



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 25 May 2023 at 10.00 am

Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND

Please note that due to guidelines imposed on social distancing by the Government the meeting will be held virtually.

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

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 2 June 2023 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

May 2023

Committee Officer:

Committees - Democratic Services

E-Mail: committeesdemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 22 June 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.

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

4. Minutes of the Previous Meeting (Pages 1 - 24)

To confirm the minutes of the meeting held on 27 April 2023 to be signed by the Chair as a correct record.

5. Kingham Church Street - proposed 'No Waiting at Any Time' restrictions (Pages 25 - 34)

Forward Plan Ref: 2023/052

Contact: James Wright, Technical Officer, james.wright@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (CMDHM).

To consider any objections arising from the formal Statutory consultation.

6. Hanborough: Regent Drive - proposed new 'No Waiting at Any Time' restrictions amendment (Pages 35 - 44)

Forward Plan Ref: 2023/059

Contact: Adam Barrett, Senior Engineer, adam.barrett@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (CMDHM).

To consider any objections arising from the formal Statutory consultation.

7. Oxford: North Street, Osney - proposed parking bay & permit eligibility amendments (Pages 45 - 52)

Forward Plan Ref: 2023/055

Contact: Anthony Kirkwood, Principal Officer, anthony.kirkwood@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (CMDHM).

To consider any objections arising from the formal Statutory consultation.

8. Oxford - St Michaels Street and Beaumont Street - proposed amendments to disabled and doctors parking places and vehicle access in St Michaels Street (Pages 53 - 62)

Forward Plan Ref: 2023/036

Contact: Anthony Kirkwood, Principal Engineer Traffic and Road Safety, anthony.kirkwood@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (CMDHM).

A decision is required on a proposed amendments to disabled and doctor parking places and vehicle access in St Michael Street to accommodate further proposed public realm improvements in St Michaels Street.

9. Oxford - various sites: Disabled Persons Parking Places - proposed new provision and removal (Pages 63 - 84)

Forward Plan Ref: 2023/040

Contact: Anthony Kirkwood, Principal Engineer Traffic & Road Safety Team, anthony.kirkwood@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (CMDHM).

A decision is required on sites proposed for new DPPP's and also sites where a DPPP is judged to be no longer required.

10. Witney Corn Street - proposed permanent 'No Waiting at Any Time' restriction (Pages 85 - 94)

Forward Plan Ref: 2023/113

Contact: Odele Parsons, Senior Transport Planner, odele.parsons@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (CMDHM).

To consider any objections arising from the formal Statutory consultation to the existing experimental Traffic Regulation Order (ETRO).

11. Chinnor (Henton): 20 mph Speed Limit Proposals (Pages 95 - 118)

Forward Plan Ref: 2023/047

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

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

To consider any objections arising from Formal Consultation.

12. Ipsden - Proposed 20 mph Speed Limits (Pages 119 - 126)

Forward Plan Ref: 2023/065

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

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

To determine what speed limit changes should be made following consideration of public consultation responses.

13. Kidmore End - Proposed 20 Mph Speed Limits (Pages 127 - 150)

Forward Plan Ref: 2023/066

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

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

To determine what speed limit changes should be made following consideration of public consultation responses.

14. South Stoke - Proposed 20 mph Speed Limits (Pages 151 - 158)

Forward Plan Ref: 2023/067

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

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

To determine what speed limit changes should be made following consideration of public consultation responses.

15. St Helen Without - Proposed 20 mph Speed Limits (Pages 159 - 172)

Forward Plan Ref: 2023/064

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,
geoff.barrell@oxfordshire.gov.uk

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

To determine what speed limit changes should be made following consideration of public consultation responses.

16. Stanton St John: Proposed 20 Mph Speed Limits (Pages 173 - 186)

Forward Plan Ref: 2022/197

Contact: Geoff Barrell, 20 Limit Project Manager, 07392 318869

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

Decision required on proposed 20mph speed limit.

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.

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DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

MINUTES of the meeting held on Thursday, 27 April 2023 commencing at 10.00 am and finishing at 11.45 am

Present:

Voting Members: – in the Chair

Councillor Andrew Gant

74/22 DECLARATION OF INTEREST

(Agenda No. 1)

Cllr Andrew Grant declared an interest on Item 15 (Woodcote – proposed 20mph speed limits) namely co-executor and beneficiary of a property on a road affected by the proposed changes in Woodcote.

The Leader of the Council was appointed to chair that item and make the decision.

75/22 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

Cllr John Howson submitted the following question:

“The 20mph scheme on the agenda today are a helpful addition to safety measures. However, now that the Botley Road has been closed for more than two weeks, what steps can be taken to make the experience for pedestrians safer at the two key pinch points of the walkway under the railway and the bus stop on south side of the Botley Road?”

The Chair provided a verbal response at the meeting:

“The closure of the Botley road is only 2 weeks old and conditions have changed for various reasons. The issues referred to in the question are very much kept under review and have evolved. Discussions about the points raised are ongoing between interested parties ie the County Council, Kier, and bus companies, and included covered bus stops and one or more bus stops for westbound passengers, to alleviate the problems raised.”

Cllr Howson welcomed the Chair’s response and stressed the importance of good communication with Districts whilst the works were underway. The footpath underneath the railway bridge to the north of the site was an important diversionary route but was due to be closed from June to April the following year.

The Chair undertook to provide Cllr Howson with a written response following the meeting and added that the closure of the above footpath would be kept under review.

76/22 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
7 – Sonning Common – village centre – proposed waiting restrictions	<ul style="list-style-type: none"> • Cllr Jonny Bidgood - Chair Village Centre and Transport Working Party, Sonning Common Parish Council
8 – Oxford – The Plain roundabout area – proposed no loading at any time restrictions	<ul style="list-style-type: none"> • Alexandra West - Bursar of Magdalen College School • Peter Barnett - CoHSAT, Cyclox
9 - Abingdon – proposed 20mph speed limit and associated speed limit buffers	<ul style="list-style-type: none"> • Robin Tucker - Co-Chair, CoHSAT (written submission) • Paula Lopez - Town Clerk, Abingdon-on-Thames Town Council (written submission) • Cllr Neil Fawcett (written submission)
10 - Cumnor – proposed 20mph speed limit and associated speed limit buffers	<ul style="list-style-type: none"> • Tom Christophers - Cumnor Parish Chairman (written submission) • Cllr Judy Roberts – County Councillor
11 - Faringdon – proposed 20mph speed limit and associated speed limit buffers	<ul style="list-style-type: none"> • Mark Harrison • Cllr Bethia Thomas - County Councillor (written submission)
14 - Steventon – proposed 20mph speed limit and associated speed limit buffers	<ul style="list-style-type: none"> • Louise Brockman – Resident (written submission) • Cllr Sally Povolotsky – County Councillor

NOTE: At this point the Cabinet Member informed the meeting that he would consider the below substantive items of the agenda following conclusion of Item 4:

Item 15: Woodcote – proposed 20mph speed limits

Item 14: Steventon – proposed 20mph speed limits

The Cabinet Member added that remaining items would be considered in order as per agenda apart from Item 13, which was considered after Item 12.

77/22 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The Cabinet Member for Highway Management **APPROVED** the minutes of the meeting from 23rd March 2023.

78/22 DIDCOT - VICINITY OF RAIL STATION - PROPOSED PARKING MEASURES

(Agenda No. 5)

Following the introduction of Civil Parking Enforcement (CPE) across Cherwell, South Oxfordshire and The Vale of Whitehorse districts in November 2021, many requests to review existing parking restrictions had been received.

The report presented the consultation responses to the advertised Traffic Regulation Order (TRO) which reviewed existing restrictions, mainly focussed on a residents' permit parking scheme.

The Chair felt that the enforcement would help and improve amenity for residents but did note that the pending application for a new 'car-free' 'Gateway' residential development on the site of this carpark could put pressure on the proposals, if approved, in the future.

Noting the responses to the consultation, the Chair highlighted the objections raised by respondent 5 and agreed that growth in traffic was unsustainable and needed to be managed. Other respondents were in favour of the proposals but felt that they did not go far enough.

Respondent 6 was acknowledged, and the Chair indicated that officers should take the points raised into consideration.

The Cabinet Member for Highway Management **APPROVED** 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.

79/22 CHERWELL AND WEST OXFORDSHIRE DISTRICTS - VARIOUS SITES: DISABLED PERSONS PARKING PLACES - PROPOSED NEW PROVISION AND REMOVAL

(Agenda No. 6)

The report presented responses to the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPPs) at various locations in the Cherwell and West districts of Oxfordshire.

The Chair addressed the responses to the consultation and the replies provided by officers.

The Chair noted that the fifth recommendation in the report did not reflect the wording in the officers' response to objections. The recommendation was amended to reflect that the DPPP on Western Crescent was to be retained.

The Cabinet Member for Highway Management **APPROVED**:

- 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~~ retain approval of the proposals to remove a DPPP at: Western Avenue (Banbury).

80/22 SONNING COMMON - VILLAGE CENTRE - PROPOSED WAITING RESTRICTIONS

(Agenda No. 7)

The report presented the consultation responses to the advertised TRO which proposed changes and corrections to the existing restrictions.

The Parish Council contacted the Civil Parking team in July 2022 to request changes to parking restrictions in Wood Lane and Woodlands Road. It was discovered that some of the existing Traffic Order documents had some existing yellow lines missing and so it was agreed to undertake a joint project to correct the records and consult upon some proposed changes simultaneously.

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

Cllr Bidgood welcomed all the report recommendations and wished to thank the team, in particular Mike Horton – Technical Officer, Parking, for the help provided throughout the development of the proposed scheme.

The Chair noted and addressed the responses to the consultation.

The Chair referred to response 7 and requested that officers provide a response to the points raised. Following the meeting, James Whiting, Principal Officer – Parking, provided a response via email.

The Cabinet Member for Highway Management **APPROVED** 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.

81/22 OXFORD - THE PLAIN ROUNDABOUT AREA - PROPOSED NO LOADING AT ANY TIME RESTRICTIONS (EXCEPTING EXISTING DESIGNATED LOADING BAYS)

(Agenda No. 8)

The report presented responses received during the statutory consultation on a proposal to prohibit loading at all times other than the existing off carriageway loading bays as shown in in Annex 1 of the report.

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

Officers agreed to continue the discussion regarding bollards on loading bays with Peter Barnett, CoHSAT.

There was a discussion regarding the Magdalen College School bus service which used the loading bays to drop off and collect pupils. Officers confirmed that loading was permissible whereas waiting was not, thus school drop off and collection on Ifley Road and the loading bays outside Sainsbury's could continue if the proposals were passed.

In response, the Bursar of Magdalen College School raised the importance of the school adhering to its safeguarding responsibilities for its junior school children. In the event of the school holding any bus from which an expected child from the junior cohort was missing, the school would be in breach of the no waiting restrictions. James Whiting, Principal Officer – Parking, stated that afternoon restrictions applied from 16:00 – 19:00 so a shift in operating times to 16:30 could alleviate any issues around after-school collection.

The Bursar added that the school was introducing late 5pm buses from September 2023 which meant pupils would be collected from the locations of any reviewed restrictions. The school was aiming to increase the percentage of its pupils who used its home to school transport service with the launch of its new bus partnership with Headington School.

The Chair welcomed the school's sustainability policy and efforts to reduce the number of pupils travelling to school by car. The Chair agreed that loading enforcement should start from 16:30 but noted that this scheme should be an ongoing process and officers should continue discussions with the school to ascertain whether any improvements to the proposals could be made.

The Chair also noted and addressed a number of the consultation responses and acknowledged the concerns and objections raised in responses 8 and 9 and emphasised that all comments should be considered carefully by officers. Some objectors felt that the proposals did not go far enough. The Chair reminded the meeting that these proposals formed part of an iterative process which required ongoing engagement with all stakeholders.

The Cabinet Member for Highway Management **APPROVED:**

- a. a peak hour loading ban (suggested times of operation between 07.00 to 10.00 and ~~16.00~~ 16:30 to 19.00)
- b. 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.

82/22 ABINGDON - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 9)

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

These proposals had previously been considered by the Chair in November 2022 and February 2023, but decision was deferred due to ongoing concerns regarding the schemes adherence to the Council's 20mph policy and concerns expressed by bus operators.

Following a comprehensive review of the proposals by the Council, bus operators, and representatives of active travel, an amended proposal was agreed.

The scheme now being presented was a relaxation of the original proposals thus there was no requirement to undertake a new, formal consultation. The Chair thanked everyone who had contributed to discussions since the deferral in February.

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

The Chair queried whether the bus companies, which had rejected this scheme in February, were now content with the proposals. Officers confirmed that extensive engagement with bus companies had been undertaken and agreement by all parties on the scheme presented had now been achieved

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph and 30mph speed limits in Abingdon as advertised but with subsequent minor relaxations as outlined in paragraph 19, and providing that the text headed "Drayton Road" in the table at paragraph 19 be removed and replaced with "The 20mph limit is proposed to start immediately south of Mill Road".

83/22 CUMNOR - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 10)

The report presented 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 of the report.

These proposals were originally presented to the Chair in February however due to ongoing concerns from the Council's bus partners the proposal was deferred to enable further discussion to address concerns. Following a comprehensive review of the proposals between the Council, bus operators and Cyclox, a minor amendment in Cumnor was agreed. The revision was a relaxation of the original proposals thus there was no requirement to undertake a new formal consultation.

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

The Chair felt that this was another good example of collaboration and coproduction and emphasised the importance of understanding and respecting the professional requirements of bus operators.

