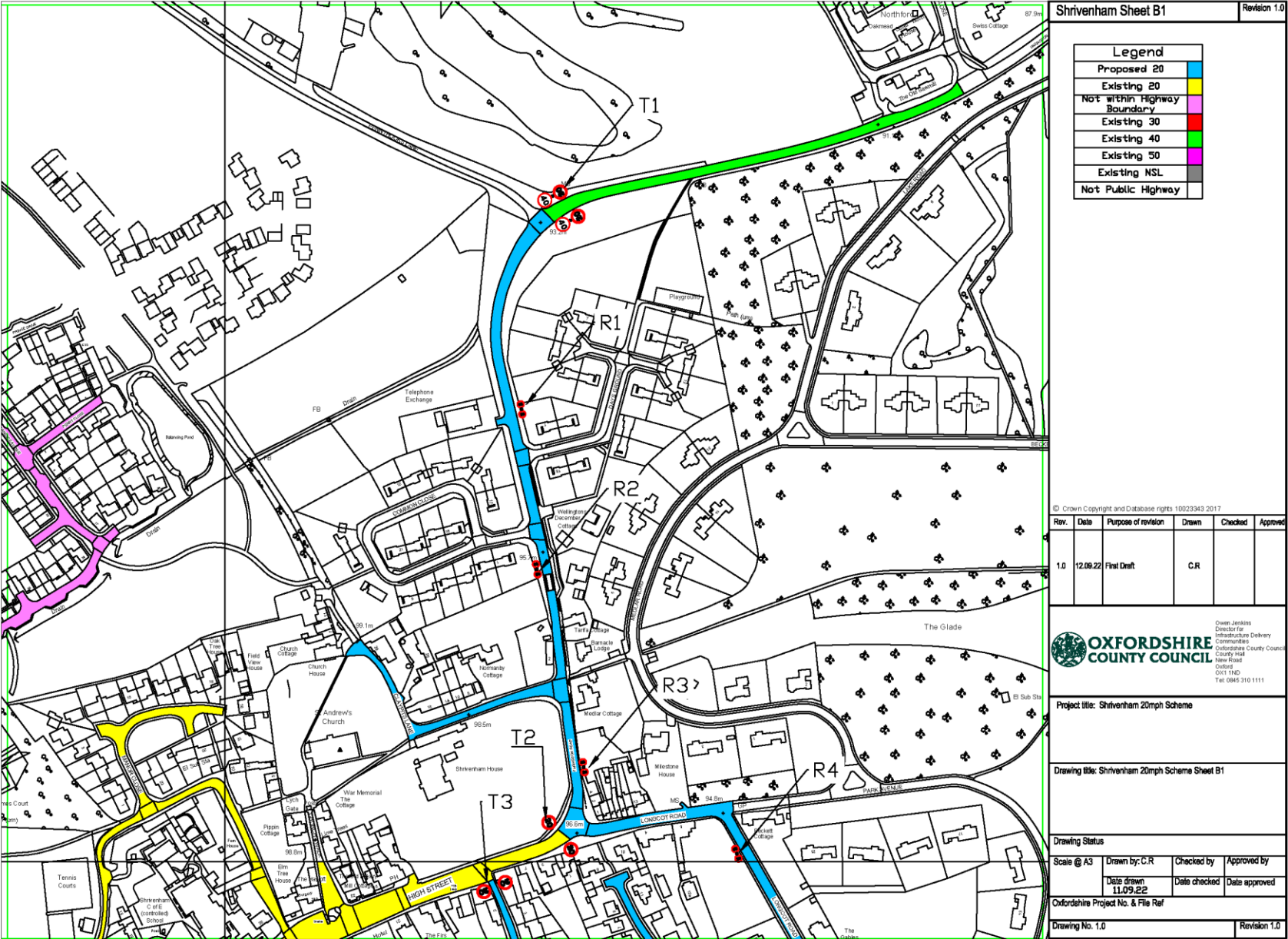


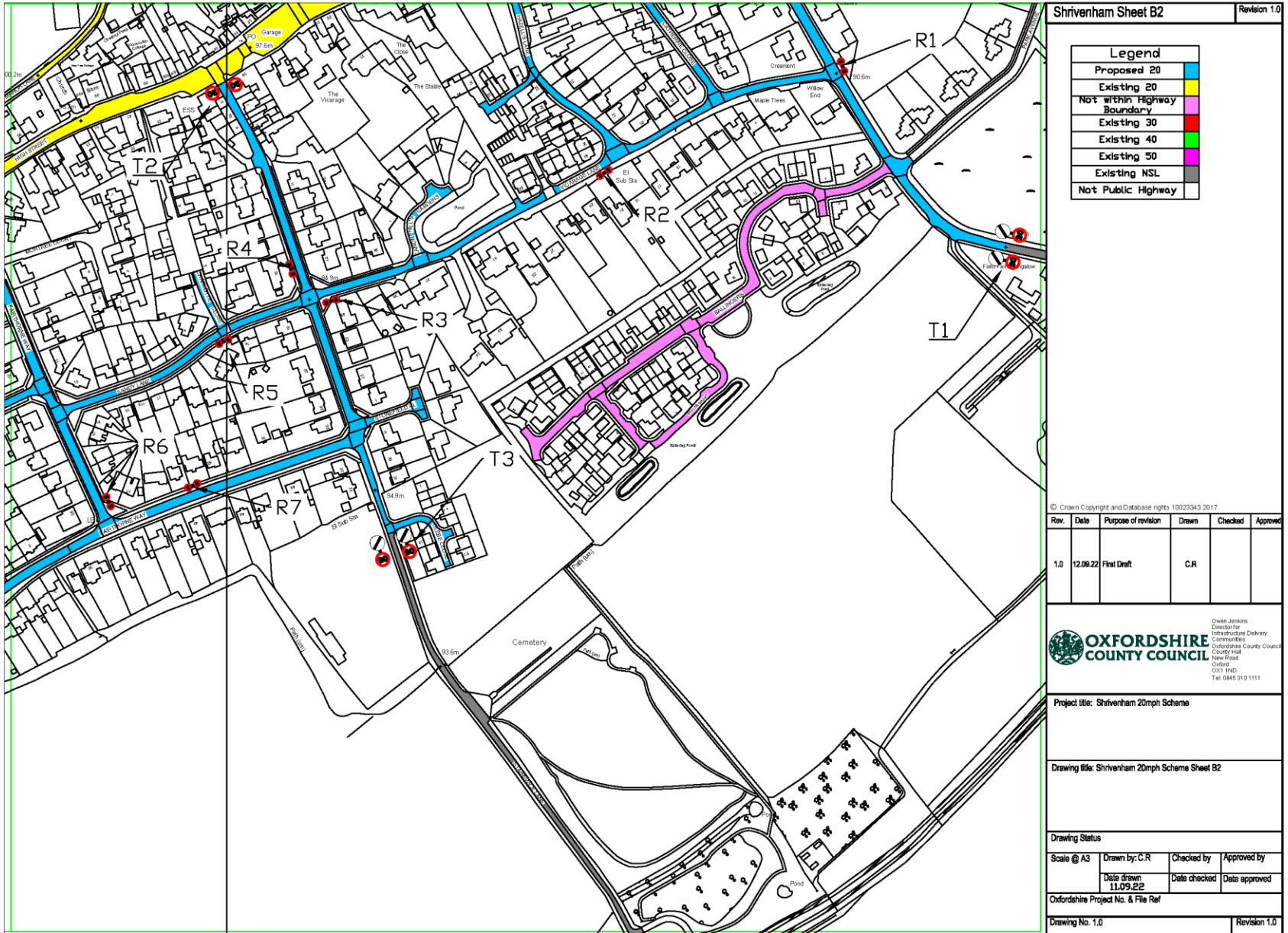














RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be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

	<ul style="list-style-type: none"> <li>existing traffic speeds</li> <li>road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>I also note a number of roads are not Highway . What level of signing will be included for vehicles exiting these roads into the new limit ?</p>
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>Object</b> - While we accept that there is a case for some extension of 20mph limits beyond the village centre we once again must highlight the effects of this on bus running time, especially when looked at cumulatively. We continue therefore to urge the Council to pursue a more rigorous evidence-based approach in applying this policy.</p> <p>[See full response in <b>Annex 7</b>]</p>
(3) Watchfield Parish Council	<p><b>Support</b> – Watchfield PC fully supports this proposal</p>
(4) Local Resident/Member of public, (Witney, Oxford Hill)	<p><b>Object</b> – It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road through the village for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion because the Councillors cannot kick the habit, they bitterly hate anybody that has to do an essential journey in a car.</p> <p>I visit the Town and drive through within the current speed limits when safe to do so to get away from the dystopian 20 mph signs from a nearby town that look like Russian Z symbols you see in a Russian street every 100 yards where it</p>

made a walk locally at home an utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. I don't take it lightly to compare the Russian Z symbol to a 20mph sign but if the reader googles a Russian city or town what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily. It is regretful but the honest truth.

Devastating to see Shrivenham that despite seeing zero road incidents within the Town have such a change needlessly taking place that the Police cannot cope with enforcing especially when local Politicians pushing for these changes will undoubtedly carry on going past 20mph as will emergency service personnel when not on emergency calls highlighting a hidden hypocrisy that will take place when the consultation ignores public opinion. If its ok for them it is ok for the rest of us and I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such depressing road signs and money wasted taking away our future generations common sense. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within minuit management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents seeing how needless this was, how robbed their community is of having common sense as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will laugh and some will take back these genuine points. [www.transportextra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre](http://www.transportextra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre)

Shrivenham when visiting has great access for cycling and walking safely so does not make sense and urge all residents to write to MPs, maintain pressure on Councillors and the County Council that for as long as those in charge have one rule for themselves it is ok for the rest of us to decide to drive near to 30mph with competent common sense.

Lets not forget either that this is the same County Council of whose senior official said to the Sunday Times, ""Traffic Filters in Oxford is going to happen definitely"" implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes. This Council and their staff should ask this, is it worth continueing this ruinous scheme that will create further political distrust toward local authorities. Is it worth creating distress to residents living there to see these signs every 100 yards as comparable as propaganda. Future generations will be unfortunately robbed of sensible common sense and will see this for what it is. The Highway Code officials do not see a need to amend speed limits so cannot understand this political movement against the motorist.

	I do not oppose 20mph signs by a school, town square or retirement community but I am deeply against a blanket speed restriction across a Town or Village when the public opinion is ignored for political propaganda purposes.
(5) Local Resident/Member of public, (Shrivenham, Station Road)	<b>Support</b> – Lower speeds lower the risks of serious accidental injury, save on fuel, and reduce environmental pollution in residential areas.
(6) Local Resident/Member of public, (Shrivenham, Highworth Road)	<b>Support</b> – Vehicles travelling into Shrivenham (certainly on the B4000 Highworth Road) go from the national speed limit straight to 30mph. Drivers, in the main, do not even attempt to brake for the 30mph limit and are regularly doing in excess of 30mph well past the speed indication sign some 200m further down the road. Drivers exiting Shrivenham on this road seem to think they must be doing 60mph by the time they reach the national speed limit sign. I am an active member of the CSW team and we always record many speed offenders on this stretch of road. A new school is being built, new access to the housing development that is currently being built, and unless some form of traffic calming measures and a reduction of the speed limit were to take place, this is just a serious accident waiting to happen.