The Cabinet Member for Highway Management **APPROVED** 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.

84/22 FARINGDON - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 11)

The report presented 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 40m in order to help facilitate the 20mph proposals, as shown in Annex 1 of the report.

These proposals were originally presented to the Chair in February however due to ongoing concerns from the Council's bus partners decision was deferred to enable further discussion regarding the concerns raised. Following discussion between the Council, bus operators and Cyclox, two revisions were proposed in the latest iteration of the report.

The revisions involved relaxation of the original proposals thus there was no requirement to undertake a new, formal consultation.

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

Mr Harrison suggested some improvements which were not within the scope of the decision nevertheless the Chair encouraged officers to explore the suggestions and thanked Mr Harrison for his contribution to the meeting.

The Chair welcomed the detailed report and thanked officers, bus companies, councillors and other stakeholders for engaging in the coproduction process.

The Cabinet Member for Highway Management **APPROVED** 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.

85/22 FOREST HILL - OLD ROAD / SHOTOVER KILNS - PROPOSED 20MPH SPEED LIMIT

(Agenda No. 12)

The report presented responses to a statutory consultation on the proposed introduction of a 20mph speed limit on the Shotover area of the Forest Hill with Shotover Parish as shown in Annex 1 of the report. This had been omitted from an earlier consultation with the Parish.

The Chair noted the responses to the consultation and felt that the small addition to the previously-agreed scheme was sensible and uncontroversial.

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

86/22 SHRIVENHAM - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 13)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Shrivenham as shown in Annexes 1 – 5 of the report.

The scheme was originally presented to the Chair in February. Due to ongoing concerns from the Council's bus partners decision was deferred to enable further discussion to address the issues raised.

A comprehensive review of the proposals was undertaken by the Council and bus operators, and an amended plan was agreed. The revisions were a relaxation of the original proposals thus there was no requirement to undertake new, formal consultation. Officers were confident that all bus operator concerns had been addressed and great care was taken to ensure that the latest proposals only extended to what was deemed essential to maintain viable bus services.

The Chair noted that the revision was not accurately presented in Annex 3 of the report. The new limit would start in advance of the junction, between R1 and R3. Officers agreed to provide an up-to-date map.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits in Shrivenham as advertised, but with the subsequent relaxation outlined in paragraph 15.

87/22 STEVENTON - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 14)

The report presented responses to a statutory consultation on the proposed introduction of 20mph and 40mph speed limits in Steventon as shown in Annexes 1 – 5 of the report.

The existing temporary 20mph and 40mph speed limits were brought in due to ongoing structural issues with the bridge were proposed to be incorporated into the wider proposals as a permanent measure.

The scheme was originally presented to the Chair in February however due to ongoing concerns from the Council's bus partners decision was deferred to enable further discussion to address the concerns raised.

Following a comprehensive review of the proposals between officers, the Local Member and bus operators, relaxation of the existing proposals was agreed upon.

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

The Chair thanked the bus company for its instructive and constructive engagement since deferral of this decision in February.

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

- a. Village wide 20mph speed limit, and
- b. 40mph speed limit on the B4017 High Street.

88/22 **WOODCOTE - PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 15)

Cllr Andrew Gant declared an interest in Item 15 of the agenda.

The Leader of the Council chaired the item.

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Woodcote as shown in Annex 1 of the report.

This scheme was originally considered in March, but decision was deferred to enable further discussions with bus operators to address their concerns. The discussions confirmed the acceptability to all parties of the original proposals.

The Leader welcomed the number of responses to the consultation and noted that most were in favour of the scheme. Over 50% of people stated that if the scheme was introduced they would walk and cycle more.

The Leader noted the objection from Thames Travel Bus Company and officers confirmed that they had engaged with the bus operator on the design of the scheme.

The Leader of the Council **APPROVED** the proposed introduction of 20mph speed limits as advertised.

..... in the Chair

Date of signing

(a) **FIELD**
(b) **FIELD_TITLE**

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WRITTEN STATEMENTS RECEIVED

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

ITEM 7 – SONNING COMMON – VILLAGE CENTRE – PROPOSED WAITING RESTRICTIONS

Cllr Jonny Bidgood – Chair Village Centre and Transport Working Party, Sonning Common Parish Council

As the Parish Councillor leading this application to OCC for additional parking restrictions in the village centre of Sonning Common I would like to state my full support of all the recommendations contained herein the Agenda.

I would also like to thank Mike Horton the technical officer from the parking team for his help throughout this process. From the moment he was involved he has been helpful and his advice, including a site visit where he was prepared to listen to our concerns and discuss in detail how these could be dealt with, has been exemplary. This has been invaluable to someone who has not been through this process before. We are looking forward to seeing the new additions in place and also the whole existing road markings being refreshed, as soon as is practicable. We will then be in a position to request civil enforcement to enable a safer environment for motorists and pedestrians and cyclists.

Thank you very much for your time.

ITEM 8 - OXFORD – THE PLAIN ROUNDABOUT AREA – PROPOSED NO LOADING AT ANY TIME RESTRICTIONS

Alexandra West, Bursar of Magdalen College School

I am representing Magdalen College School which is located on Cowley Place, adjacent to The Plain roundabout. 50% of our pupils walk, cycle or take public transport to school, but for the other 50% of pupils, those options are not viable given where they live. We therefore have twelve coaches which transport pupils from home to school every day during the academic terms, starting as far afield as Gerrards Cross, Brackley, Henley and Bourton-on-the Water. Currently these buses operate as part of the Oxford Schools' Bus Partnership, and from September they will be operated as a new partnership between MCS and Headington School. We are investing in this new partnership as part of our commitment to becoming a more sustainable school, in line with the City and County Council priorities. The new service will fit the needs of our parents and pupils better, and therefore the number of pupils using the service should increase. Currently it is used by 173 MCS pupils; our surveys suggest this could increase by 50-75% next year, which would be excellent progress in the school's drive to become more sustainable. I am sure this is obvious, but the coaches reduce congestion on The Plain, by preventing hundreds of journeys that would otherwise have to be made by car.

Having convenient and safe loading and unloading locations for the school bus service are crucial to the success of the new bus partnership. The buses have to stop in or around the Plain. We use public bus stops on the Iffley Road for those that come that way, but others which approach from other directions stop outside Sainsburys or use the area outside our Junior School, opposite Sainsburys. The current loading/unloading locations in Iffley Road and outside Sainsburys seem unaffected by the proposed new restrictions. But prohibiting the occasional use of the area outside our Junior School on the west side of the Plain would cause us difficulties. We support the rest of the proposals as they would improve the safety of the Plain- particularly around St Clements.

Peter Barnett, CoHSAT

I am the one in the consultation responses that was very nearly taken out on my bike by a Magdalen parent diving for a parking spot outside the Ballroom to drop their child off; a less confident cyclist could well have been in serious trouble.

If these spaces are to be retained, even for off-peak use, then there should be lockable bollards, with keys only to local businesses, college and school, as suggested by a local councillor.

The problem will be, that without bollards, these spaces will still be used for short term car parking and school pick up and drop off, especially during peak times; these are the times when there are higher cycle and pedestrian flows and vehicle parking here can create extra visibility problems as pointed out in several consultation responses.

Quite honestly lockable bollards would be an improvement for businesses. Almost every time I have been through the Plain there are cars parked there, not delivery vehicles; sometimes cars double parked.

Ideally remove these loading bays altogether, but if they must be retained, at least in the medium term, because of the requirement for a public inquiry if removed, then 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.

Finally, I note with concern that recent changes to The Plain following Ling Felce's death would not actually make any difference if such incident were to occur today, since no changes, not even minor changes, were made to the St Clement's entry to The Plain. Accepting the possible restrictions imposed by roadway width that make a wand segregated cycle lane difficult, it should still be possible to put up signs and symbols to alert drivers to the presence of cyclists on the approach to and on The Plain; something like this might just have saved Ling Felce's life.

So, TSRGD 950 cycle route ahead warning signs; large TSRGD 1057 cycle symbols on the road on the approach; TSRGD 602 Give Way signs, which are on Cowley Road but not St Clement's; why? The County Council have plans in the pipeline for a bus and cycle lane on the St Clement's approach to The Plain, but this stops well short of the roundabout. Please take the earliest opportunity to put additional signs and symbols on the approach to and on The Plain to alert drivers to the presence of cyclists. Think Vision Zero; Think Safe Roads.

GENERAL STATEMENT ON 20MPH SPEED LIMITS AND VISION ZERO

Peter Barnett, CoHSAT

I would like to make two points; the first on 20 mph speed limits and Vision Zero and the second on the Vision Zero mindset and culture.

First, well done with the 20-mph programme. The single most effective part of the Safe System approach for Vision Zero, adopted the world over, is Safe Speeds through speed limit reduction.

But an important aspect of Safe Roads in the Safe System approach to Vision Zero, is that roads are self-explaining. This is the idea that a traffic environment should elicit safe behaviour simply by its design. It is one of the most important strategies to slow speeds and make streets safe for everyone. Speed limit reduction on its own certainly helps a bit, but design techniques like roundabouts, speed humps, chicanes, medians, and road diets are all proven solutions to slowing speeds and making streets safe; they also improve the credibility of the speed limit and thus reduce speeds. We must build roads and roadways that prioritise safety over speed.

With limited funds, a lot can be done with just paint, colour and bollards, much as the Council have done with cycling infrastructure. There is a wealth of material out there advising on the most effective methods; for example, a TRL report from 2005, prepared for the DfT, on - 'Psychological' traffic calming: Report TRL641.

And now the Vision Zero mindset; The Highways meeting on the 23 February, approved 20 mph limits in Chilton but did not reduce the limit for Lower Road which remained at 40 mph.

Both the Parish Council and the local councillor had asked for Lower Road to become 30 mph, with the Councillor saying it was a primary active travel route without segregation or separation. Officer judgement was that the 40-mph limit was a reasonable compromise to allow drivers to make progress into Chilton.

This is a 484 metre stretch of road which would take 9 seconds longer at 30mph than 40; this still allows for progress; so would 20 mph, being only 27 seconds longer. Is the loss of a few seconds really an issue when active travel can and should be supported and encouraged? Active Travel; Vision Zero; Safe Speeds. I hope that this will be reconsidered as a matter of urgency.

But for me, it shows that old ways of thinking that prioritise motor vehicles still persist and this must change for Vision Zero to progress. Vision Zero is a new way of doing things; a new culture; a new mindset.

ITEM 9 - ABINGDON – PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS

Robin Tucker – Co-Chair, CoHSAT

I apologise that I cannot be present, as I am in another meeting to develop understanding in this Council of walking, wheeling and cycling and their role in supporting the Council's objectives on congestion, health, equality and climate change.

With Botley Road closed, we see again how fragile a congested motoring-based transport system is, despite its huge financial and societal cost financially. With just one artery closed, traffic on other routes grinds to a halt, with extra problems from crashes each day. We must do more to enable people to use active travel and public transport that do not cause these damaging problems to people and the vital functions of the city.

Reducing speed limits is one of the ways to achieve this. By making street environments safer and more attractive, it encourages people to walk and cycle more often, and maybe walk to the bus stop. They are less likely to be injured or killed in a collision too. We are pleased that Oxfordshire is leading the way among English counties.

But 20mph zones can impact bus operations, and buses are vital to our transport future too, so we needed to ensure bus services were not damaged. Sitting down to discuss it with the bus companies, we found that they shared a lot of the same thinking, and working through the data and maps we were able to suggest a route to the most benefits with the least downsides. Once again, co-production shows its benefits.

We support the 20mph proposals for Abingdon, Cumnor, Faringdon, Forest Hill, Shotover, Shrivenham, Steventon and Wootton.

We raise one question, for Abingdon, Drayton Road, on whether the 20mph limit should start near the Hartwell garage or just south of Mill Road.

Looking at today's other proposals:

We support the Didcot station area parking measures. These streets are frequently used by local people walking and cycling to the station, and reducing non-residential parking will make this safer and more attractive.

We support the No loading measures for The Plain in Oxford. With a recent death and 50 collisions in 5 years, this is the most dangerous junction in Oxford. It is also a

major pinch point for traffic of all kinds. It seems perverse to allow loading in peak times on an A-Road roundabout known for its dangers and traffic congestion.

Paula Lopez, Town Clerk, Abingdon-on-Thames Town Council

Abingdon Town Council was approached by Oxford Bus Company to review the requested 20mph speed limit across the town as the bus company was concerned that the proposed change might impact on its services.

Oxford Bus Company has confirmed its support for reduced speed limits but is keen to ensure that its services can continue to be delivered at the same level.

A meeting between Oxford Bus Company and Abingdon Town Council 20pmh Working Group took place which was attended by councillor members of the group and some residents.

At this meeting it was agreed to propose to yourself and Oxfordshire County Council that the transition between 30mph and 20mph should happen at the locations below on the main arterial routes into Abingdon and would request that this be taken into account when considering the implementation of the 20mph speed limits in Abingdon, we understand that you are due to make a decision on this shortly.

- Oxford Road
Transition at the junction with Northcourt Road. This change would be subject to an action on Abingdon Town Council to relocate the bus stop on the northbound side from its current location north of the junction to a location south of it. This change was requested by the bus company as it would improve space on the pavement.
- Radley Road
Transition to 20mph limit at the mini roundabout where Daisy Bank joins Radley Road. The town council understands that the existing cycle route from Radley into Abingdon is due to be upgraded by Pye Homes such that a 3m wide shared path from Radley to the cinder track cycle path will be installed which would segregate cyclists from cars.
- A415 Bridge St
Transition to 20mph at the junction with the car park entrance on Thames Street.
- Drayton Road
Transition to 20mph somewhere between the junction with Saxton Road and in line with Gainsborough Green, which does not join with Drayton Road.
- Ock Street
20mph throughout.
- Marcham Road

Proposals for a 20mph transition at the roundabout junction with Colwell Drive are not disputed.