Stagecoach West  
Third Floor  
65 London Road  
Gloucester  
GL13HF

January 16<sup>th</sup> 2023

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

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

Dear Sirs,

**Ref: CM/12.6.345 Proposed Shrivenham Speed Limits Order Amendments**

**1. Background**

I am writing with regard to the proposed amended Traffic Regulation Order published on 5<sup>th</sup> January 2023 and referenced above.

Stagecoach West operates the main bus service in the western Vale of White Horse, being the S6 between the towns of Swindon and Faringdon, and continuing through to Oxford, serving Shrivenham and Watchfield villages en route. The village lies between these two much larger towns just off the main A420 road, Shrivenham has benefited from bus services as a result for many decades. Exceptionally Stagecoach has developed this service from one that in 2001 operated irregularly, to one that in 2019 provided up to 4 buses per hour at peak times, and regular evening and Sunday services to Faringdon, Swindon and Oxford.

Patronage growth over the last 12 years, COVID notwithstanding, has been among the strongest anywhere Stagecoach operates. There is also unusually strong evidence that significant mode shift was taking place in the corridor, especially at the eastern and western ends of the route.

S6 has been run largely commercially, without public subsidy, for many years until 2021. Most recently significant funding has been applied by the County Council to restore and further enhance the 2019 service level. 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 (an amended), with a view that those service should become financially self-sustaining in the foreseeable future through passenger fares.

Oxfordshire County Council should therefore already be broadly aware, across all its transport and highways functions, that all the larger settlements in the Western Vale along the A420 are highly dependent on bus to meet mobility needs. Furthermore, any meaningful measures to materially reduce car dependence, congestion and carbon emissions from transport on this important corridor - which has and continues to sustain high rates of population and employment growth - will depend on not only maintaining, but over time maintaining and then further improving

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)

the relevance, reliability, efficiency and journey time of the S6 bus service. 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 clearly set out in the Local Transport and Connectivity Plan (LTCP5).

Stagecoach has considered the proposals set out in the draft Order. These involve, very simply, reducing the speed limit of all roads within in 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 the S6 bus services in Shrivenham.

We also need to make reference to the concurrent consultation published on the same day, regarding Faringdon, through which the S6 also passes, The combined effects of the current proposals in Faringdon, with those in Shrivenham, are significantly greater. We have yet to see proposals published for Kingston Bagpuize-with-Southmoor. A similar approach pursued there would compound the issues and lead to even greater challenges.

## **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. The cumulative effect of so extensive an approach** with proposals in Faringdon, and potentially in Watchfield and Kingston Bagpuize/Southmoor, will be to extend the scheduled running time sufficiently to use up all the currently scheduled layover time on the route, thus threatening the reliable operation of service S6. Resolving this would require the costs of an additional bus in the cycle at an annual fully allocated cost in excess of £200,000 per annum. This would not be recouped in any way through additional fare revenue.

Indeed extended journey times would tend to erode the attractiveness and use of the service. This, then, materially undermines the financial sustainability of the bus service in Shrivenham and indeed along the whole corridor. It also would serve to create higher levels of car use in the village and along the corridor as a whole, directly jeopardising multiple policy objectives, including increasing the levels of safety for pedestrians and cyclists and pedestrians both in the village and on the route as a whole.

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.

Shriveham is a very long established community that has evolved 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 in the village centre which is already covered by a 20 mph limit between the junction of the High Street with Longcot Road to the east; and Highworth Road to the West. south of the junction between Carterton Road, Manor Road and Station Road. This is a quite busy area with significant commercial activity, as well as movements of pedestrians crossing the High Street from the south of the village to reach facilities such as the primary school and village hall, that lie to the north. We are well aware of recent housing development south of the High Street, and that a new primary school is to be built in due course to provide additional school places to the north. There is significant direct pedestrian permeability that creates desire lines across the High Street in the village centre.

Stagecoach has no great concern about residential side roads being subject to a 20 mph limit. Especially in the most recent developments, it is quite hard to exceed such a speed in any case and the limit can evidently be expected to be self-enforcing.

However, the character of the principal east-west route, formerly the A420 until a bypass was constructed in the late 1980s, is very different.

The Order covers the entire length of Townsend Road from Shrivenham Road to west of the village. There are now extensive residential developments, especially north of Townsend Road, but very few businesses, all specialist, and nothing that could be considered destinations for large numbers of local journeys by active travel modes, such as shops or community facilities. Townsend Road exhibits the most sporadic of development taking direct vehicular access from the road, mainly commercial premises to the south at the far western end. There are a number of private drives including some 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. In fact, most development backs onto the road. There is extremely limited pedestrian permeability or rights of way intersecting the road, and only a small number of side roads. For significant distances, the road is flanked by boundary walls/fences or hedges. To the extent that these boundaries provides a high degree of enclosure and somewhat reduce forward visibility, this effectively helps maintain traffic speeds within the current 30 mph limit, including through “visual friction”. Given these characteristics, how far a 20 mph limit is self-enforcing is a very moot question in itself.

Footways exist on both sides of Townsend Road within the current 30 mph limit. These do not accommodate cycles and are not of dimensions that would accommodate shared use, but are consistent and generally at least 1.5m wide.

However, from the adjoining residential areas, to the north of Townsend Road the logical walking and cycling routes for the vast majority of dwellings would not use Townsend Road at all, but quieter side streets proposed to be reduced to a 20mph limit, including Colton Road. The clear exception is recently completed development off Buckland Drive. Similarly from origins in side streets south of Townsend Road, a clear direct segregated route parallel to Townsend Road exists using Berens Drive and Salop Close, and a pedestrian link to the Highworth Road junction. The built form thus in effect creates clear logical segregation of the great majority of movements by active travel modes from these parts of the village. This environment strongly exhibits the opposite of “planned mixing” between the public using active travel modes and vehicular traffic.

It therefore no way does not justifies the extension of the existing 20mph limit beyond the Highworth Road junction 870m further west to the far western limit of the village. In practice the only practical effect of this proposal would be to erode the operating efficiency of the bus service.

To the west of the current 20mph zone, north of the Longcot Road mini roundabout on Faringdon Road, the character proposed for downgrade is similarly distinctive. The single carriageway chicane traffic calming feature, tends to reduce speeds well below 30mph by its presence, with traffic needing to be ready to stop to give way to oncoming vehicles. Footways are found mainly to the south of this and are discontinuous.

North of the chicane, they progressively cease, first to the west, such that there is no footway either side north of the Days Ground side road junction. Beyond this point, there is no very clear or obvious pedestrian desire line. Pedestrian traffic uses Days Ground and “cuts the corner” to the north on a paved footpath intentionally segregating these movements substantially from Faringdon Road over this stretch, tying into a continuing footway facility on the south side of Faringdon Road heading towards the entrance to the Defence Academy and Watchfield. There is thus no “planned mixing” of active travel and motorised traffic beyond Days Ground junction over this stretch: rather, the opposite.

In future as pedestrian (and, notionally) cycle connectivity will be secured to Pennyhooks Lane as part of consented development under construction north of Shrivenham (P13/V1810/O; P18/V0862/RM), but this is not accompanied by any proposed alteration to the Pennyhooks Lane junction, nor by the provision of additional footways or other active travel facilities in this area. The pedestrian circulation from this major development (515 dwellings, local centre and new primary school) is in fact heavily oriented towards the south and west from within both this site and the additional land to the north, **not** to the east and south east towards Faringdon Road. We had urged prior to determination that a pair of bus stops be provided in the vicinity of Pennyhooks Lane junction, with associated footways around that junction. We are not clear that even these will be provided. Thus apart from occasional recreational walkers it is unclear there will be much regular active travel use from Pennyhooks Lane south along Faringdon Road – such as might be generated is more likely in fact, to route to the east towards Watchfield, where the existing speed limit remains in place.

In and of itself none of the conditions above present clear justification for northern and eastern extension of the existing 20mph limit as far as the Pennyhooks Lane junction. It could much better be argued that the existing 30 mph remains in place as a buffer towards the chicane and the proposed 20ph could be extended to just north of the chicane, which is about 280m further south than the current proposals. This would be both rational and clearly self-enforcing.

**Stagecoach therefore considers a 20mph limit is appropriate in most of the village** include the village core and in side streets.

**On the route through the village used by the S6 strategic inter-urban bus service**, we consider a northwards extension of the existing 20mph zone on High Street for about 250m along Faringdon Road just beyond the existing chicane is justifiable. **However we urge that the existing 30mph limit is retained along the remaining lengths of Townsend Road, as is currently in place, as far as the Highworth Road junction.**

We consider that this reflects an appropriate interpretation of the logic of the Stockholm Declaration and a properly considered and duly balanced 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 5<sup>th</sup> 2022.

Finally with regard to **the potential cumulative impacts**, to be specific, if the approach taken to application of 20mph proposed here is carried forward, and equally extensively pursued in Faringdon, Watchfield, and Kingston Bagpuize



with Southmoor, we can advise that the Company certainly would serve notice on the Council and to the Office of the Traffic Commissioner to **re-route service S6, withdrawing the service entirely from High Street Watchfield, and the loop around Faringdon Town Centre**, as this would be operationally infeasible in its current form. Such an approach would mean that there would clearly not be enough time to run the timetable within currently allocated resource.

We are submitting a separate response on the current proposals for Faringdon.

### **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 and balanced consideration of the specific characteristics of this village, and the experience of decades of bus operation through the village. We respectfully urge the Council to reconsider its proposals on the basis of the evidence we have presented.

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

Head of Strategic Development and the Built Environment

This page is intentionally left blank

*Divisions affected: Hendreds and Harwell*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 27 APRIL 2023**

### **STEVENTON: PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals as advertised.
  - a. Village wide 20mph speed limit, and
  - b. 40mph speed limit on the B4017 High Street.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed & 40mph limits in Steventon as shown in **Annexes 1 to 5**.
3. The current temporary 20mph & 40mph speed limits in place on the B4017 High Street which were brought in due to ongoing structural issues with the bridge are proposed to be incorporated into the wider proposals as a permanent measure.
4. This report was originally presented to the Cabinet Member for Highway Management on 23<sup>rd</sup> February 2023 however due to ongoing concerns from the County Councils bus partners the proposal was deferred to enable further discussion to address bus operator concerns. Following a comprehensive review of the proposals between officers, the Local Member, and bus operators it was agreed that the existing proposals are acceptable.

#### **Financial Implications**

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

#### **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 help encourage walking and cycling within Steventon by making them safer and more attractive.

## **Formal consultation**

8. Formal consultation was carried out between 23 November and 30 December 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, Vale of White Horse District Council, the local District Cllrs, Steventon, and Milton parish councils, and the local County Councillor representing the Hendreds & Harwell, and the Sutton Courtenay & Marcham divisions.

## **Statutory Consultee Responses:**

9. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company do not operate services in Steventon and consider their comments as informative'; they consider 20mph limits to be appropriate in the central area but suggest the proposed extensions into areas with no housing do not meet the terms of the Stockholm Agreement.
10. Oxford Bus Company object to the proposals and support the arguments made by Stagecoach in their response. They support the proposed 20mph limits being applied for residential side streets and also support the proposal to extend the existing 20mph section over the rail crossing in Steventon through the High Street up to the junction with The Green.
11. However, they object to the proposed 20mph limit on Abingdon Road between the junction with Hanney Road and the Northern edge of the village as it is 600m with no active frontages and with a separate pedestrian footway. Many bus users along this route make relatively long journeys and so protecting and improving bus journey time is paramount, to ensure the service remains relevant and allows the high levels of development planned - and in many cases already happening - in South Oxfordshire to take place without leading to a corresponding increase in private motor traffic.
12. They also object to the proposed implementation of a 20mph limit more than 800m in length on Hanney Road which has no active frontages and has a separate pedestrian footway. The service on this route, made feasible by s.106 funding seeks to provide a faster bus link between Wantage and Didcot than was previously possible. There is a significant and growing flow from Wantage and Grove to Didcot for employment reasons, both for jobs at Milton Park and to access rail services to Reading and London, in which the rail operator has made great strides to speed up in recent years. It is therefore important to

protect journey times on this corridor and to implement such an excessive length of 20mph restriction, which does not appear to be justified by the rationale as stated in the Stockholm Declaration. We believe that the current proposals would have an adverse impact on the attractiveness of the service and reduce the possibility of it reaching commercial viability over the medium term, once s106 funds currently supporting the route have been exhausted.

### Other Responses:

13. Sixteen online responses were received during the course of the consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph	2 (12.5%)	2 (12.5%)	12 (75%)	-	16
40mph	3 (19%)	5 (31%)	8 (50%)	-	16

14. 12 respondents expressing support, two with concerns and two objections. Negative comments included 20 limits not being required in the High St and the majority of major roads, congestion and pollution concerns, and the preference for better enforcement of existing limits. Also, that the proposals will not be effective in reducing speeds and will not prompt a change to more sustainable travel. A member of the public living a distance away submitted their standard objection wording that suggested the proposals to be unnecessary and potentially hazardous including the danger from cyclists overtaking cars adhering to the proposed limits.

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

Travel Change	Number
Yes – walk/wheel more	4 (25%)
Yes - cycle more	4 (25%)
No	8 (50%)

16. The responses are shown in **Annex 6**, and copies of the original responses are available for inspection by County Councillors.

### Officer response to objections/concerns

17. The main purpose of the scheme is to improve road safety and 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

County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

18. The objections and concerns from the members of the public are comparable to those expressed and considered in earlier similar schemes and were not seen as warranting a change in those previous proposals given the explicit intention of the County Council's democratically agreed 20 mph limit policy.
19. The nature of both major bus company's objection and concerns suggested they should be considered carefully. The parish council and local member strongly support the proposals and County Council policy is to place 20mph limits if the community as a whole seek them; however, in the face of a real threat to bus service provision, officers and the Local Member engaged in subsequent detailed discussions with operators where it was agreed to proceed with the original proposals.

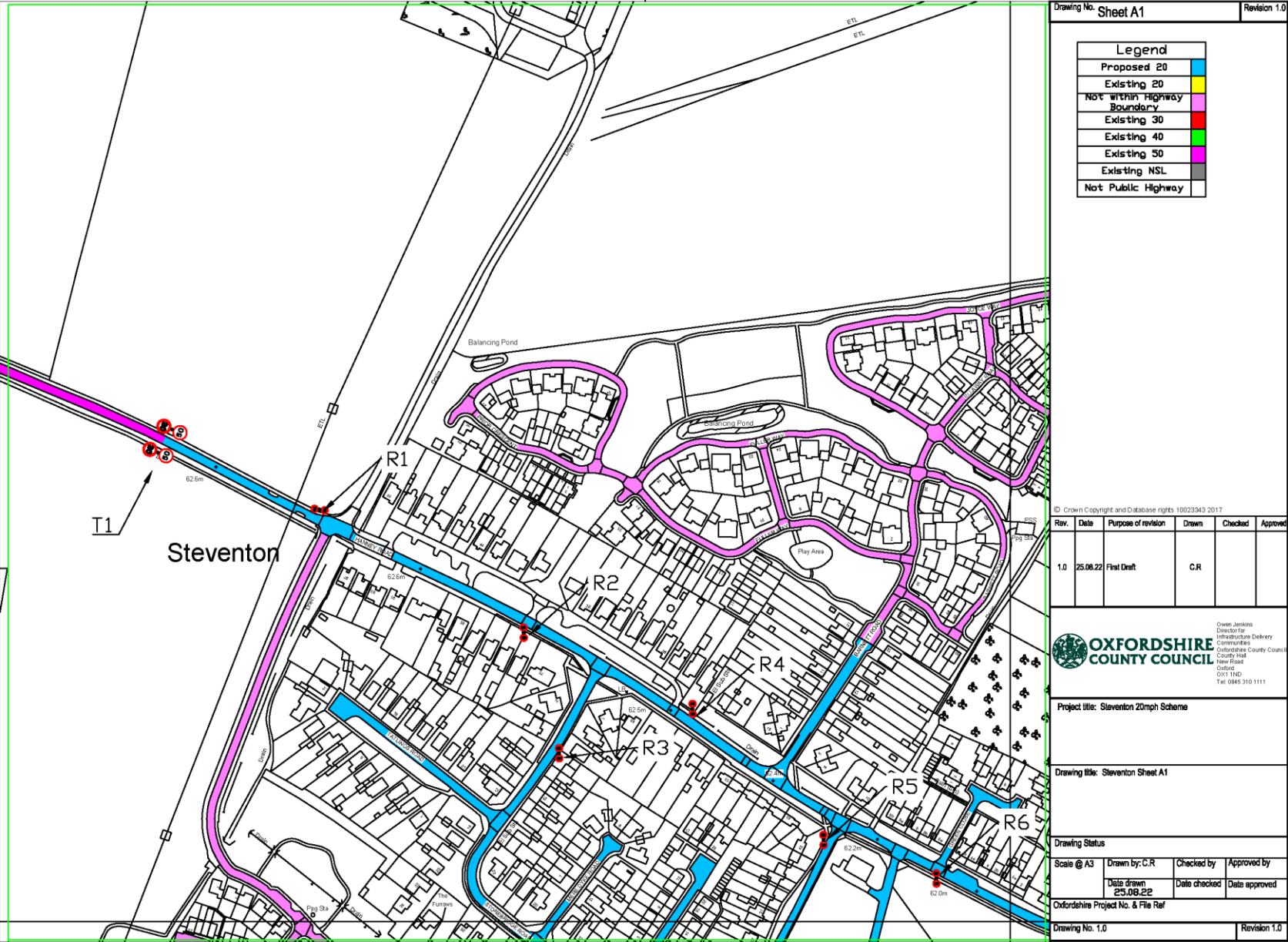
Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1-5: Consultation Plans Annex 6: Consultation responses
---------	--

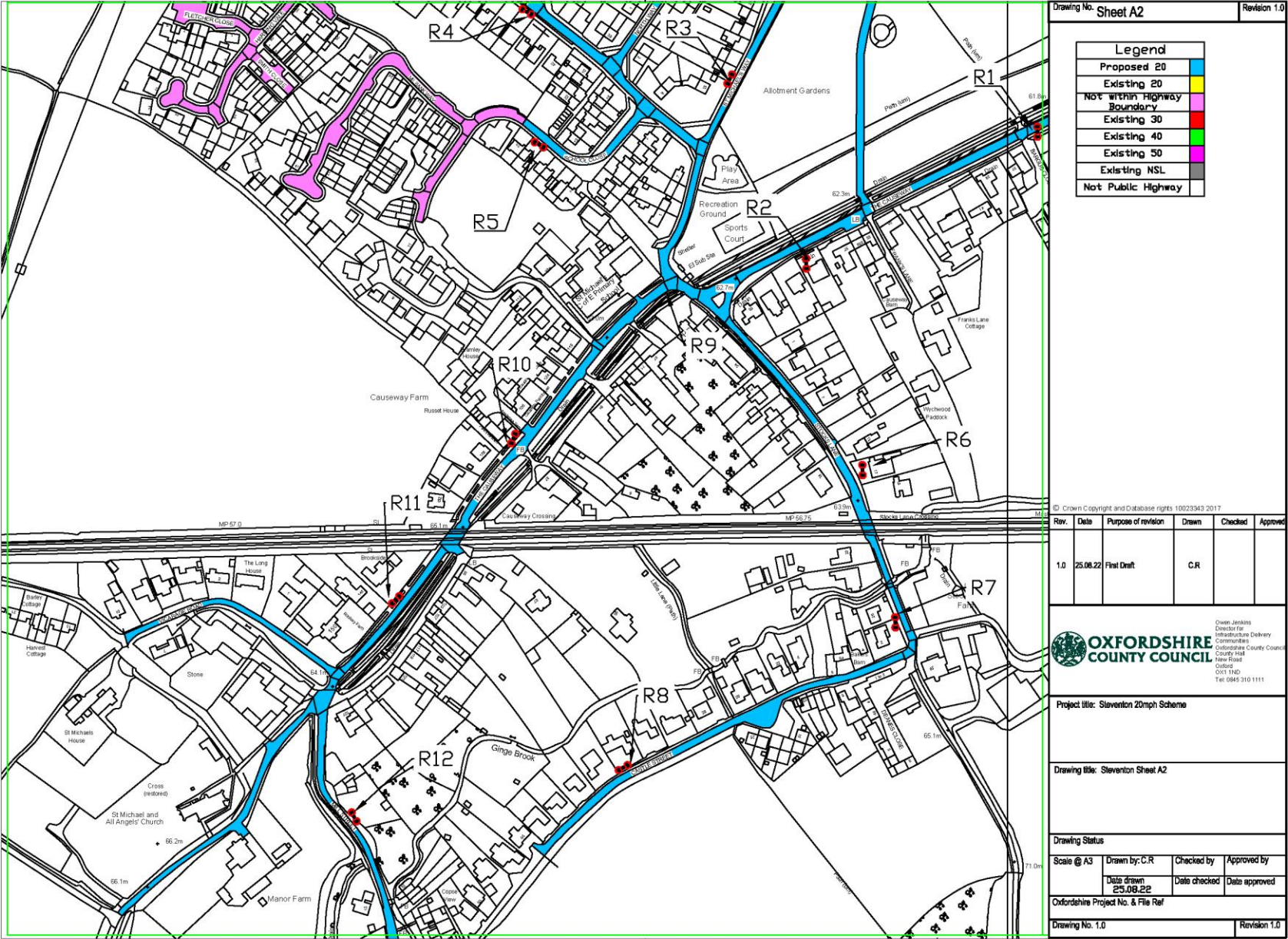
Contact Officers:	Phil Whitfield 07912 523497 Geoff Barrell 07392 318869
-------------------	---