- Faringdon Road
20mph throughout
- Wootton Road
Transition at the junction with Northcourt Road.

Cllr Neil Fawcett

Firstly, I am very surprised that the officers have again come up with recommendations for you which do not reflect the consensus position that had been agreed between local councillors, active travel groups and the bus companies and that there was, once again, no consultation with local County Councillors about these recommendations.

Myself and the Town Council's starting position was that the whole of Abingdon, inside the perimeter road, should be 20 mph.

We then engaged positively with the bus companies and, in a spirit of compromise, accepted some changes in order to get the scheme through.

In that context, I was happy to accept the consensus position that emerged.

However the officers have now made recommendations which are different to that consensus. In the case of the Drayton Road in my division, they make no sense at all.

I won't comment in detail on their proposals for Oxford Road as it is not my division. My view is that the consensus that we came to, that the Oxford Road junction with Northcourt Road was the right place to start the 20 mph zone was fine. If it can't be done for technical reasons then they should move it north, not south.

I will comment in detail on the recommendation for Drayton Road.

The consensus we came to was that the 20 mph limit should start south of the Mill Road min-roundabout junction. This allowed the buses to travel up to 30mph up the long straight section of Drayton Road which has decent visibility and service roads down each side which are well used by cyclists.

From that point northwards, however, the area gets busy with two roundabouts, several entrances on to Drayton Road, two lots of older persons accommodation, a pedestrian crossing and the side entrance to Caldecott School (which serves the Tithe Farm estate to the west of Drayton Road).

The pavements in this section are narrow and have a high footfall. There are no service roads here.

So I cannot understand why the officers are recommending to move the start of the 20 mph zone to north of the Hartwell garage. It makes no sense at all and there is no real advantage to the buses which will be slowing down for the roundabouts and bus stops anyway.

I would therefore urge you to agree that the start of the 20 mph zone on Drayton Road should be immediately south of the Saxton Road junction.

ITEM 10 - CUMNOR – PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS

Tom Christophers – Cumnor Parish Chairman (written submission)

I write to you on behalf of Cumnor Parish Council in support of Agenda Item 10 in general but would like to make specific mention of the reduction in speed proposal in Cumnor village from 30mph to 20mph.

We as a council note the overwhelming support for the 20mph Cumnor proposal from the online consultation. 74% in support confirms what we as a parish council have been hearing from our community for a number of years now and also reflects the views and support from our District and County Councillors (Cllrs Jenner, Roberts and Ash).

We were concerned in February 2023 to see the recommendation to defer a decision pending further discussions to assess the acceptability of reduced proposals that meet the needs of all parties from the Corporate Director, Environment and Place.

We say this as the only real objection as such comes from Thames Travel regarding the stretch of road running Abingdon Road (at the A420 exit / entry points), Glebe Road and Oxford Road before the A420 flyover bridge.

To quote from the supporting papers, the objection was around:

"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."

and from the Corporate Director, Environment and Place that the proposal should:

"...meet the needs of the bus operator and pose no threat to the operational viability of services."

I think what was missed in February is that this stretch of road only corresponds to 0.3 miles (or 0.4 miles for one bus route from Besselsleigh).

The Abingdon Road stretch from A420 slip road entry and exit to the Glebe flyover bridge is 0.4 miles coming off the A420 from Rockley; and, 0.3 miles from the flyover to the exit to the A420 heading to Oxford (and vice versa). Both these journeys for the S9 and 33 buses going to and from Oxford at the current 30mph in perfect driving conditions with no stopping for passengers would take:

S9 coming from Rockley to Oxford - 48 seconds
S9 going to Besselsleigh from Oxford - 36 seconds
33 going to Oxford from Wootton - 36 seconds
33 going to Wootton from Oxford - 36 seconds

By moving to 20mph the times would change to:

S9 coming from Rockley to Oxford - 72 seconds (an increase of 24 seconds)
S9 going to Besselsleigh from Oxford - 54 seconds (an increase of 18 seconds)
33 going to Oxford from Wootton - 54 seconds (an increase of 18 seconds)
33 going to Wootton from Oxford - 54 seconds (an increase of 18 seconds)

I'm not sure the brevity of the distance was taken into account by either bus company or Corporate Director and thus the implication that services would become potentially unviable may have been wrongly arrived at.

We don't believe the concerns are valid when put against a bus journey increase of 18 seconds and 24 seconds respectively across the entirety of each bus journey from their starting and end points in Wantage, Oxford and Wallingford that are in total 111 minutes (Oxford - Wallingford and Wallingford - Oxford) and 52 minutes (Oxford - Wantage and Wantage to Oxford).

We hope that provides better clarity and that we can highlight the oddity of seeking to defer in February 2023 a motion to reduce speed for safety and environmental reasons over 18 to 24 second increases in bus routes that represent in reality 0.3% of the total journey time for the 33 bus and 0.8% of the total journey time for the S9 bus.

In comparison, the similar North Hinksey motion (also from February 2023 that includes roads also in Cumnor Parish) constituted 6.2 miles of bus route (#400 - both ways, 63 - both ways and 4A bus services). In perfect conditions these 6.2 miles would take a total of 12 minutes and 24 seconds to travel at 30mph. These road speed limits were reduced to 20mph in the February 2023 meeting, adding on a total of six minutes and 12 seconds to bus journeys overall; however, the bus companies submitted no objections to the motion.

We noted with interest that subsequently the county council has passed similar speed reduction motions in Benson, Charlbury, East Hanney, North Aston, Sydenham, Uffington, Watlington, West Hanney and West Challow, in some cases despite similar objections from bus companies.

This speed reduction is something that our community has been fighting for and lobbying us (and our District and County Councillors) to support, for a good while. The news that the motion had been pushed back was difficult to send back to our community and may have caused a loss in faith in democratic processes from the constituents who we all serve. We hope that this faith can be restored by passing this motion as recommended by the Corporate Director, Environment and Place this time round.

Cllr Judy Roberts

As you can see from the consultation, there is overwhelming local support for this change. The comments from the Thames Travel bus company needed further exploration as it seemed inconsistent to the parish that no objection has been raised for the North Hinksey scheme but the Cumnor one had received an objection. Most of our major highways routes feed into North Hinksey area so if it was acceptable there, why not in Cumnor.

It appears from paragraph 17 that the only place where 30 mph will be retained, should this proposal be accepted today, will be a short section of the A420 slip road through to Kennilworth Road. Although there are residents that live on that section there are major safety hazards that affect other areas of Cumnor and it is important that these changes should be implemented sooner rather than later to help manage these areas.

There is a one way system in the centre of Cumnor village that goes past the Cumnor Primary school. On a regular basis waste and other large Heavy Goods Vehicles travel up this section at 30 or more mph which at school drop off and pick up times is really dangerous. We have many cyclists who in anticipation of the much needed Eynsham to Farmoor to Botley cycle path, regularly use this route along the B4044 to access the City. At several points buses can only just pass each other and do encroach over the marked on-road cycle lane where there is one, which definitely does not meet LTN1/20 regulations.

The central road through Farmoor is currently at 40 mph and the flow of traffic is regulated by the payment of the toll at the Swinford bridge. The local children have to use public buses now to get to school since the school buses were stopped. This does require crossing the road either in the morning or evening depending on which secondary school they attend but there is never enough time between the cars coming through to cross safely and this is also true for the elderly residents. Reducing the speed will make it so much safer to cross.

In all these areas it is really important that we get a speed reduction to keep our active travellers safer.

Nobody likes to compromise but I can see from both the bus passengers and driver's point of view going from a 50 mph area to 20mph area directly may make their journey uncomfortable. If this is the only change that is required, on balance, it seems acceptable if we can get the lowered speed limits implemented across the Parish of Cumnor.

The main bus routes will all be at 30 mph or greater except for the very centre of the village and this should encourage greater use of the buses as they will be able to keep to timetable.

I support the changes to a lower speed limit and accept the small amendment made to the A420 slip road area.

ITEM 11 - FARINGDON – PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS

Mark Harrison

We commend the bus companies for the recent improvements in services on the S6 and 67 routes

Recent informal (Garmin) monitoring shows buses rarely average as much 20 mph (this excludes the time spent stationary)

- Re-site existing bus stops to spread them more evenly and eliminate a few in the process
- Fewer bus stops could result in a more equitable distribution for passengers
- Perhaps the community bus could be incorporated to provide less abled passengers to intersect the S6 and 67 for a limited number of the services during the day

Remove the loop the S6 takes through the Faringdon Market Place and relocate the main stop to Marlborough Street outside the old Post Office and the other commercial buildings adjacent to it

- This is a bottleneck as buses often wait for quite a few minutes when arriving early.

Clamp down on obstructive illegal parking along the bus route

Cllr Bethia Thomas

Dear Cllr Gant,

Last month I wrote to you to support the application for the 20MPH scheme in Faringdon. Faringdon is a small market town, and many are concerned about the safety of our roads. Recently a resident has petitioned the town council to make them aware of the problems parents are having crossing the main road to walk to school and slower speeds would definitely be welcomed here.

Since the February meeting where your decision was deferred, I know you have seen at least one submission from residents from Faringdon supporting the application for 20MPH Zone throughout the town, and I know others support it, as do Faringdon Town Council. We were all very disappointed that it was delayed but hope you are still committed to the scheme for our town.

ITEM 14 – STEVENTON – PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS

Louise Brockman – resident

I have been a resident of Steventon for over 21 years. I live on Steventon Hill. In this time there has been a very noticeable increase in the volume of traffic – especially the size and weight of the vehicles, with a much higher number of larger vehicles.

The pavements in Steventon are narrow in places – it feels very unsafe at times when walking along paths only one metre wide with speeding vehicles driving past. Slowing the traffic down will help to make pedestrians feel safer and you would hope ultimately - to be safer. Wing mirrors of large vehicles can be head height, and if travelling at higher speeds can feel like they would cause a lot of damage!

The noise and vibrations from the many lorries that drive through the village is noticeable inside the houses on Steventon Hill, the High Street, and the Drayton and Hanney Roads. Slowing the vehicles down would help to reduce this nuisance. The lorries and buses that are travelling slower are quieter with less vibrations – this is very easily observed on a daily basis. Vibrations can be felt throughout residences – in our own house bottles and jars in the kitchen at the back of the house have been known to chink together audibly as large vehicles have passed outside.

The speed limits in the village currently go from 40mph entering the via the Hill, to the 20mph zone for the centralised bridge, and back up to 30mph by Station Yard. This causes confusion with drivers. Having a blanket 20mph limit in the village will help to clarify the speed limit to motorists, and will hopefully mean that they are more likely to stick to them. The 20mph zone due to the weakened bridge is required for safety reasons and is not going to be changed in the near future from what we are being told by the Council.

I am a member of Steventon Community Speedwatch group. My husband is also a member of the group along with a further 12 people. We are an active Speedwatch group regularly monitoring in the 20, 30 and 40 mph zones in the village. This group was formed by local residents that over the past few years had collectively got fed up with the speed of vehicles travelling through the village along with the associated danger, noise and vibrations. We are approaching our 1000th reported speeding motorist since 4th July 2022 – just under 10 months. In this number we have reported vehicles of all types to the Police for speeding – motorbikes, cars, vans, buses and lorries – both small and large.

The sheer number of vehicles using the villages roads is extraordinary – many visitors unfamiliar with the village comment on the amount of traffic using the villages roads. A traffic survey carried out in May 2021 showed over 10,000 vehicles a day using the High Street.

I believe that lowering the speed of these thousands of vehicles a day will make the village safer, quieter and more pleasant to live in. I also believe that it will encourage more people to walk around the village – I know people who wouldn't consider walking over the bridge and up the hill to our house, and choose to drive on safety grounds saying that they do not feel safe walking on either side of the road. It will reduce the vibrations felt by many residents (day and night) and reduce the noise pollution. Looking into whether a 20mph reduces air pollution, I found that there is evidence from studies that there are clear benefits to driving style and associated particulate emissions. Research has found that vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph zones, reducing particulate emissions from tyre and brake wear.

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Divisions affected: *Chipping Norton*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 25 MAY 2023

KINGHAM: CHURCH ROAD – PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposed no waiting at any time restrictions at Church Road at Kingham.

Executive summary

2. Following local concerns raised by Kingham Parish Council on obstructive and hazardous parking on Church Road adjacent to Saint Andrews Church, no waiting at any time restrictions have been proposed to cover both sides of the bend for approximately 55 metres, as shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals and their implementation if approved has been provided by Kingham Parish Council (check)

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. The Formal consultation was carried out between 6 April and 5 May 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue

Service, Ambulance service, local bus operators, countywide transport, access & disabled peoples user groups, Hanborough Parish Council, West Oxfordshire District Council, District Cllrs, and the local County Councillor representing the Hanborough & Minster Lovell division.