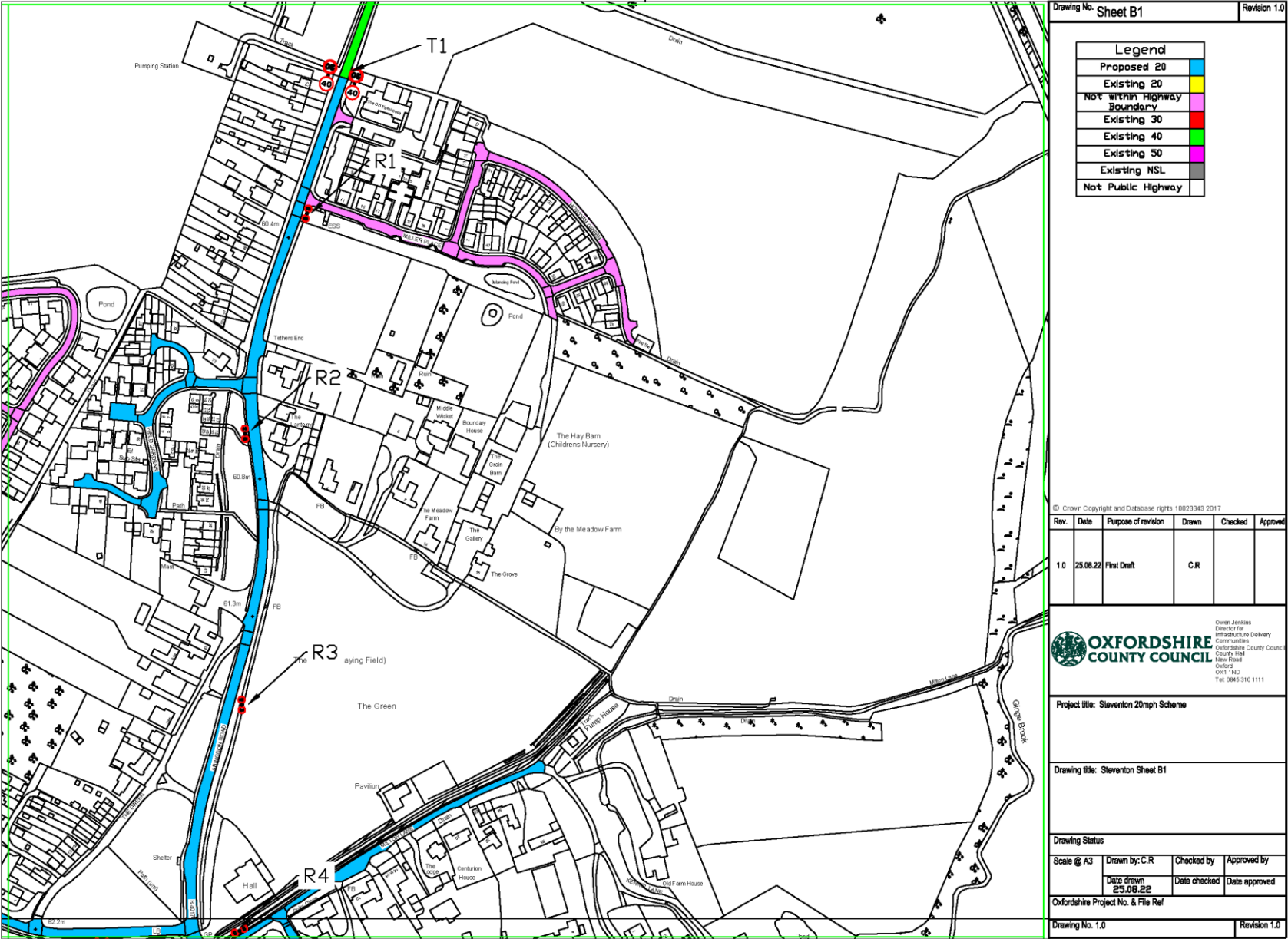
April 2023



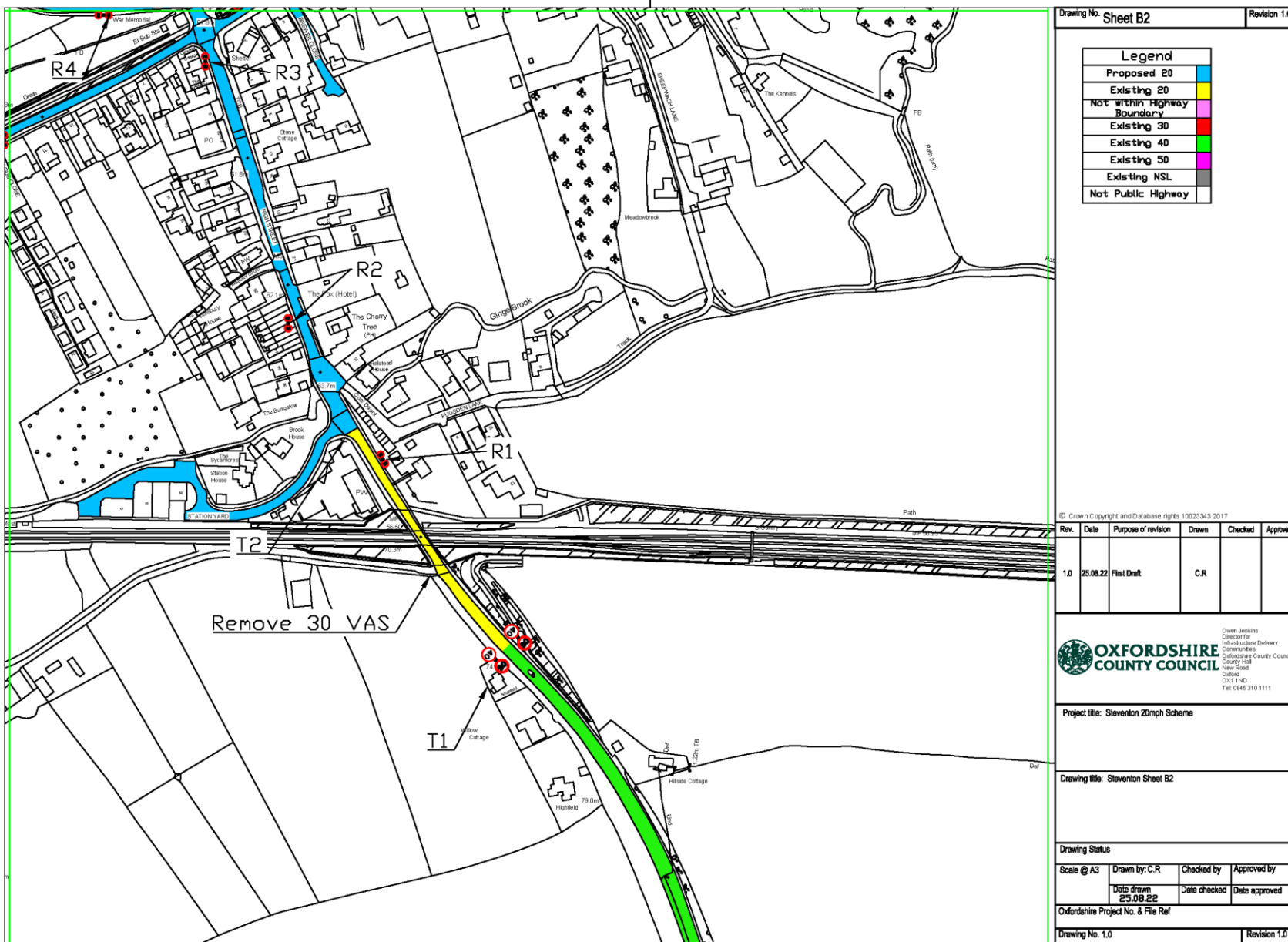












RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be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

	<ul style="list-style-type: none"> <li>• existing traffic speeds</li> <li>• road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Interim Managing Director, (Oxford Bus Company)	<p><b>Object</b> – We understand that Stagecoach has already responded giving extensive context to bus services in Steventon and their development in recent years. We will not repeat these here other than to say that we support the arguments made.</p> <p>We are supportive of the proposed 20mph limits being applied for residential side streets which are not bus routes.</p> <p>We are also supportive of the proposal to extend the existing 20mph section over the rail crossing in Steventon through the High Street up to the junction with The Green. There are a number of active frontages in this area such as the Co-Op store and two public houses, which increase the level of mixing between motorised traffic and more vulnerable road users. Therefore, we support the proposed implementation of a 20mph limit in this area.</p> <p>However, we wish to object to the proposed implementation of a 20mph limit on Abingdon Road between the junction with Hanney Road and the Northern edge of the village. This is a long section of road some 600m long, with no active frontages and with separate pedestrian footway in place. This road is served by 3 buses per hour in the form of the X2 route, one of the fastest growing bus routes in Oxfordshire and one which forms a key role in supporting the science vale economy in south Oxfordshire, linking Abingdon, Steventon and Drayton to the rail heads at Oxford and Didcot and to the major employment centres at Oxford city centre and Milton Park. Many users of this route make relatively long journeys and so protecting and improving bus journey time is paramount, to ensure the service remains relevant</p>

	<p>and allows the high levels of development planned - and in many cases already happening - in South Oxfordshire to take place without leading to a corresponding increase in private motor traffic.</p> <p>We also wish to object to the proposed implementation of a 20mph limit more than 800m in length on Hanney Road. Again this section of has no active frontages and has a separate pedestrian footway in place. After a gap of almost a decade, we successfully re-established a bus service on this road in early 2021 with the commencement of the half hourly X36 service between Wantage and Didcot, a development that was made possible by the use of s106 funds by Oxfordshire County Council. One of the key aims in establishing this service was to provide a faster bus link between Wantage and Didcot than was previously possible using pre-existing bus services, as generally these diverted via Harwell Campus and so did not offer attractive end-to-end journey times against private motor vehicles. There is a significant and growing flow from Wantage and Grove to Didcot for employment reasons, both for jobs at Milton Park and to access rail services to Reading and London, in which the rail operator has made great strides to speed up in recent years. It is therefore important to protect journey times on this corridor and to implement such an excessive length of 20mph restriction, which does not appear to be justified by the rationale as stated in the Stockholm Declaration. It is our conjecture that proceeding to implement the 20mph scheme as proposed would have a material adverse impact on the attractiveness of the X36 and would materially reduce the possibility of this route reaching commercial viability over the medium term, once s106 funds currently supporting the route have been exhausted.</p>
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>No objection</b> – These comments should be read as an informative.</p> <p>Steventon is a substantial settlement that has seen significant consolidation in recent years. It benefits from a relatively high level of bus service both in terms of the level of connectivity, journey time and frequency on offer - a rather privileged position. In line with the County's own policies and the Science Vale Transport strategy - which places substantial weight on improving the options to reduce the exceptionally high car dependence of this fast-developing part of the County - these services have been progressively improved, partly with County Council financial support.</p> <p>This is a part of the County where the Council can point to some of the best outcomes of policy seeking to create a substantial improvement in bus services. Indeed, we would say that the Science Vale area ought to be considered a national exemplar of coordinated bus network improvements in support of high levels of employment and population growth, with a view to damping dependency on car use and achieving wider mode shift.</p> <p>Stagecoach is not an operator of any of the services in Steventon itself since Jan 2022. However, we are keen to ensure that the Council as a matter of principle, pays full regard to the way in which this policy is implemented across</p>

the County with a view to ensuring that there are no unnecessary or undue negative impacts on the ability of bus operators to provide relevant bus services that can be economically sustained in the future. We trust that the Council will pay particular regard to representations made by the current operator of the bus services in Steventon.

We would say that the proposals are extensive. Relatively long stretches of bus route are involved. These routes operate regularly, magnifying the potential impact as buses pass through the area multiple times per hour on a given route.

While the historic core of the village has an intimate form and is already in part subject to a 20mph limit, this contrasts strongly with the settlement form and character further north. There are extensive stretches proposed for 20mph limits that do not even involve direct frontage access to properties, which are set well back from the carriageway. The roads are straight and in the case of Abingdon Road in particular relatively wide (it was a former trunk road). Forward visibility is therefore generally very good.

Looking at the adopted "Stockholm Declaration" on which the Council's policy is based, it is unclear that large amounts of "planned mixing" take place along these stretches as there are few if any commercial premises or major services accessible along them. Indeed, there are not even formal pedestrian crossings. This is strong circumstantial evidence that the Council has not to date been of the view that managing conflicts between significant numbers of active travel modes and vehicular traffic has been a high priority. It is also not clear how easy the limits would be to self-enforce. Speed cushions on Hanney Road to help maintain a 30mph limit in place today indicate this strongly. Thus, the effectiveness of the proposals along these stretches raises some questions.

Especially when considered in combination with Abingdon, Grove, Drayton and other settlements through which these longer-distance bus services pass, in our analysis the cumulative impacts of this approach if replicated elsewhere would be likely to have a material impact on bus operating economics.

We operated through Steventon until Jan 2022. Were we still operating we would urge that 30 mph limits were retained on Abingdon Road and Hanney Road north and west of the junction of Abingdon Road and Hanney Road.

We recognise that pedestrian and cycle facilities are relatively poor, though footways do exist. It is regrettable that despite substantial residential development consented since 2012 the opportunity was not taken by the Council to seek upgrades to off-carriageway pedestrian and cycle provision along these roads. However it is evident that space exists for improved facilities to be delivered. That said key walking and cycling routes to the Primary school cross rather than pass along Hanney Road, and on Abingdon Road for a significant distance it would be more logical to take the shortest road along the edge of the Green west of Abingdon Road.

	<p>In line with these comments, we therefore would urge the Council to pay especially careful regard to the representations made by the bus operators directly concerned to ensure that an appropriate balance is achieved, and that the policy is effectively achieved, without disproportionate negative impacts on the future delivery of bus services on the corridors concerned, undermining the achievement of national and County Council policy concerning public transport.</p>
<p>(4) Local Resident/Member of public, (Moulsford, Ferry Lane)</p>	<p>20mph - <b>Object</b> The 20mph proposals are in nobody's interest.</p> <p>As a motorist I always strive to strictly observe 20mph limits just as I observe other limits, but it usually leads to a very unpleasant driving experience owing to tailgaters, and often leads to dangerous overtakes by less patient drivers.</p> <p>As a pedestrian, when stepping into or crossing a road I certainly won't simply assume that oncoming traffic is crawling along at 20mph, just because there's a 20mph sign. Most traffic will be going much faster and therefor there is absolutely no benefit to the pedestrians - we still have to treat all traffic as travelling at similar speeds to a 30mph limit. Even worse, just occasionally, a vehicle will turn out to be actually driving at 20mph thereby causing me to wait longer for it to pass, before I can safely cross behind it.</p> <p>Regarding speed limit TROs, they have no legal significance for cyclists, yet many reasonably fit cyclists often exceed 20mph. This will give rise to the bizarre situation whereby those few motorists who actually observe the limit could find ourselves tailgated by impatient cyclists and when assisted by a slight gradient, perhaps even overtaken by cyclists - which is highly unlikely to be a safe manoeuvre. It may also give rise to a further temptation for cyclists to illegally ride on the footway, if it allows them to get past 20mph traffic more easily.</p> <p>Travel change: <b>No</b></p> <p>40mph - <b>Object</b> This proposals for 20mph limits are in nobody's interest.</p> <p>As a motorist I always strive to strictly observe 20mph limits just as I observe other limits, but it usually leads to a very unpleasant driving experience owing to tailgaters, and often leads to dangerous overtakes by less patient drivers.</p> <p>As a pedestrian, when stepping into or crossing a road I certainly won't simply assume that oncoming traffic is</p>



	<p>crawling along at 20mph, just because there's a 20mph sign. Most traffic will be going much faster and therefor there is absolutely no benefit to pedestrians - we still have to treat all traffic as travelling at similar speeds to a 30mph limit. Even worse, just occasionally, a vehicle will turn out to be actually driving at 20mph thereby causing me to wait longer for it to pass, before I can safely cross behind it.</p> <p>An even more nightmarish outcome will be that 20mph limits instil a sense of entitlement to pedestrians, especially children, who may be unaware of the Highway Code. Contrary to urban myth, HC never confers 'right of way' to anybody, even to pedestrians crossing in front of traffic subjected to specific speed limits. In the event of conflict the driver may be prosecuted, but the pedestrian will still be injured, or worse.</p> <p>Regarding speed limit TROs in general they have no legal significance for cyclists, yet many reasonably fit cyclists often exceed 20mph. This will give rise to the bizarre situation whereby those few motorists who actually observe the limit could find ourselves tailgated by impatient cyclists and when assisted by a slight gradient, perhaps even overtaken by cyclists - which is highly unlikely to be a safe manoeuvre. It may also give rise to a further temptation for cyclists to illegally ride on the footway, if it allows them to get past 20mph traffic more easily.</p>
(5) Local Resident/Member of public, (Drayton, Steventon)	<p><b>20mph - Object</b> This limit is too slow for the main road. I think it will cause extra congestion and pollution. I understand and agree with the lower limit for side/estate roads from a safety point of view.</p> <p>Travel change: <b>No</b></p> <p><b>40mph - Support</b> It slows the traffic before it gets to the village</p>
(6) Local Resident/Member of public, (Steventon, The Causeway)	<p><b>20mph - Concerns</b> 20 in the residential is ok but not on the high Street 30 is fine.</p> <p>Travel change: <b>No</b></p> <p><b>40mph - Object</b> The national speedlight is fine going up the hill. Your spending millions to speed up buses at the top of the hill during rush hours so why slow them down in other places?</p>

<p>(7) Local Resident/Member of public, (Steventon, Joyce Way)</p>	<p><b>20mph - Concerns</b>  I think the 30mph limit is adequate for the majority of the main village roads - reducing the speed limit is unlikely to alter the behaviour of motorists passing through who drive far too fast already (better enforcement of the current speed limit would be more effective for this) and I fear it will make traffic congestion even worse. I can't see how altering the speed limit is going to have any impact on the use of public transport. My experience in living or working in other areas is that reducing the speed limit to 20mph has little positive impact.</p> <p>Travel change: <b>No</b></p> <p><b>40mph - Concerns</b>  I think this is too fast a speed limit and support the speed limit remaining at 30mph for the majority of Steventon's main roads</p>
<p>(8) Local Resident/Member of public, (Steventon, Abingdon, The Green)</p>	<p><b>20mph - Support</b>  As a long term resident of Steventon (over 35 Years), I am concerned about the steadily increasing volume of traffic, particularly the extraordinary high number of HGVs using village roads - made more significant due to the location of the major logistics depot on the Hanney Road on the outskirts of Steventon. These commercial vehicles are of a such a size and the weight that they are damaging the structure of road surfaces, which is turn is causing:</p> <ul style="list-style-type: none"> <li>- Potential/actual damage to private cars (tyres/ suspension etc.)</li> <li>- Trip hazards for pedestrians when crossing roads, as well as danger for cyclists from potholes</li> <li>- Increased pollution/ deteriorating air quality, which is particularly noticeable at the road junctions</li> <li>- Difficulty in crossing extremely busy roads for parents with buggies and toddlers, the elderly and dog walkers, particularly in rush hour/during school runs</li> </ul> <p>These problems are exacerbated, whenever there are delays /accidents on the A34 and vehicles attempt to by-pass the incident by driving through the village.</p> <p>Furthermore the excessive speed of vehicles driving through the village is a significant problem, with drivers failing to keep to the existing 30mph limit.</p> <p>The impact of above is clear and evidenced by the pressing need for a major structural overhaul of the road bridge</p>

	<p>spanning the railway - itself a gateway to the West and South West and an arterial route, which is an important part of the UK's national transport infrastructure.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p> <p>40mph - <b>Object</b>          Because evidence shows that drivers regularly 'drift' above the statutory speed limit whatever that is , so that means in our village they are actually driving at 45+ over the limit and as evidence shows higher speeds translates to higher incidents and life changing impacts to all parties, including serious injury and fatalities</p>
(9) Local Resident/Member of public, (Steventon, Mere Dyke Road)	<p>20mph - <b>Support</b>          Will hopefully create a much nicer and safer environment to encourage active travel</p> <p>Travel change: <b>Yes - cycle more</b></p> <p>40mph - <b>Concerns</b>          Would much rather see it reduced to 30mph - speeds coming in from Steventon Lights (and Hanney Road although this is currently 50mph I think) are very high so would be much safer to reduce to 30mph.</p>
(10) Local Resident/Member of public, (Steventon, Steventon Hill)	<p>20mph - <b>Support</b>          The danger &amp; noise from speeding vehicles consistently disturbs and threatens the lives of the residents of Steventon. The HGVs that drive through the village are noisy - more so, the faster they go. Cars and motorcycles regularly speed through the village- changing the speed limit won't stop these, but will hopefully make them think. Lowering the speed limit will reduce pollution &amp; will improve the lives of residents. Please take a very close look at the number &amp; size of the LGVs &amp; HGVs that use Steventon's roads in high numbers. There needs to be action taken to reduce the size &amp; number of vehicles allowed to use Steventon - the pathways are narrow &amp; lives are endangered on a daily basis. Steventon should not have to put up with the big heavy, dangerous lorries travelling through it. We have had enough.</p> <p>Travel change: <b>No</b></p> <p>40mph - <b>Concerns</b></p>