7. Letters were sent directly to approximately 60 premises in the immediate vicinity of the proposals.
8. 15 responses were received during the formal consultation period, comprising of: one objection, eight expressing concerns (53%), five in support (33%), and one expressing no objection.
9. 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

10. Thames Valley Police expressed no objection to the proposals.
11. Oxfordshire Unlimited, a local group representing people with mobility impairment, expressed support for the proposal.
12. A representative of St Andrews Church (which is directly adjacent to the proposal) expressed a concern about the impact of the proposal on the church activities etc. noting the number of members of the congregation who have limited capacity to walk and need to be able to park as close as possible to the church, and also for access for funerals and weddings etc. and also those bringing in musical equipment etc. into and from the church. Their response also requested should the proposal proceed consideration of a reduction in its length to reduce the impact on the church.
13. In respect of the above issues, it is confirmed that the proposed restrictions do not apply to funeral vehicles or any vehicles being used for setting down / picking up passengers or for loading and so their impact in respect of the above concerns should be very limited; blue badge holders may park on double yellow lines (providing that when doing so they are not obstructing the highway) for up to three hours. Similarly, officers will be very happy to consider – with the input from Kingham Parish Council and the church – adjustments to the scheme.
14. One objection was received from a member of the public on the grounds that proposal was unneeded and would cause difficulties for the activities of the church; responses were also received from four members of the public citing similar concerns.
15. A further seven responses were received from members of the public generally supportive of the proposal, with some though expressing a concern on the impact on the church and also the possible displacement of parking to Cozens Lane, with several of the responses citing the demand for parking by

customers of the Wild Rabbit pub accounting for much of the pressures. Concerns were also expressed that the effectiveness of the proposed measures would be very dependent on enforcement.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1 Consultation Plan
 Annex 2: Consultation responses

Contact Officers: James Wright 07789 926984

May 2023



Drawing No.



Proposed
double yellow
lines

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE
COUNTY COUNCIL**

	Project title
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KINGHAM

Drawing title	
---------------	--

Proposed parking restrictions

	Drawing Status
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Scale @ A3	Drawn by JEW	Checked by	Approved by
	Date drawn October 2022	Date checked	Date approved

	October 2022
Oxfordshire Project No. & File Ref	

Drawing No.	Revision
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) St Andrews Church, (Kingham, The Grange)	<p>Concerns – The present proposal is to paint double yellow lines on both sides of the road outside the church. This is currently the closest vehicular access to the church and therefore where I park when I arrive for services, often with my guitar, robes, amplification equipment, livestreaming equipment etc.. Apart from me, there are various members of the congregation who have limited capacity to walk and need to be able to park as close as possible to the church. We also have funerals in the church, for which the hearse needs to park and the team of bearers carry the coffin into church, and on happier occasions, the bridal party arrives at the lychgate and makes their way into church.</p> <p>If the double yellow lines are painted as suggested it will make it harder for us all to function. I can't see brides wanting to disembark in the nearest car park and walk along the road, where there is no footpath for part of the way.</p> <p>I understand the concern of the parish council. It does sometimes seem that there's a risk of an accident, though to my knowledge, there's not been one in the eleven years I've lived here. It seems sensible to me to stop people parking on the corner itself, and maybe even just past the lychgate. However, I ask that parking is allowed from there along the road outside the church. Indeed, some parking there (away from the corner itself) effectively slows the traffic which itself reduces the risk of an accident.</p>
(3) Local organisation, (Unlimited Oxfordshire)	Support – The proposal for double yellow lines at and near the sharp bend in Church Street, Kingham, is very sensible, considering the restricted width and visibility. Therefore Unlimited Oxfordshire supports this proposal.
(4) Local Resident, (Kingham, Church Street)	Object - This part of the road is not a problem to warrant double yellow lines, it is totally not need and a total waste of money which could be spent better i.e repairing our roads, empty out drains more often to stop so much surface water when it rains.

	<p>What will happen when it's a funeral the hearse and family cars following the hearse, a wedding the bride & bridesmaids cars. The man who has a truck and trailer with digger to dig the graves, the stone masons who come and instal headstones .</p>
<p>(5) Local Resident, (Kingham, New Road)</p>	<p>Concerns - Kingham like many villages in the area suffers from irresponsible parking. As a disabled wheelchair user I frequently have to exit the path to go around these cars and it is really unsafe. The concern I have is that enforcement is a big part of the issue, there is currently a bus stop marked out and I submitted that there were 'loading only/keep clear' markings on the next corner into cozens lane, yet there appears no record in the councils details of this. Therefore the markings have never been enforced. I feel that without any enforcement, yellow lines will just be a blight on the landscape of a picturesque village. The wasted taxpayers money in other local villages installing 20 mph signs is also fruitless as people continue to drive well beyond the limit of even the previous advisement of 30! The roads are treacherous due to potholes and to spend money in any other department is wreckless!</p> <p>I would like to add that it is already illegal to park on a blind bended corner yet it is common for people to do so not just in this village but also in neighbouring villages, the answer is enforcement rather than costly 'doubling up' of rules with which to chastise people on.</p> <p>It is my feelings that even though we would benefit from people not parking there that they park on the corner of couzens lane where there were keep clear markings and in the bus stop. It won't discourage or cease the behaviour of ignorant visitors and locals on that bend.</p>
<p>(6) Local Resident, (Kingham, The Grange)</p>	<p>Concerns - I am concerned that the proposal will limit access to the church, particularly for the disabled and those carrying large loads. I would prefer a shorter length of restriction on the side of the road nearest to the church.</p>
<p>(7) Local Resident, (Kingham, St Andrew's Church, The Grange)</p>	<p>Concerns - A couple of points to consider - parking for hearse, wedding car, disabled and elderly members of church, grave digger, gardener, vicar when dropping off equipment for church for services- AV equipment, laptop, speakers to enable livestream and running of service. I always try and park away from the bend when I need to park there when dropping off equipment but please don't make it impossible for a church to operate. At least people do slow down round that corner because they know there are obstructions in the road, I fear with double yellows people will just drive faster and increase the risk of accidents.</p> <p>Here's hoping to a solution that can improve road safety around the corner but also enable the church to operate in</p>

	this century.
(8) Local Resident, (Kingham, Chipping Norton, West Street)	Concerns - Something needs to be done to make that section of Church Street safer. However, parking restrictions would not solve the main issue which is the speed at which cars and cyclists approach the bend. Significant hazard lines or a priority system may be more beneficial. Also the installation of no waiting would seriously impact the church especially for funerals and weddings. There would be no place for the hearse to park and it is not realistic to expect the coffin to be carried down the road from the nearest parking area.
(9) Local Resident, (Kingham, Cozens Lane)	Concerns – I don't have a problem with double yellow lines but this will create further issues elsewhere. I live on Cozens Lane Kingham which is also a nightmare for parking, this should be a oneway system, several older residents find it impossible to walk down. Obviously having lots of visitors to the Wild Rabbit creates congestion, when my house was built I was made to have a wide splay entrance this is now wonderful for everyone to turn around on & employees to park
(10) Local Resident, (Kingham, Church Street)	Concerns – Yes, the church corner needs double yellow lines urgently. But the number of parked cars in the street is already impeding traffic, and we are due new building work over the road to add to the daily holdups on what is basically a single lane road. Were it not for my drive entrance, used by all as a lay-by, things would be even worse. This gateway needs a white line across it if it is at all possible, to help vehicles in and out of my drive and give a passing place on the street near the shop. It would help congestion here if the Wild Rabbit folk would use their car park off road, of course.
(11) Local Resident, (Kingham, Cozens Lane)	Support (with Concerns) – I am writing to support this initiative as proposed, but would like to add a few important additional considerations, if I may? The problem of parking is caused, as you probably know, by visitors to the Wild Rabbit pub on Church Street. The popularity of the pub means that the number of visitors is high and the nature of their visit is one of considerable duration. Unlike those who frequent the local village shop whose stay is but a few minutes long typically, visitors to the pub enjoying food and/or drinks stay for much longer periods — hours sometimes, in fact. And given the lack of

	<p>on-site parking at the pub, the number of cars can be significant at peak times, leading to the problems you alluded to.</p> <p>Despite the creation of 'no parking' lettering on the road which extends around the corner of Church Street into Cozens Lane where we live, this is often completely ignored and access to our road is often-times restricted. Even worse, despite Cozens Lane being a narrow road (it is hardly wide enough for two cars to pass at various pinch-points) visitors to the pub also park their cars along Cozens Lane as it often offers the nearest parking when Church Street itself is fully parked.</p> <p>I have made verbal representations to the Parish Council about this as this parking is not only obstructive, but dangerous. Simply stated, when cars are parked along Cozens Lane, the space left over is insufficient for any larger (read emergency) vehicles to pass by if required. Indeed, there are times when we have difficulty driving our cars out of our own driveway given the location of poorly parked cars.</p> <p>As such, I would ask two things: The first is that any new parking restrictions are enforced (at least for a time) as otherwise this will be of little deterrent to some. The second is to prohibit parking along Cozens Lane also as I fear that the number and frequency of cars parking in the road will only increase exponentially if your proposed plans are introduced.</p>
(12) Local Resident, (Kingham, The Grange)	<p>Support - To prevent dangerous parking near the bend. However, will there be any exceptions, eg gravediggers who need to access the churchyard with heavy equipment?</p>
(13) Local Resident, (Kingham, West Street)	<p>Support – Cars park by the church lichgate which is on a corner with no line of sight when approaching from either direction. There is a mirror in the hedge in the corner but it is now deep in the hedge and few people seem to be aware that it there. It needs attention to return it to its former ability to allow drivers to "see round the corner". Even then, cars parked close the corner would present a serious risk. I must confess that I have been expecting a serious accident there for many years. So far that has not happened.</p> <p>There is, however, one additional problem: it is desirable (it could be argued "essential") for a hearse or a bridal wedding car to park briefly to allow the bearers or the bridal party to have easy access to the church. The driver afterwards should then go to park during the ceremony and return afterwards. With a wedding this is easy as the car usually goes away once the bride and entourage have gone into church.</p>

	I think I ought to declare an interest as I have been churchwarden at Kingham Church for ten years; I have declared my intent to retire from that roll this spring. However, I still feel that I should help with this problem. Also I have regularly driven a Villager bus round that corner for many years.
(14) Local Resident, (Kingham, West End)	Support - This measure will go some way to alleviating what is currently a very dangerous situation.
(15) Local Resident, (Kingham, West Street)	Support - To make Kingham safer

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Divisions affected: *Hanborough & Minster Lovell*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 25 MAY 2023

LONG HANBOROUGH: REGENT DRIVE AREA (HANBOROUGH PARK) – PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS AMENDMENT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed no waiting at any time restrictions at Regent Drive

Executive summary

2. As part of a decision at the Cabinet Member for Highway Management meeting on 23 February 2023 to approve weekday waiting restrictions between 11am & noon Mondays to Fridays within the Hanborough Park residential development, comprising: Olympian Close, Regal Lane, Regent Drive, Reliance Way, and Renown Court, the Cabinet Member also approved a further consultation on extending no waiting at any time restrictions further into Regents Drive from its junction with the A4095. The aim of this measure is to address obstructive parking at all times which was judged likely not to be fully addressed by the measures as already approved. The new proposals as consulted on are shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals and their implementation if approved has been provided by the developers

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. The Formal consultation was carried out between 6 April and 5 May 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, local bus operators, countywide transport, access & disabled peoples user groups, Hanborough Parish Council, West Oxfordshire District Council, District Cllrs, and the local County Councillor representing the Hanborough & Minster Lovell division.
7. Letters were also sent directly to approximately 150 adjacent premises.
8. 14 responses were received during the formal consultation period, comprising of: four objections (29%), four expressing concerns (29%), five in support (36%), and one expressing no objection.
9. 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

10. Thames Valley Police expressed no objection to the proposals.
11. Oxfordshire Unlimited, a local group representing the interests of mobility impaired people, while supporting the proposals in principle also sought reassurance that the previously approved plans for single yellow lines within the rest of the development would not preclude the future provision of a Disabled Persons Parking Place should an application be received from a resident; it is confirmed that any such provision would still be possible.
12. Objections were received from four members of the public - three being residents of the development and one a resident of a nearby property on the A4095 – that the proposal would create difficulties due to the loss of parking places for their visitors etc. and would also result in further displacement of parking into both the Hanborough Park development. Additionally, three responses citing concerns were received from local residents focussing on the problems of displacement, two of these being from residents of existing properties off the A4095 close to the rail station, and one a resident of Hanborough Park. The latter response requested additional measures including additional lengths of no waiting at any time restrictions.
13. Noting these concerns it is accepted that as with any parking control scheme there is a potential for inconvenience for those currently parking where restrictions are proposed but balancing the gain in safety and avoidance of obstruction of the road, it is considered that the proposal is appropriate.

14. The concerns over the displacement of parking again are noted, though within the Hanborough Park development the proposals for weekday waiting restrictions between 11am & noon Mondays to Fridays as approved on 23 February – which would be implemented at the same time as the current proposal if approved - will address the problems of longer-term parking by e.g. rail users during the working week.
15. Although it is accepted that the displacement of parking to the service road adjacent to the A4095 near the rail station is a potential risk, mindful that this is much closer to the station, the additional pressures at this location that would likely be caused by the current proposal is judged to be modest.
16. Expressions of support were received from four members of the public, three being residents of Hanborough Park.