	It should be 30. Slow the drivers down before they get to the 20. Drivers regularly speed down the hill. Signs are needed to warn about the speed limit change.)
(11) Local Resident/Member of public, (Steventon, The Hill)	<p>20mph - <b>Support</b> I walk along the pavements of Steventon every single day. They are narrow in places and I would feel much safer if the speed limit was lowered. The roads through Steventon are inappropriately used by Heavy Goods vehicles, tipper trucks, scaffolding lorries - very few of these are travelling slower than the high 20s and above. Everyone will be safer if the speed limit gets reduced to 20mph. Something should also be done about the high number of HGVs etc using a village's roads. Their continued use of the roads is endangering the lives of the residents of Steventon.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p> <p>40mph - <b>Concerns</b> I think it might be better if the speed limit was 30mph coming down the hill into Steventon. You would have more chance of people slowing down before the bridge to 20mph. We also really need signs that say "New Speed limit ahead" or similar to warn people that the speed limit is going down to 20</p>
(12) Local Resident/Member of public, (Steventon, High Street)	<p>20mph - <b>Support</b> Excellent and welcomed plan of action. There is far too much speeding in the village. Heavy speeding vehicles on the High Street cause my house to vibrate.</p> <p>Travel change: <b>Yes - cycle more</b></p> <p>40mph - <b>Concerns</b> Should only be 30mph. 40mph is too fast for a small village.</p>
(13) Local Resident/Member of public, (Steventon, Field Gardens)	<p>20mph - <b>Support</b> There is a material need to reduce the speed of drivers passing through the village. Drivers passing through the village at a slower pace will be more inclined to stop for pedestrians at the zebra crossing. They routinely do not.</p> <p>Travel change: <b>No</b></p>

	<p>40mph - <b>Support</b></p> <p>The higher speed travelled down the hill towards the village certainly influence the rate at which people enter the village, especially when there is little traffic. A reduced speed limit will help mitigate risks</p>
(14) Local Resident/Member of public, (Steventon, High Street)	<p>20mph - <b>Support</b></p> <ul style="list-style-type: none"> <li>* To slow down the speed of traffic generally through Steventon and particularly along the High Street where there is a pedestrian crossing at which motorists frequently don't stop for pedestrians.</li> <li>* To make it safer for pedestrians and cyclists through the village.</li> <li>* To slow down the large number of HGVs which pass through the village going to and from the storage depot in the Hanney Road.</li> </ul> <p>Travel change: <b>Yes - cycle more</b></p> <p>40mph - <b>Support</b></p> <p>40 mph on Steventon Hill would slow down traffic coming into the village and combined with 20 mph through the village make Steventon a safer and more pleasant place for all road users and residents.</p>
(15) Local Resident/Member of public, (Steventon, Milbank Way)	<p>20mph - <b>Support</b></p> <p>Traffic through the village is very heavy. Pavements are narrow, and large vehicles (HGVs and buses) cause quite a side draft to pedestrians and cyclists.</p> <p>There is currently an issue with speeding in the village - as a member of the community speed watch group, I regularly record vehicles at well over the current 30mph speed limit, including near to the 2 zebra crossings.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p> <p>40mph - <b>Support</b></p> <p>The temporary 40mph currently on the hill has seen traffic slow down better before entering the village at the bridge. This should be made permanent</p>
(16) Local Resident/Member of	<p>20mph - <b>Support</b></p>

public, (Steventon, Prior Crescent)	<p>Too many idiots speeding/ hurtling down Steventon Hill - dangerous to everyone as they approach the zebra crossing by the Co-Op</p> <p>Travel change: <b>Yes - cycle more</b></p> <p>40mph - <b>Support</b> 40mph is perfectly fine, and readies drivers for 20mph zone further along</p>
(17) Local Resident/Member of public, (Steventon, Castle Street)	<p>20mph - <b>Support</b> There are a lot of inconsiderate drivers who do not observe the current 30mph, ignore speed signs and have no respect for pedestrian crossings. In addition there are a large number of HGV movements through the village.</p> <p>Travel change: <b>No</b></p> <p>40mph - <b>Support</b> The current 40mph entry to the village is working.</p>
(18) Local Resident/Member of public, (Steventon, High Street)	<p>20mph - <b>Support</b> Excessive noise and vibrations from cars and HGVs in particular</p> <p>Travel change: <b>No</b></p> <p>40mph - <b>Support</b> It will reduce the speed of vehicles entering the village</p>
(19) Local Resident/Member of public(Steventon, Oxfordshire, Hanney Road )	<p>20mph - <b>Support</b> I live and work on the Hanney Road in Steventon of which people think is a race track. I would love to see this road reduced to a 20mph speed limit.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p> <p>40mph - <b>Support</b></p>

	The road is too fast for more than 40 mph. People use it way too fast.
--	--

This page is intentionally left blank



*Divisions affected: Goring*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 27 APRIL 2023**

### **WOODCOTE: 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 Woodcote as shown in **Annex 1**.
3. The report was initially taken to the Cabinet Member for Highway Management on 23rd March 2023 but a decision was deferred to enable further discussions with bus operators. Those discussions confirmed the acceptability of the original proposals to all parties.

#### **Financial Implications**

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

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

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

#### **Formal consultation**

7. Formal consultation was carried out between 03 February 2023 and 03 March. 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, Woodcote, and Goring Heath parish councils, and the local County Councillor representing the Goring division.

### **Statutory Consultee Responses:**

8. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company had no objections as they do not operate services within the village. Thames Travel Bus Company objected to the introduction of 20mph speed limits on the B471 Oxford Road, and on Reading Road from the east of the village to its junction with Greenmore – citing the lack of active frontages on these sections that would encourage, or lead to frequent and planned mixing between vulnerable road users and motorised traffic.

### **Other Responses:**

9. 53 online responses were received from members of the public: 40 in support, six with concerns, and seven expressing objections. Most objections considered the proposals a waste of money and not tackling the real problems. Problems of drivers breaking the law and being less focussed together with higher journey costs were also raised. Notably, one objector feared it leading to the loss of bus services.
10. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	16 (30%)
Yes - cycle more	11 (21%)
No	24 (45%)
Other	2 (4%)

11. The responses are shown in **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

### **Officer response to objections/concerns**

12. The main purpose of the scheme is to improve road safety and 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 County’s carbon footprint. This forms part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’.

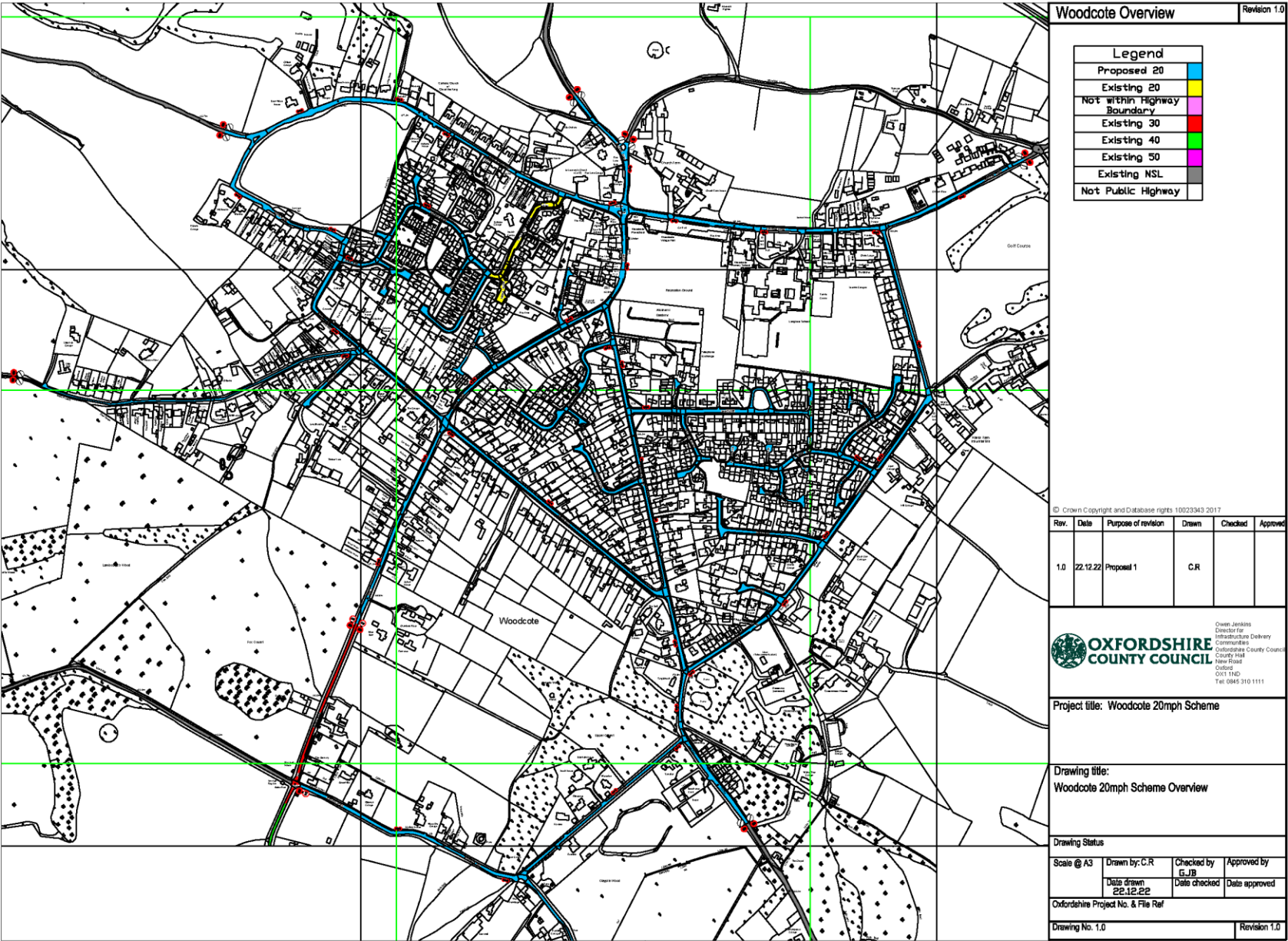
13. The objections are comparable to those expressed and considered in earlier similar schemes and, given the explicit intention of the County Council’s democratically agreed 20mph limit policy, were not considered to warrant a change in those previous proposals; as such they merit no further consideration.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officers:	Phil Whitfield 07912 523497
	Geoff Barrell 07392 318869

April 2023



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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>No objection</b> – Stagecoach does not operate services in the settlements covered. We thus offer no formal objection.</p> <p>However, there are other bus operators in Woodcote. The proposals are likely to have some effect on these services, especially when considered cumulatively with those in other settlements along the line of what is a strategically significant and lengthy interurban route group.</p> <p>We would therefore urge the Council to pay particular attention to other operator responses. Material increases in service running time in rural areas can have a disproportionate impact on bus operating economics.</p>
(3) Business Development and Partnerships Manager, (Thames Travel Bus Company)	<p><b>Object</b> – Woodcote is served by the trunk X40 service between Oxford and Reading and also by the school-day only service BB3. Both services have recently had extra running time added with yet further additional running time due to be added to the X40 shortly.</p> <p>The new X40 timetable will require an extra bus to be added to the cycle in order to maintain the current frequency. Whilst there will be extra driver and bus costs it is highly unlikely that there will be any additional passenger revenue as the service frequency will remain the same. The longer journey times is actually likely to see a reduction in patronage as the service becomes less attractive compared to making the journey by car. In order to minimise the increase in bus and driver costs which result from this we had proposed to withdraw certain evening journeys when fewer people travel. We are grateful that the County Council is to temporarily provide funding to keep these journeys operating.</p>