Annexes

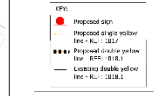
Annex 1 Consultation Plan

Annex 2: Consultation responses

Contact Officers:

Adam Barrett 07919 175889

May 2023



Questions			
A	Yukon being opened to commercial traffic	72	15.73.22
B	training of the public system, is required	73	16.03.22
C	State health services	68	16.03.22

Main Road
Long Hanborough
Oxfordshire

**TRO Parking
Restrictions**

DATE: 15 09 22
SCALE: 1:500 @ A0
DRAWN RB
CHECKED JB

BLOOR HOMES

Order to: 01295-81-2500

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local organisation, (Unlimited Oxfordshire)	<p>Concerns – The proposal for double yellow lines in Regent Drive, Long Hanborough is also very sensible, considering the turning movements in and out of the vehicular access to six dwellings, the presence of the field access opposite, and the close proximity of these accesses to the T-junction with the A4095 Main Road. Therefore Unlimited Oxfordshire supports this proposal.</p> <p>However, I note that there is a recently-processed extensive waiting restriction between 1100 and 1200, Mondays to Fridays, in Regent Drive and other roads in the Hanborough Park estate. While this is very welcome (as it prevents longer-stay parking by users of Hanborough rail station), it must not prevent or hinder the granting of a Disabled Person's Parking Place (with exemption from the restriction) when a resident blue-badge holder applies for one.</p>
(3) Local Resident, (Hanborough, Main Road)	<p>Object - Since the Regent Drive development double yellow lines were placed on Main Road outside my property, understandable for safety .</p> <p>However, If double yellow lines are placed at the entrance to Regents Drive there will be no parking anywhere near my property on the occasion of additional visitors or trades people. Perhaps a parking permit system would be better, I appreciate this would require enforcement (as would double yellow lines) . But there needs to be an exception for genuine visitors and residents. Double yellow lines would give no flexibility.</p>
(4) Local Resident, (Long Hanborough, Regent Drive)	<p>Object - While I support the need to introduce parking restrictions for Regent Drive, yellow lines pose a too stringent solution to the problem. The section proposed to receive yellow lines is a useful space for tradesman and visitors of residents in the estate. Parking at the properties is already limited so the space on regent drive is a handy temporary solution.</p> <p>Therefore I believe permit parking for residents is a more logical and convenient solution. The yellow lines direction seems to be the cheap and easy answer and not thought through. The area proposed should still be available to</p>

	residents and only residents. Permit parking is the usual answer to such situations so I believe it should be implemented here.
(5) Local Resident, (Long Hanborough, Regal Lane)	Object - This will push those that are parking at the entrance further down into the estate which is narrower and will affect residents. Double yellows should not be added if residents parking permits are not allowed for the remainder of the estate. I object to the double yellows!
(6) Local Resident, (Long Hanborough, Main Road)	<p>Object – The reasons for my objections is that I live on Main Rd, before Regents Drive.</p> <p>When Regents Drive was built double yellow lines and traffic bollards in the centre of Main Road were installed outside my property which has resulted in it being impossible for any vehicles to park outside my house and any tradesmen or visitors to our house have therefore to park in Regents Drive. The proposal mentioned above would mean that any visitors etc, would have nowhere to park.</p> <p>Vans and low suspension vehicles cannot access my drive since the installation of the footpath in front of my house, for the benefit of residents on Regents Drive, has resulted in my drive being too steep for such vehicles without them grounding.</p> <p>I would have no objection to one side of Regents Drive having double yellow lines.</p> <p>I should also advise that the 'danger and of obstruction of cars parking just beyond the existing parking restrictions' is unfounded in my view. The danger and obstruction was vehicles parking on both sides of the road in the area where existing parking restrictions are.</p> <p>Whilst I understand the concerns of the residents of Regents Drive I would ask that the concerns of myself and others are also considered.</p>
(7) Local Resident, (Long Hanborough, Regents Drive)	Concerns – I am writing to highlight my concern for the proposal to only double yellow the road from the start of the development and to only include the bend in the road. As a resident at number 2 Regent Drive (Start of the development) I see too often the issues with the road and parking. I do not believe double yellow lines for just the bend in the road is sufficient. I will outline the reasons/issues below.

1. In recent weeks people have started parking on both sides of the road up to and just past my house (2 Regent Drive) as you head down into the development (this is just past the bend in the road). This has often made it very difficult for residents living on the development to pass easily in order reach their homes. In the event of a larger vehicle such as a dustbin lorry, ambulance etc, this would be impossible to pass, especially if the parked car is badly positioned. One of my neighbours has video evidence of parked cars on both sides of the road highlighting the issue. If you wish to see this evidence we can arrange for you and those making the decisions to see first hand the problems.
 2. Cars are not just parking during working hours. There are often people using Regent drive to park their car for long weekends. Recently there has been a car parked for a week. It has only recently moved. This makes it difficult for residents who have visitors to park on the road because commuters or weekend car users for the train are using Regent drive to avoid paying at the station park.
 3. When cars are parked on both sides of the road, my neighbour opposite (number 7 Regent Drive) at times has had difficulty getting off their drive because there is a car parked opposite on my side where I live. Having double yellow lines outside my house would avoid the issues with my neighbour struggling to get off his drive. Please note that this issue is past the bend. So only double yellowing the road on the bend would not resolve the issue.
 4. Vision - At times I have struggled to see cars whilst getting off my drive because a car has parked close to my drive way entrance. This has the potential to cause an accident. The bend in the road exacerbates the problem because I am unable to see cars as they are entering the development.
 5. Despite the farmer placing a sign on the farm gate "please do not park in front of the gate" commuters and weekend travellers park their cars in front of the gates. I have also seen cars parked on the pavement. Which I know is illegal.
- I feel and many of my neighbours feel that there needs to be double yellow lines past my house at number 2 and down to Regal Lane at a minimum. The issue with parking is getting worse when people are using Regent Drive to use the train. The issue is more of a problem when people are working and using the train to get to work. Weekends especially a Saturday are also very busy for parked cars when people are using Regent Drive to park their car whilst they use the train to Oxford. I feel that with the Botley road closing the problem is only going to get worse in Regent Drive as people use the train more. I also feel that the issue with parking is going to become a problem on other roads on the development as people realise that they can park in one of the side roads. These roads appear to be narrower. This would also have the knock on effect of visitors struggling to find a park because space has been used up by those using the train.

	<p>Finally I would like to highlight that there are a lot of children who live on the development. Many, like my son will visit friends at other houses. When there are lots of cars parked on the development roads, this has the potential to cause harm. A child may not see cars entering and leaving the development because cars that are parked on the road are obscuring the view of moving vehicles.</p>
(8) Local Resident, (Long Hanborough, Main Road)	<p>Concerns - As a resident of Main Road by the station I am concerned that double yellow lines at Regents Drive will exacerbate the problem we have of long stay parking for the station outside our homes on the slip road. The single yellow line between 11-12.00 does not prevent parking at present so it seems likely that those people currently parking in Regents Drive will just start parking here!</p>
(9) Local Resident, (Long Hanborough, Main Road)	<p>Concerns - We are fully in agreement with your proposals as long as it does not just move the issue to Main Road. We live by the train station in the slip road before the station. It already has a single yellow line & restrictions for 1 hour (midday). My wife & I park outside our property and on many occasions when coming home from work, someone who has caught the train, is parked where we normally do.</p> <p>I hope, the restrictions you propose does not go back to the old days, where commuters using the train does not park on the grass verge all along the main road outside the station.</p> <p>Make the area permit parking only for residents as if you actuate the present situation, everyday for one hour all the residents will have to move their cars.....but to where?</p> <p>The bottom line is, the train commuters should only use the parking at the station, but as long as they can park outside our house and along Regents Drive for free, I guess that will never happen.</p>
(10) Local Resident, (Long Hanborough, Bedford Mews)	<p>Support - Cars parking in this area obstruct the junction and are potentially dangerous.</p>
(11) Local Resident, (Long Hanborough, Regent Drive)	<p>Support - The entrance to the estate is a blind corner. Often when leaving the estate it is necessary to drive on the wrong side of the road to avoid parked cars. Occasionally when cars are parked on both sides of the road, they is only a narrow path between them. It would be too small for a fire engine to fit through (photos have been taken to document this in the local resident Facebook group.) this is obviously very concerning.</p>

(12) Local Resident, (Long Hanborough, Regents Drive)	Support - This should have been proposed when the original consultation went ahead. I understand it was recommended by County Councillor Liam Walker at the time, and it was also requested by myself (Parish Councillor and resident on the estate) following an informal survey of residents that was in favour. This has simply incurred additional cost and delayed implementation at what is rapidly becoming a dangerous junction.
(13) Local Resident, (Long Hanborough, Reliance Way)	<p>Support – All I can say is yes, please please please do not delay on these parking restrictions any longer. The parked cars are forcing residents onto the wrong side of the road, on a bend, and into the path of oncoming cars turning in from the main road. Before long there will be a head-on collision!</p> <p>I hope this doesnt take too much longer to sort and keep everyone safe in their own neighbourhood!</p>
(14) Member of public, (Kingham, West Street)	Support - To make Hanborough safer

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Divisions affected: *Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

OXFORD: NORTH STREET (OSNEY) – PROPOSED PARKING BAY & PERMIT ELIGIBILITY AMENDMENTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is RECOMMENDED to approve the following proposals as advertised:
 - a. the relocation of a residents parking place and associated amendments to no waiting at any time restrictions at North Street, and
 - b. exclude the new dwellings at No.1 North Street from eligibility for resident's parking permits and residents' visitors' parking permits.

Executive summary

2. The proposal to amend a resident parking place and associated changes to waiting restrictions as shown in **Annex 1** have been put forward by the developer of adjacent land .

Financial Implications

3. Funding for consultation on the proposals and their implementation if approved has been provided by the developer of adjacent land.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. The Formal consultation was carried out 06 April and 05 May 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, local bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, the local City Cllrs, and the County Councillor representing the Jericho and Osney division.
7. Letters were also sent directly to approximately 70 adjacent premises in the immediate vicinity of the proposals.
8. 13 responses were received during the formal consultation, with 11 received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
Parking bay amendments	-	3	2	3	8
Permit eligibility	3	5	3	-	11

9. Additionally, a further two responses were received via email, with Thames Valley Police raising no objection, and Oxfordshire Unlimited (a group for people with physical & sensory disabilities) raising concerns.
10. 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

11. Thames Valley Police expressed no objection.
12. Oxfordshire Unlimited, a local group representing people with mobility impairments, expressed a concern that future residents of the development for which permit eligibility is proposed to be removed would still be eligible to apply for a Disabled Persons Parking Place should their circumstances require one. Subject to the wider conditions of occupancy of the development as imposed by planning consent etc. that are not within the control of the County Council, it is confirmed that any such resident would be able to apply for a DPPP.
13. Five objections and three expressions of concern were received from members of the public to one or both parts of the proposal although noting none of these were from a resident in the Osney area. It is confirmed that there is no net loss in parking places, and also that the proposed removal of permit eligibility of the development site is a planning condition and that potential occupiers of this development should be aware of their lack of permit eligibility ahead of making a decision on whether to live at the individual properties comprising the development.

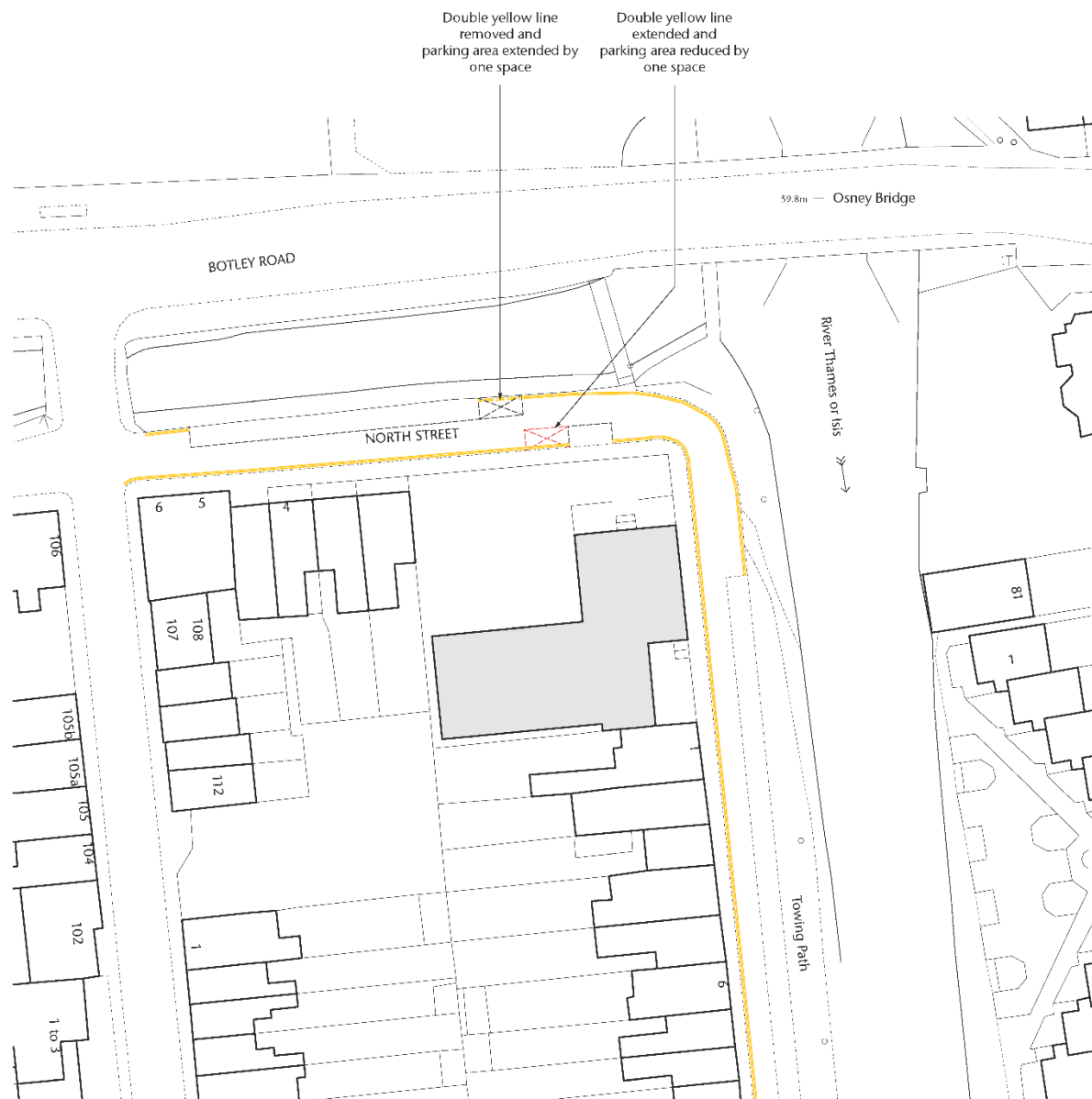
Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1 Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