	<p>We therefore have concerns that further reductions in speeds will make bus services even more unattractive to potential passengers. We have no problem with and support these proposals where they do not affect bus services. Given the nature of the roads we do not object to the proposals for Bridle Path, Whitehouse Road, Goring Road and for Reading Road between its junction with Goring Road to its junction with Greenmore.</p> <p>We object to the introduction of a 20mph speed limit on B471 Oxford Road, from the north of the village to just before its junction with Reading Road. There are minimal active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic and maintaining the existing 30mph limit would provide a buffer between the national speed limit and the 20mph limit. The bends along this section of road mean that buses and other traffic are unlikely to be traveling at 30mph but it is still possible to travel faster than 20mph.</p> <p>We object to the introduction of a 20mph speed limit on Reading Road from the east of the village to its junction with Greenmore. There are no active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic on this section of road. The new Darnell Place development rather than providing a footway along the Reading Road has been required to close off an existing entrance from the Reading Road and install a new fence line, hedge and with the grass verge and ditch to be reinstated. Therefore it is planned that pedestrians rather than walking along the Reading Road should walk through the new development coming out onto the Reading Road, on a section where we do not object to the proposals, near the east-bound Langtree School bus stop.</p> <p>Given its rural location just off the A4074 and the distances involved on the Oxford – Wallingford – Woodcote – Reading corridor it is unlikely that cycling or walking will make up significant mode share for journeys on this corridor. Therefore the council should be seeking to maximise support for public transport on this corridor to help achieve our decarbonisation aims.</p>
(4) Local Resident/Member of public, (Witney, Station Lane)	<p><b>Object</b> - Unnecessary big government bus</p> <p>Travel change: <b>No</b></p>
(5) Local Resident/Member of public, (Woodcote, Beech Lane)	<p><b>Object</b> - I object to the proposal because: I spend more time cycling than driving in Woodcote, and the most danger comes from pedestrians walking out across the road in front of you and not cars driving at 30mph, let alone 20mph. And as I cycle along at between 15 and</p>

	<p>20mph, I would much rather cars overtake me at 30mph rather than stay in the overtaking danger zone next to me for 3 to 5 times longer while travelling at 20mph.</p> <p>The study by Queens University after 5 years of a 20mph limit in Belfast stated that "Analysis of all the data showed that when compared with the sites that had retained their speed limits, a 20 mph speed limit was associated with little change in short- or long-term outcomes for road traffic collisions, casualties, or driver speed".</p> <p>So why on earth does the council rely on forecasts of impact to justify this project rather than use findings from a real life situation after the event. The Queens University findings are real evidence rather than fanciful predictions that are currently being used to back up the councils position on this.</p> <p>After the ridiculously widespread imposition of a 20mph limit in nearby Checkendon we now have the situation where vehicles travelling at 20mph or less are being overtaken by other vehicles - this has reduced safety rather than increased it.</p> <p>Fuel consumption rises - for cars, the optimum constant speed for fuel consumption is around 40mph, once under this speed, the slower you travel the less fuel efficient the vehicle.</p> <p>Journeys take longer - more time = higher costs to business, which is invariably passed onto the consumer. If all 30mph were changed to 20mph throughout the country this would have a definite impact on costs to the consumer. More drivers will break the speed limit - this is widely acknowledged as a consequence. The more unjust restrictions that are brought in, respect for the law will decrease.</p> <p>Roadusers will become less vigilant - In practice the average speed of vehicles is not reduced by 10mph - but because of the perception that it is, all road users are less vigilant than they otherwise would be.</p> <p>This is one of those Vanity projects from highways dept (a few years ago we had the rash of pink tarmac across the county) and the money would be better spent on the numerous potholes that are mostly ignored by the highways dept now - when driving I have to constantly scan the road surface 10 to 15 metres ahead looking for potholes to swerve around rather than focusing primarily on the medium distance and other types of potential hazard. This would be a much bigger contribution to road safety.</p> <p>Travel change: <b>Other</b> I would cycle less because it will become more dangerous</p>
--	---



<p>(6) Local Resident/Member of public, (Woodcote, Bridle Path)</p>	<p><b>Object</b> - 1. I can understand city center 20mph zones from an environmental point of view but the pollution concerns are not the same in Woodcote.  2. Driving at 20 mph makes you complacent, looking around at the scenery / houses is far easier therefore more dangerous.  3. Speed limits are usually adjusted when there has been a series of accidents - there have been none, or minimal, in Woodcote. What is the justification for this?  4. This would have a knock-on effect on our bus service which we may lose.  5. Money would be far better spent repairing the pavements to make walking safer for children, the elderly, and those with pushchairs, wheelchairs or other walking aids (not to mention those wearing high heels). The pavements are in a dangerous state in parts of the village.  6. In the Project Consultation run last summer, a reduction in speed limit came 4th out of the 10 projects asked about.</p> <p>Travel change: <b>No</b></p>
<p>(7) Local Resident/Member of public, (Woodcote, South Stoke Road)</p>	<p><b>Object</b> - Too expensive. Not genuinely aimed at the perceived problem of bike and pedestrian safety. Safety actually requires SODC to maintain the road surface and pavements. Removing and filling in potholes and reinstating pavements. Given the sight lines and the poor road surface most drivers keep well below the speed limit and those few that don't won't if you change the speed limits. The real hazard is cyclist who are forced to weave around potholes and pedestrians obliged to walk along steep grassed verges or uneven pavements</p> <p>Travel change: <b>No</b></p>
<p>(8) Local Resident/Member of public, (Woodcote, Summit House Close)</p>	<p><b>Object</b> - Need to work on peoples common sense instead of lowering the speed limit, 30 is fine for the majority of Woodcote, people just need to think when it would be better to go slower...fog, snow, school at pick up/drop off...</p> <p>Travel change: <b>No</b></p>
<p>(9) Local Resident/Member of public, (Woodcote, Bensgrove Close)</p>	<p><b>Object</b> - The present 30 mph is sufficient if it were observed and enforced. Making it 20 mph is unfair on those who already observe the present speed limit and would make no difference to those who ignore it.</p> <p>Travel change: <b>No</b></p>

(10) Local Resident/Member of public, (Woodcote, Bridle Path)	<p><b>Object</b> - 1. There have been relatively few accidents in Woodcote, a rarity since I've been a resident here since 2004. Why waste time and money doing this</p> <p>2. Restricting the speed is likely to have those drivers who do slow down become more complacent and distracted, increasing the likelihood of an accident</p> <p>3. There are far more important things that money needs to be spent on ... most importantly for Woodcote, our schools. With inadequate funding for education as is, this is a way more deserving cause. Please do not waste my money putting 20mpb signs up. This is utterly ludicrous.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident/Member of public, (Emmer Green, Blaenant)	<p><b>Concerns</b> - Tidmore Lane is still showing as NSL even though it's single track, I feel this should be included in the plans.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident/Member of public, (Woodcote, Goring Road)	<p><b>Concerns</b> - More important would be to enforce the existing limits. Reducing the limit without enforcement will encourage drivers to break the limit, which then becomes a habit. Install average speed cameras at each entrance to the village -- this will be much more effective. 20 limit may be good where roads are culdesacs and kids liable to be playing outside.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident/Member of public, (Woodcote, Grimmer Way)	<p><b>Concerns</b> - The current 30 mph limit is not enforced and therefore ignored by many individuals. Why would a 20 mph limit improve safety if also not enforced and consequently ignored by those that ignore the 30 mph limit?</p> <p>Travel change: <b>No</b></p>