May 2023

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No.	REVISION	DATE
Drawn by DR	Checked by AJ	First issued 20/01/22

Do not scale from drawing

Any discrepancies must be reported to the architect

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PROJECT	North Street Oxford
DOCUMENT	Traffic Regulation Order Consultation Plan
SCALE	1/250 1/500

REVISION	286/ SK / 33 /
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local organisation, (Oxfordshire Unlimited)	<p>Concerns – I understand that the County Council might require Oxford City Council, when granting planning permission for some new residential developments, to stipulate that car-ownership among residents is to be discouraged. That is understandable when, for example in Bladon Close, North Summertown, a single house is replaced by five flats.</p> <p>For such developments, off-street parking may be limited, and it may become congested and unusable by a resident blue-badge holder.</p> <p>The non-eligibility of residents of certain dwellings must not cause the County Council to refuse to provide an on-street DPPP, if applied for by a blue-badge holder who is a resident of one of those dwellings.</p>
(3) Local Resident, (Oxford, Sunningwell Road)	<p>Parking bay amendments - Object It's important that residents are still able to park by their homes.</p> <p>Permit eligibility - Object This affects a good friend of mine who already lives and works in Oxford who relies on driving to do an important job.</p>
(4) Local Resident, (Oxford, Little Clarendon Street)	<p>Parking bay amendments - Object People must be allowed parking where they live.</p> <p>Permit eligibility - Object New homes must allow the new residents to be able to park vehicles as they need.</p>
(5) Member of public,	

(London , Hoxton Street)	<p>Parking bay amendments - Object No comments.</p> <p>Permit eligibility - Object Visiting and supporting the mental health of my family and friends living in these streets will be considerably more difficult and costly.</p>
(6) Local Resident, (Oxford, Cowley)	<p>Parking bay amendments - Concerns No comments.</p> <p>Permit eligibility - Object Some people needs their car for commuting to work. Some people have friends or family who visit them from outside of the city and use a car to travel long distances.</p>
(7) Local Resident, (Oxford, Barn Road)	<p>Parking bay amendments - Concerns I am not a resident but my I am concerned if this will restrict resident to vital services</p> <p>Permit eligibility - Concerns No comments.</p>
(8) Local Resident, (Oxford, Barns Road)	<p>Permit eligibility - Object Even if you live car free in a flat, I feel it is only fair to be able to allow service people and occasional visitors to park nearby. It is almost impossible to live in a flat in East Oxford with absolutely no parking provision - and this is coming from someone who does not own a car and cycles everywhere.</p>
(9) Local Resident, (Oxford, Cutteslowe)	<p>Permit eligibility - Concerns No comments.</p>
(10) Member of public, (West Hanney, Wantage, School Road)	<p>Permit eligibility - Concerns key workers who need their cars for work live at some of these addresses. when they moved to Oxford, they</p>

	bought/rented on understanding they could park. it is unfair to take this away. If these key workers can't work in Oxford, they will be forced to move out of the area.
(11) Local Resident, (Oxford, Marston Street)	Permit eligibility - Support I feel there are already too many cars in these areas. I live in East Oxford and I work in Jericho. Walking around is more pleasant with fewer parked cars.
(12) Local Resident, (Oxford, Bullingdon)	Permit eligibility - Support Sensible limits
(13) Local Resident, (Oxford, Botley Road)	Permit eligibility - Support support for restrictions on parking

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Divisions affected: *Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

OXFORD: ST MICHAEL'S STREET – PROPOSED PERMANENT PROHIBITION OF VEHICLES AT EAST END OF STREET

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to:
 - a) approve the proposed extension by approximately 13m metres westwards of the extent of St Michael Street subject to the 'prohibition of all vehicles' restriction.
 - b) Defer approval of the proposed removal of an existing Doctors parking place in St Beaumont Street to accommodate a new Disabled Persons Parking Place to allow a further assessment of the need for the Doctors Parking place.

Executive summary

2. This report presents responses received during the statutory consultation on a short extension to a public realm scheme at the eastern end of St Michaels Street, for which approval for a permanent prohibition of all vehicles restriction was given at the Cabinet Member for Highway Management decisions meeting on 26 January 2023.
3. The short extension of the scheme has been requested by Oxford City Council who are designing and funding the public realm scheme; the extension will permit more flexibility in the use of the space including seating for general public use and a potential improvement to the cycle parking provision. A plan of the extended scheme is shown in **Annex 1**.

Sustainability Implications

4. The proposals result in a slight increase in the length where cyclists are required to dismount but this is not considered to represent a significant change to the proposals already approved. The potential redistribution of cycle parking within the space could result in an overall improved amenity for cyclists, and pedestrians will benefit from the general public seating

Financial and Staff Implications (including Revenue)

5. Funding for consultation on the proposal has been provided by Oxford City Council, who have also developed and identified funding for implementation of a proposed St Michael's Street improvement scheme.

Equality and Inclusion Implications

6. The proposal results in the loss of one of the current six Disabled Persons Parking Places within St Michael Street. The provision of public seating will be of benefit to all pedestrians include those with mobility impairments.

Formal Consultation

7. The formal consultation on the proposals was carried out between 02 March and 31 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 Councillor representing the Jericho & Osney division.
8. Additionally, street notices were placed on site in the immediate vicinity, and letters sent directly to approximately 150 properties in the area.
9. Nine 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
Extend existing restriction on St Michaels Street	6	3	-	-	9
Reduce existing DPPP on St Micheals Street	4	3	-	2	9
Replace Doctors bay on Beaumont Street with DPPP	5	2	-	2	9

10. Additionally, a further five emails were received – with one in support, three objecting, and Thames Valley Police submitting a non-objection.
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 providing the burden for enforcement does not fall to the Police.
13. Cllr Pressel, the local member expressed support for all the proposals, as did a local city councillor.
14. Objections to the proposed removal of one of the Disabled Persons Parking Places (DPPPs) were received from two local groups representing people with mobility impairments and additional three members of the public; these also cited wider concerns about insufficient DPPP provision in the city centre and noted that the spaces in New Inn Hall Street were suspended at the start and end of the university terms to provide for access for vehicles carrying the belongings of students for the adjacent colleges.
15. Surveys of the use of the current DPPPs in St Michaels Street in June, July and August 2022 showed comparatively low levels of occupancy and in view of this it is not anticipated that the proposals will have any material adverse impact on the current users.
16. An objection was also received from a medical practice in Beaumont Street on the proposed removal of an existing Doctors parking place so as provide another DPPP. Officers will be in discussion with the practice as it was previously understood that it was due to move to another site; given the objection and apparent continued current need for the place, it is recommended that a decision is deferred until further information is available.
17. Five expressions for support for the extension of the length of the vehicle free space were received from members of the public; some of these responses expressed no opinion in respect of the other proposals.
18. The Oxford Union did not submit a response to the Traffic Regulation Order consultation but nevertheless has been liaising closely with Oxford City Council on the scheme and verbally expressed concern about the security of their VIP guest speakers if they had an additional distance to walk to their entrance gate from a vehicle. It would be approximately 6 metres more than the current distance to the gate. The Union also requested construction vehicle access to the gate for future years renovation work and queried whether the surface is designed to take 18t+ HGV's which it is confirmed will be the case. Following a meeting with the Bursar, a revised design has been developed as shown in **Annex 1**, which includes a bollard and moves the public bench. The trustees are 'broadly fine' and discussion will continue to agree the details and with the intention being to exempt vehicles requiring access to the Union from the proposed prohibition of vehicles.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1: Plan

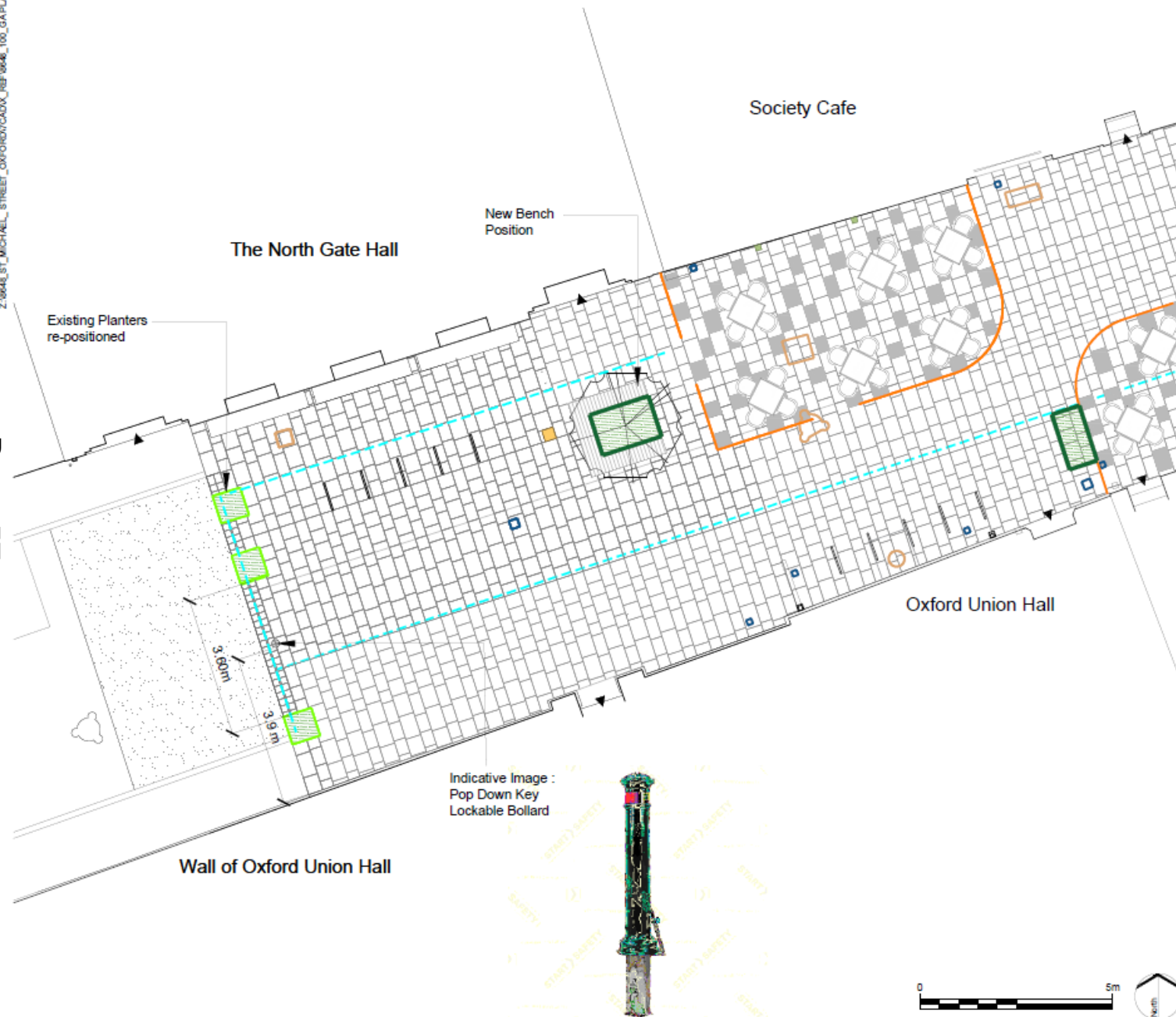
Annex 2: Consultation responses

Contact Officers:

Ben Smith 073920318877

Tim Shickle 07920591545

May 2023



LEGEND

Proposed Hardworks

- 300x400mm x random length (150-400mm) x 50mm mixed colour Porcelain Stone Paving by Hardscape or similar approved
- Resurface terrace to be in with existing levels
- Timber deck areas for Bench and Furniture. Accepts timber deck stool or similar approved
- Proposed Stone Rack
- Proposed Bench with Integrated Planter
- Existing Bin reused
- Existing timber planters refurbished (5 no.) For Art Strategy refer to DWG 8648_202 and Existing Planter Art Strategy document
- Proposed timber planters (2 no.)
- Proposed drop down lockable bollards (2 no.)
- Rainwater Down Pipe Gullies and Access Chamber to Engineer's Detail and Specification
- 50mm steel edge laid flush
- Recessed covers Refer to DWG 8648_103
- Slot drainage channel (ACO Qmax 225) (Refer to Engineers Details and Specification)
- Stainless Steel Studs marking Outdoor seating areas

Proposed Softworks

- Planting mix Refer to DWG 8648_102
- Multi-stem Tree

B	Annotation updated	DW	24.04.23
A	Relocation of Bollards	DW	18.04.23
REV.	DESCRIPTION	APP.	DATE

LDĀDESIGN

PROJECT TITLE
St. Michael's Street

DRAWING TITLE
Oxford Union Interface

ISSUED BY	Oxford	T:	01865 887 050
DATE	April 2023	DRAWN	TB
SCALE@A3	1:100	CHECKED	DW
STATUS	Sketch	APPROVED	DW

DWG. NO 8648_SK_105_B

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources Ordnance Survey

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) County Cllr, (Jericho & Osney division)	<p>Extend existing restriction - Support It will be good for the businesses and for the public to have more outdoor seating.</p> <p>Reduce DPPP on St Michael's Street - Support Replace Doctors bay on Beaumont Street with DPPP - Support Some of the doctors have moved out.</p>
(3) Local City Cllr	Support – This sounds like a very positive development
(4) Local group, (OXTRAG)	Object – this would reduce the number of blue badge holders parking spaces in St Michael's street. As New Inn Hall street already limits parking around term times this would be a substantial disadvantage to disabled people. As Oxford is already under-provided with satellite parking for disabled people I must advise that quality alternate replacement bays must provided. I seek not only knowledge of their location but also what has been done to advertise these replacement bays to blue badge holders. I am sure you have this in hand so any update would be appreciated.
(5) Local group, (Unlimited Oxfordshire)	<p>Object – We at Unlimited Oxfordshire are not happy about the proposed removal of a Disabled Persons' Parking Space (DPPS) in St Michael's Street. The DPPSs there are very convenient. Although there are also DPPSs nearby in New Inn Hall Street, most of those are not available when students at St Peter's College arrive at the start of the University term or leave at the end of it. Also, very often, one or two DPPSs in New Inn Hall Street are occupied by builders' lorries.</p> <p>I note that a "replacement" DPPS is to be provided on the north side of Beaumont Street. That is too far away from St Michael's Street to be a replacement for the lost DPPS, although it will be useful to disabled people visiting places in</p>

	<p>or very near Beaumont Street. (By the way, there is also an issue about the lack of dropped kerbs in Beaumont Street near the existing DPPSs there, forcing users to walk or drive their wheelchair in the carriageway; my colleague Tim Treuherz has already complained about that).</p> <p>We would like a DPPS to be provided on George Street, on the south side, immediately west of its junction with New Inn Hall Street. A DPPS there would be between the New Inn Hall Street junction and the "Loading only" spaces to the west. Please could we have a response to this request when it has been considered.</p> <p>We (Unlimited Oxfordshire) have found a way of preserving the Disabled Persons' Parking Place in St Michael's Street that the County Council plans to remove in order to enable the proposed extension of the existing vehicle restriction. The Loading Bay on the north side of St Michael's Street is longer than necessary, because St Michael's Street has become a cul-de-sac, and all vehicles entering St Michael's Street have to turn round before leaving, and only the small, short commercial vehicles are able to do that. (The excessive length of the Loading Bay is probably a legacy from when turning round was unnecessary).</p> <p>If the Loading Bay were to be shortened, and the length of the street occupied by Disabled Persons' Parking Places (DPPPs) were to be extended westwards by a few metres, there would then be no need to lose one of the DPPPs. This would be the best solution. The availability of DPPPs in New Inn Hall Street can not be relied upon, as builders' vehicles are often parked in them; also on some days (around the beginning and end of the University terms) vehicles used by arriving and departing students are parked in them.</p> <p>We would be very interested to know in due course whether our idea presented here can be implemented.</p>
(6) Local business, (GP Surgery, Beaumont Street)	<p>Object – We would like to object to the removal of the doctors parking space. This space is regularly used by our doctors who need to park to be able to carry out home visits and care home ward rounds.</p>
(7) Local resident, (Oxford, Cosin Close)	<p>Extend existing restriction - Object this is bad for disabled people. blue badge parking on Beaumont St. is more dangerous, because you are exposed to more traffic. there's a huge 'loading bay' in St. Michael street.</p> <p>OCC could remove or shorten the loading bay and then move the disabled parking west and extend the 'no vehicles' area that way. Maybe the loading bay can be moved to Beaumont st. instead.</p> <p>Reduce DPPP on St Michael's Street - Object</p>

	<p>Replace Doctors bay on Beaumont Street with DPPP - Object this is bad for disabled people. blue badge parking on Beaumont st. is more dangerous, because you are exposed to more traffic. there's a huge 'loading bay' in St. Michael street. OCC could remove or shorten the loading bay and then move the disabled parking west and extend the 'no vehicles' area that way. Maybe the loading bay can be moved to Beaumont st. instead.</p>
(8) Local resident, (Oxford, St Aldates)	<p>Extend existing restriction - Object Disabled people who depend on their cars are having problems accessing the central part of the city. The removal of parking from Broad st is one of the causes. St Michael's is one of the streets with blue badge parking that is close enough for disabled people to use it. You are pushing disabled individuals away from the centre and the right to have full access to the city in favour of a green agenda and able-bodied individuals. It's not ok</p> <p>Reduce DPPP on St Michael's Street - Object Replace Doctors bay on Beaumont Street with DPPP - Support After the removal of the parking spaces in Broad st, blue badges have fewer and fewer places to park to access the centre. You seem to forget that blue badges under the current rules are only given to people who can WALK A MAXIMUM OF 50 meters (164 feet or 0.03 miles). we need more DPPP, not less</p>
(9) Local resident, (Oxford, Florence Park)	<p>Extend existing restriction - Object No comments.</p> <p>Reduce DPPP on St Michael's Street - Object Replace Doctors bay on Beaumont Street with DPPP - Object No comments.</p>
(10) Local resident, (Oxford, Rymers Lane)	<p>Extend existing restriction - Support the previous restrictions have been highly successful and I support an extension.</p> <p>Reduce DPPP on St Michael's Street - Support Replace Doctors bay on Beaumont Street with DPPP - Support seems like a good idea</p>

(11) Local resident, (Oxford, Southmoor Road)	<p>Extend existing restriction - Support Pavement cafes improve the city centre. Although it's less convenient as a cyclist (I use this route often on my bike), it's not an area where one could cycle fast anyway so the impact on journey time is minimal,</p> <p>Reduce DPPP on St Michael's Street - No opinion Replace Doctors bay on Beaumont Street with DPPP - No opinion</p> <p>I'm afraid I don't know enough about use of these spaces to have an opinion - can you use these to inform the decision?</p>
(12) Local resident, (Oxford, Marston Street)	<p>Extend existing restriction - Support Will create a quieter local environment and be good for business to have seating area. We don't need parking in the city centre.</p> <p>Reduce DPPP on St Michael's Street - Support Replace Doctors bay on Beaumont Street with DPPP - Support These are positive steps to make this part of the city centre more pleasant for active travel.</p>
(13) Local resident, (Adderbury, Round Close Road)	<p>Extend existing restriction - Support For the safety of pedestrians and cyclists.</p> <p>Reduce DPPP on St Michael's Street - Support Replace Doctors bay on Beaumont Street with DPPP - Support For the safety of pedestrians and cyclists.</p>
(14) Member of public, (Wantage, Wolage Drive)	<p>Extend existing restriction - Support Ideally all of St. Michael's Street should be pedestrianized so I suppose this, with the view to eventually also pedestrianize New Inn Hall Street.</p> <p>Reduce DPPP on St Michael's Street - No opinion</p>

	Replace Doctors bay on Beaumont Street with DPPP - No opinion I have no opinion on either of these changes.
--	---

Divisions affected: *Churchill & Lye Valley, Leys, North Hinksey, University Parks, Headington & Quarry, Isis, Barton, Sandhills & Risinghurst,*

CABINET MEMBER FOR HIGHWAY MANAGEMENT 25 MAY 2023

OXFORD - 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: Gentian Road, Norreys Road, Park Town, Stile Road, Waynflete Road, Wharton Road,
 - b. the proposed formalisation of DPPP at: Wylie Close,
 - c. to defer approval of the proposals at the following location pending further investigations: Sunningwell Road,
 - d. to defer approval of the proposals to remove a DPPP at: Corunna Crescent.

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 Oxford.

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 9** provide plans of the locations for which responses have been received or concerns raised.

Formal consultation

7. The formal consultation on the proposals for various Oxford locations was carried out between 2 March and 31 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 affected divisions.
8. Public notices were also placed on site, and letters sent directly to properties in the immediate vicinity adjacent to the proposals.
9. Nineteen responses were received from members of the public during the course of the consultation, and these are summarised in the table below:

Location	Support	Object	Concerns
Corunna Crescent (Removal)	-	1	2
Gentian Road	1	-	-
Norreys Road	2	-	-
Park Town	1	-	-
Stile Road	1	1	-

Sunningwell Road	-	4	2
Waynflete Road	1	-	-
Wharton Road	-	1	-
Wylie Close (Formalisation)	1	-	1

10. The responses are recorded in **Annex 10**, 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 10 in respect of each of the proposed sites in the following paragraphs

12. Thames Valley Police responded expressing no objection to the proposals.

Corunna Crescent – proposed removal of DPPP

13. Two expressions of concern and one objection to the removal were raised: the disabled parking place is still in use. It is recommended to retain the DPPP.

Gentian Road – proposed DPPP

14. One expression of support was raised; very happy with the location: It is recommended that this proposal is approved.

Norreys Road – proposed DPPP

15. Two expressions of support were raised; a second DPPP is badly needed: It is recommended that this proposal is approved.

Park Town – proposed DPPP

16. One expression of support was raised; I support the creation of a DPPP for my neighbour: It is recommended that this proposal is approved.

Stile Road – proposed DPPP

17. One objection and one expression of support was raised; objecting to turning the current permit holders only parking bay into a disabled parking place as parking is limited: Applicant currently parks in the Permit holders parking bay; it is recommended that this proposal is approved.

Sunningwell Road – proposed DPPP

18. Four objections and two expressions of concern was raised; suggestions were to locate the DPPP on the south side of the road where it could be better utilised

and would not hinder access for larger vehicle deliveries to the public house: It is recommended that this proposal is deferred pending further investigations on a more suitable location.

Waynflete Road – proposed DPPP

19. One expression of support was raised; ensure the DPPP does not hinder access to driveways: it is recommended that this proposal is approved.

Wharton Road – proposed DPPP

20. One objection was raised; strongly objects to the location of the proposed DPPP: the off-street parking is used by an electric vehicle owned by another family member; therefore, the blue badge holder needs to park on the highway, the location chosen was closest to their property: it is recommended that this proposal is approved.

Wylie – proposed formalisation of DPPP

21. One expressions of support and one expression of concern was raised: the DPPP has enabled me to support my son's needs, concerns were raised over the lack of parking: it is recommended to approve the formalisation of the informal DPPP, further investigations to be carried out on the removal of the other existing DPPP in the Close.

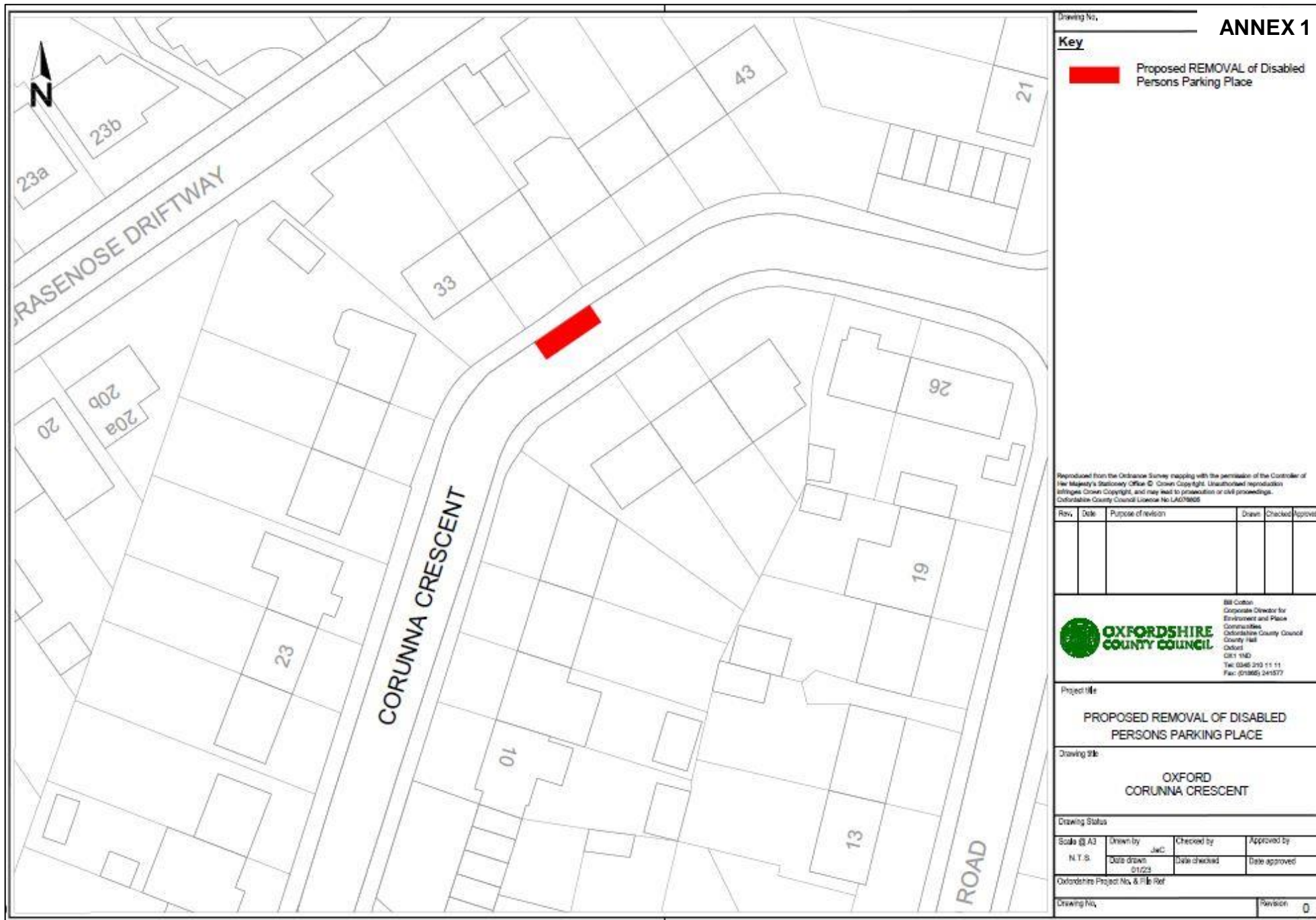
Bill Cotton
Corporate Director, Environment and Place