<p>(14) Local Resident/Member of public, (Woodcote, Reading Road)</p>	<p><b>Concerns</b> - I support the proposals but have concerns that Tidmore Lane has not been included within the area. Tidmore Lane is currently has a national speed limit but is an unlit single track, technically bridleway, with no pavement on either side. Many people walk and cycle along this route and the fact that it remains 60mph and does not come down to 20mph along with other roads within the village is a huge oversight and lacks common sense.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(15) Local Resident/Member of public, (Woodcote, Reading Road)</p>	<p><b>Concerns</b> - I support the introduction of 20mph for the areas shown on the map. However, I am extremely disappointed that Tidmore Lane has not been included. As a regular walker I have been nearly mown down in this lane but vehicles doing excessive speeds - with no pavements to walk along. It is part of the footpath network with people directed to walk here. The fact that this single track 'road' without any pavement or lighting is designated as national speed limit is absolute madness. This is the ideal opportunity to lower the speed limit on Tidmore Lane to match the speeds of the roads it adjoins on Oxford Road. I also understand the 30mph speed limit is/was proposed to be extended further out on Reading Road, to be nearer the A4074 as a result of the new housing development at Chiltern Rise/ Darnell Place. This would mean that the speed limit would be lower at both roads that Tidmore Lane connects. It should not be that an accident, injury or fatal accident has to take place BEFORE action is taken.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(16) Local Resident/Member of public, (Woodcote, Tidmore Lane)</p>	<p><b>Concerns</b> - Support this in principle but am concerned that Tidmore Lane is not included. It has a tarmac surface and is sometimes driven along too fast or as a cut through even though it is a restricted byway which is used by walkers and cyclists.</p> <p>Travel change: <b>No</b></p>
<p>(17) Local Resident/Member of public, (Cray's Pond, Beechwood Close)</p>	<p><b>Support</b> - The roads in Woodcote are often busy and are used as a through route, with so many children living and going to school in the village it makes sense to make it as safe as possible.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(18) Local Resident/Member of public, (Woodcote, Ashlee Walk)</p>	<p><b>Support</b> - Woodcote is often used as a rat run for business drivers. We have both a primary and secondary school in the village and I often see motorists speeding through the village. If we reduce the speed limit I hope that will slow them down!</p> <p>Travel change: <b>No</b></p>
<p>(19) Local Resident/Member of public, (Woodcote, Beech Lane)</p>	<p><b>Support</b> - 30mph, which is often ignored, is not slow enough. The route from A4074 is used as a 'run' to Oratory Prep and Pangbourne/further by non residents who frequently speed. Need calming measures, too. Speed bumps/min-roundabouts etc. to reinforce this, particularly at the pedestrian crossing which has seen many a near miss.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(20) Local Resident/Member of public, (Woodcote, Behoes Lane)</p>	<p><b>Support</b> - Because I wish to visit should become a safer and more pleasant place for people to be to walk and/or cycle around about the danger posed by vehicles going at up to 30 mph and, at times, more.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(21) Local Resident/Member of public, (Woodcote, Bridle Path)</p>	<p><b>Support</b> - Safety reasons</p> <p>Travel change: <b>No</b></p>
<p>(22) Local Resident/Member of public, (Woodcote, Croft Way)</p>	<p><b>Support</b> - I walk around the streets of Woodcote and its environs every day, as a dog walker, the speed of many of the cars is often so dangerous and quite frightening. I often do not feel safe. Higher speeds generate more noise and more pollution. The problem is exacerbated by cars swerving to avoid the increasing number of pot holes and losing traction during icy weather. Walking along the B471 to access a friend's house and to access Dean Woods is extremely treacherous.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(23) Local Resident/Member of public, (Woodcote, Folly Green)	<p><b>Support</b> - Living in the village, I feel traffic needs to be slowed considerably.</p> <p>Travel change: <b>No</b></p>
(24) Local Resident/Member of public, (Woodcote, Folly Green)	<p><b>Support</b> - We need to take action to slow drivers down on roads. They are fast and dangerous when walking my little girls to school and walking the dog</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(25) Local Resident/Member of public, (Woodcote, Goring Road)	<p><b>Support</b> - I live on Goring Road in Woodcote and frequently walk down the road with my 3 year old son and the speeding on this road is concerning. At every time of the day there are speeding cars which make walking as a pedestrian on the pavement dangerous and on multiple occasions cars have hit the curb when travelling too fast and meeting wide oncoming traffic whilst I have been walking with my son. If the speed was dropped to 20 mph I believe it would make it a safer environment for people to walk around the village and it would feel less dangerous as a parent walking with young children.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(26) Local Resident/Member of public, (Woodcote, Greenmore)	<p><b>Support</b> - Unless the speed limit is reduced, someone is going to be killed. I live on Greenmore and observe that some motorists and motorbike riders race along the straight stretches at speeds well in excess of 30 mph. Some of them have no hope of stopping in time if they need to. Failure to reduce the speed limit to 20 mph will cost lives.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(27) Local Resident/Member of public, (Woodcote, Greenmore)	<p><b>Support</b> - I think the speed people drive through the village is dangerous so a 20 mph limit will be beneficial for pedestrians and villagers.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(28) Local Resident/Member of public, (Woodcote, Grimmer Way)	<p><b>Support</b> - To help stop excess speeding. Needs extending to Long Toll as this is a busy area for walkers and riders. At 60mph this is dangerously high and ridiculous given the high volume use crossing or walking along the road.</p> <p>Travel change: <b>No</b></p>
(29) Local Resident/Member of public, (Woodcote, Hagbourne Close)	<p><b>Support</b> - Safer for pedestrians (especially children)</p> <p>Travel change: <b>No</b></p>
(30) Local Resident/Member of public, (Woodcote, Hagbourne Close)	<p><b>Support</b> - Child safety</p> <p>Travel change: <b>Yes - cycle more</b></p>
(31) Local Resident/Member of public, (Woodcote, Hagbourne Close)	<p><b>Support</b> - I have young children</p> <p>Travel change: <b>No</b></p>
(32) Local Resident/Member of public, (Woodcote, Long Toll)	<p><b>Support</b> - Cars pass my house much faster than the 30mph limit, there are lots of children living here and it shouldn't be this dangerous</p> <p>Travel change: <b>Yes - cycle more</b></p>
(33) Local Resident/Member of public, (Woodcote, Long Toll)	<p><b>Support</b> - Lots of fast driving through the village with lots of young children walking to and from school. Some of the paths are so narrow or cars are parked over the path that you have to step into the road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(34) Local Resident/Member of public, (Woodcote, Oxford Road)</p>	<p><b>Support</b> - Woodcote is seen as a rat run for some car, where they want to cut through as quick as possible. They are in tunnel mode, and switched off to village driving and aren't prepared for unexpected things like kids falling off kerbs, balls being kicked into the road, families cycling around the village. At the moment going rd, Oxford Rd and reading rd are very dangerous with cars edging 40mph next to families walking on pavements. This shouldn't be the case in a village, especially where there is a viable alternative route along the B4526 to the B4074. Efforts to divert traffic on the route would be an all round positive. I live on a section of road that doesn't have a pavement so according to the Highway Code I can walk in the main carriageway, I do this especially when I'm walking with the kids. This is effective as slowing cars down, some however never break and swerve abruptly around me. Most cars are happy with my actions and smile and wave, some aren't! I grew up in a village where cars and pedestrians share the roads and when clearly marked this works very well. The 20mph limit is a good start, I would like to see the roads clearly designated as shared spaces for cars, cycles and pedestrians. This would help make Woodcote a better more forgiving place to raise children, and therefore better for the community and county</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(35) Local Resident/Member of public, (Woodcote, Oxford Road)</p>	<p><b>Support</b> - I live on Oxford road and have 3 young children who my husband and I walk to school every day. There is no safe path for us and we have to walk along the road. The road currently has a 30 mph speed limit, and the cars fly past us driving either 30 mph or over. In the last few months there have already been 2 car crashes near our house and thank goodness no pedestrians were involved, but I'm worried that one day there will be. A 20 mph speed limit will definitely make the road safer for pedestrians and cyclists. Woodcote is a village with a lot of school age children as well as elderly and a lower speed limit will make it safer for all.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(36) Local Resident/Member of public, (Woodcote, Potkiln Lane)</p>	<p><b>Support</b> - We live in Woodcote by the woods and speeding cars are regular despite walkers, horses etc.</p> <p>Travel change: <b>No</b></p>
<p>(37) Local Resident/Member of public, (Woodcote, South Stoke Road)</p>	<p><b>Support</b> - I support this. Our roads are used by lots of users not just cars and 30mph is too fast. Our road we live on in woodcote does not have a footpath. Myself, and my children have to share the road with drivers going to fast along it.</p>

	<p>The change will need signage and enforcement though.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(38) Local Resident/Member of public, (Woodcote, South Stoke Road)	<p><b>Support</b> - Traffic drives through the village at speeds that risk the safety of pedestrians. As a village with two schools, it is often children most at risk. I live on South Stoke Road which is narrow and has no footpaths for most of its length. Traffic frequently drives too fast putting children at risk.</p> <p>Travel change: <b>No</b></p>
(39) Local Resident/Member of public, (Woodcote, The Close)	<p><b>Support</b> - Happy to support any proposal that will improve the safety of the roads in our village</p> <p>Travel change: <b>No</b></p>
(40) Local Resident/Member of public, (Woodcote, The Oratory Drive)	<p><b>Support</b> - The village can become very busy at times with traffic, and also cars parked along the roads, and there are some narrow pathways or even no pathways at times. I walk the village very frequently- multiple times a day and often with my four young children, and so i would welcome a 20mph speed limit for the safety of myself and family and for the benefit of the whole village! Thank you.</p> <p>Travel change: <b>No</b></p>
(41) Local Resident/Member of public, (Woodcote, Wayside Green)	<p><b>Support</b> - Anything that makes the roads through Woodcote safer for other road users i.e cyclists, runners, pedestrians etc, is of benefit to the safety and health of people. I offer wholehearted support for the proposed reduction of speed to 20mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(42) Local Resident/Member of public, (Woodcote, West Chiltern)	<p><b>Support</b> - There are areas in Woodcote where the current 30mph limit is unsafe, e.g. outside the primary and secondary schools on Reading Road and in the environs of the zebra crossing on Goring Road. There was a fatality due to a RTA recently in South Stoke Road where a 20mph limit might have prevented this.</p>



	Travel change: <b>Yes – walk/wheel more</b>
(43) Local Resident/Member of public, (Woodcote, Wittenham Close)	<p><b>Support</b> - Woodcote is a rural village with a lot of foot traffic but is often used as a cut-through for other communities to get too and from the adjacent A4074. This reduction in speed limit across the village will help support the foot traffic within our community.</p> <p>However it is extremely disappointing that OCC is not including Tidmore Lane in this proposal. Tidmore Lane is a single-track lane without footpaths and is very popular with pedestrians and cyclists. There are very few houses along this road, and no businesses that I am aware of, however cars travel at high speed along it with some using it as a rat-run to bypass the front of the schools on Reading Road during peak times. It is currently labelled as a national speedlimit road which is completely unsuitable for the type of road and the way it is currently used, having no protection for non-vehicular users.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(44) Local Resident/Member of public, (Woodcote, Woodgreen)	<p><b>Support</b> - There are a lot of children, pets, wild animals and older people using our roads. We have just one designated road crossing in the village. Everywhere else Crossing the road is hazardous as many drivers do not appear to stick to the speed limit or know the highway code.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(45) Local Resident/Member of public, (Woodcote, Beech Lane)	<p><b>Support</b> - Busy residential area with children, elderly amongst the population. School, zebra crossing, shops, bendy roads, driveways onto the roads. 20mph is sensible.</p> <p>Travel change: <b>No</b></p>
(46) Local Resident/Member of public, (Woodcote, Beech Lane)	<p><b>Support</b> - Speeding traffic</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(47) Local Resident/Member of public, (Woodcote, Bridle Path)	<p><b>Support</b> - To make the village safer for pedestrians.</p> <p>Travel change: <b>No</b></p>
(48) Local Resident/Member of public, (Woodcote, Folly Green)	<p><b>Support</b> - Having lived in the lovely village of Woodcote for 41 years, I do have increasing concerns for the safety of the village residents, given that both the volume of traffic and the speed with which vehicles pass through the village, has very much risen over these years. I would therefore be very grateful if a 20mph speed limit could be put into place, please.</p> <p>Travel change: <b>No</b></p>
(49) Local Resident/Member of public, (Woodcote, Folly Green)	<p><b>Support</b> - Something needs to show the traffic down through the village</p> <p>Travel change: <b>No</b></p>
(50) Local Resident/Member of public, (Woodcote, Grimmerway)	<p><b>Support</b> - I heavily support this - well overdue hopefully it happens</p> <p>Travel change: <b>Yes - cycle more</b></p>
(51) Local Resident/Member of public, (Woodcote, Hagbourne Close)	<p><b>Support</b> - I have two young children who attend Woodcote primary. At both ends of the school drop off, it's not unusual to see drivers exceeding the 30mph limit. Sooner or later, this could end badly; prevention is always better than cure.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(52) Local Resident/Member of public, (Woodcote, Reading Road)	<p><b>Support</b> - With 2 secondaries, a, primary and two preschools we have lots of children and cars in Woodcote. The two don't mix. People often drive faster than 30mph so reducing to 20 might save lives and make it safer for all..</p> <p>Travel change: <b>No</b></p>

(53) Local Resident/Member of public, (Woodcote, South Stoke Road)	<p><b>Support</b> - I support this so that hopefully it will be safer walking and driving in and around the village. But any speed limits need to be enforced.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(54) Local Resident/Member of public, (Woodcote, The Close)	<p><b>Support</b> - People drive too fast though the village. I am concerned for my family</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(55) Local Resident/Member of public, (Woodcote, Wayside)	<p><b>Support</b> - Children's safety</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(56) Local Resident/Member of public, (Woodcote, Wood Green)	<p><b>Support</b> - Fast cars on roads with lots of families walking and cycling is so dangerous.</p> <p>Travel change: <b>Yes - cycle more</b></p>

This page is intentionally left blank