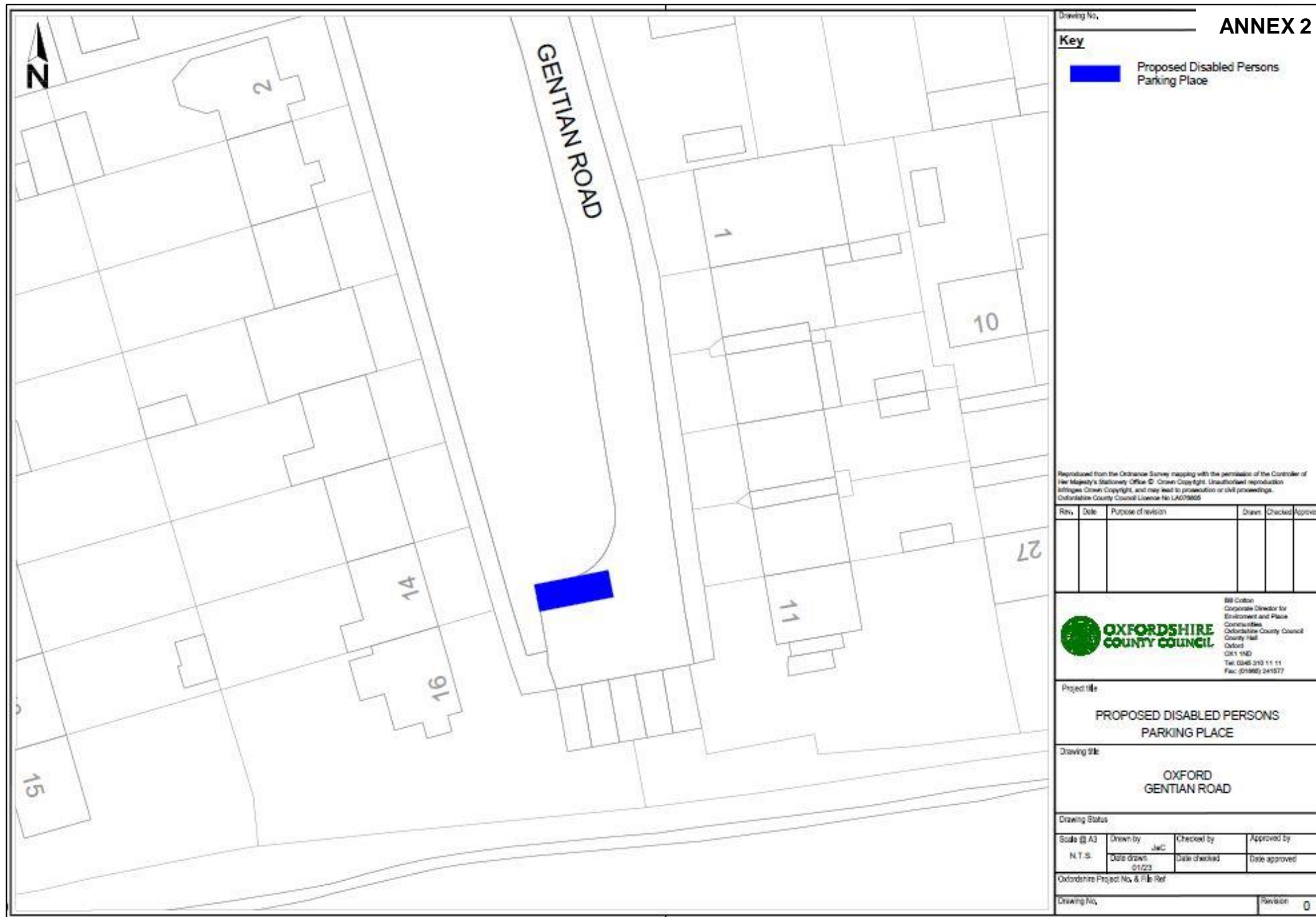
Annexes:

Annex 1 - 9:	Plans of proposed disabled parking places to be removed or provided where an objection or concern on the proposal has been received.
Annex 10:	Consultation responses

Contact Officers: Tim Shickle 07920 591545
Jane Clark 07718 657180

May 2023





Drawing No.
ANNEX 2

Key

Proposed Disabled Persons Parking Place

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
PROPOSED DISABLED PERSONS
PARKING PLACE

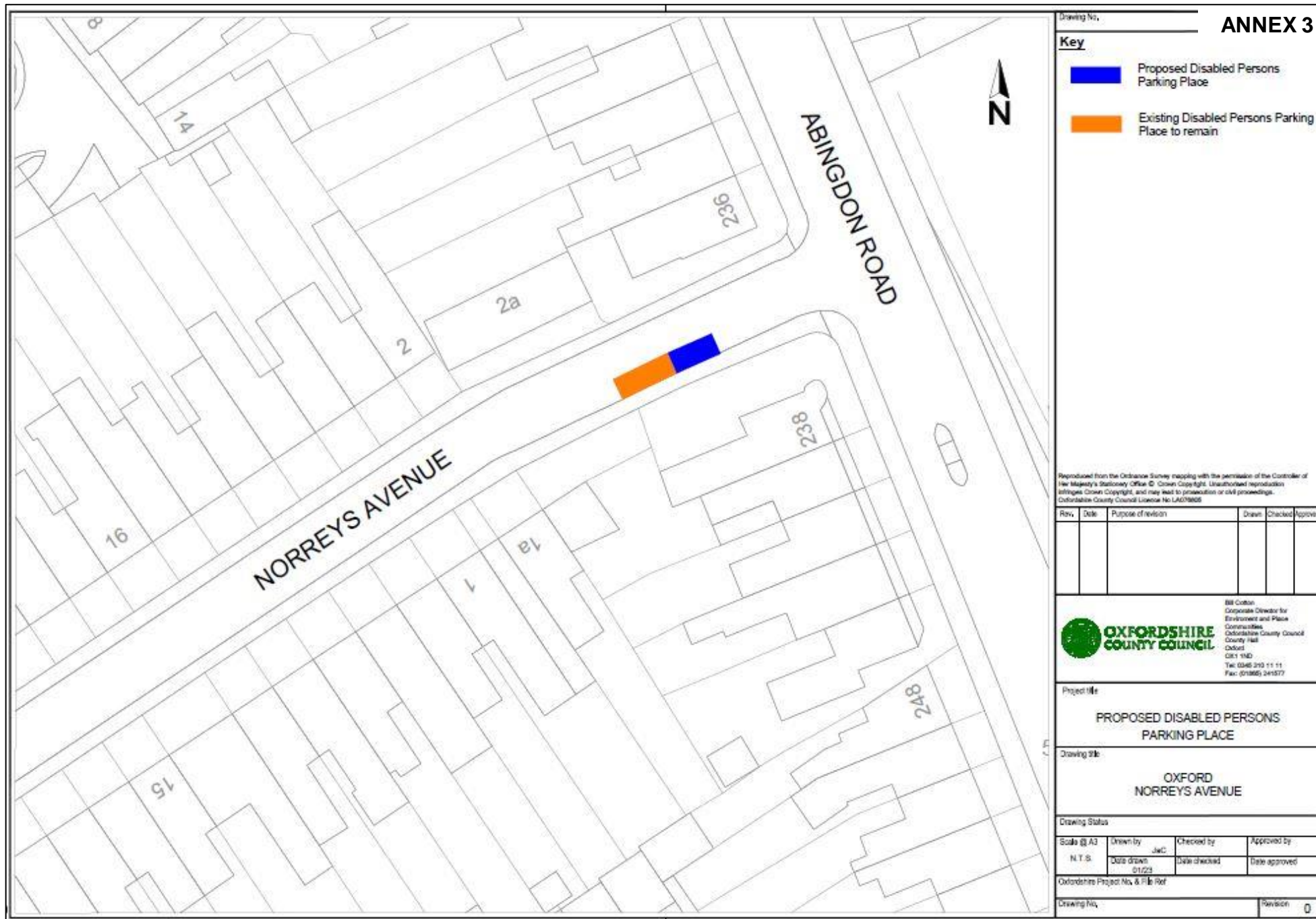
Drawing title
OXFORD
GENTIAN ROAD

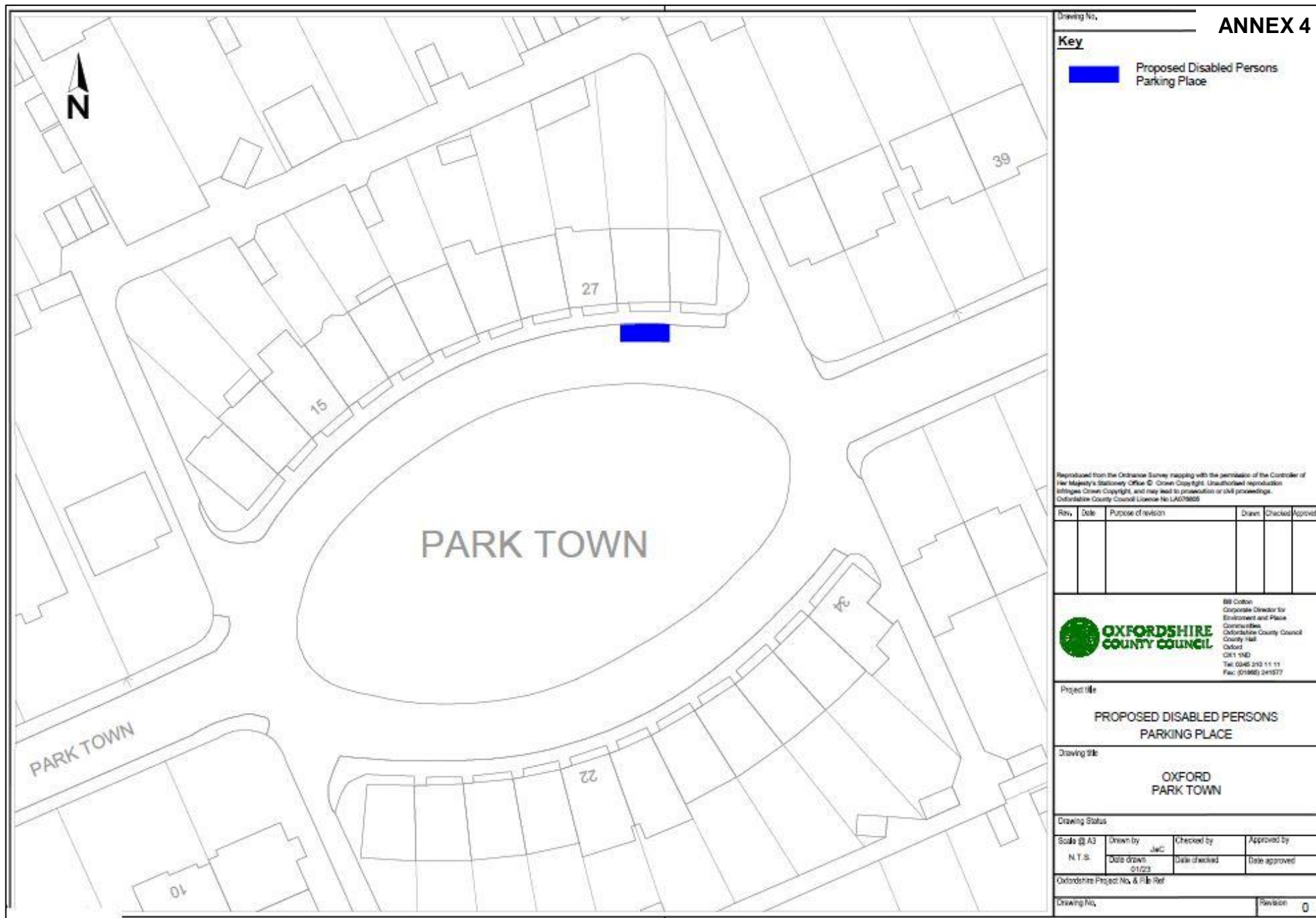
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N.T.S.	JWC		
	Date drawn: 01/23	Date checked:	Date approved:

Oxfordshire Project No. & File Ref

Drawing No.
Revision 0





Drawing No.

ANNEX 4

Key

Proposed Disabled Persons
Parking Place

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OXFORDSHIRE

COUNTY COUNCIL

88 Cotton
Corporate Director for
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Tel: 01845 210 11 11
Fax: 01845 241577

Project title

PROPOSED DISABLED PERSONS
PARKING PLACE

Drawing title

OXFORD
PARK TOWN

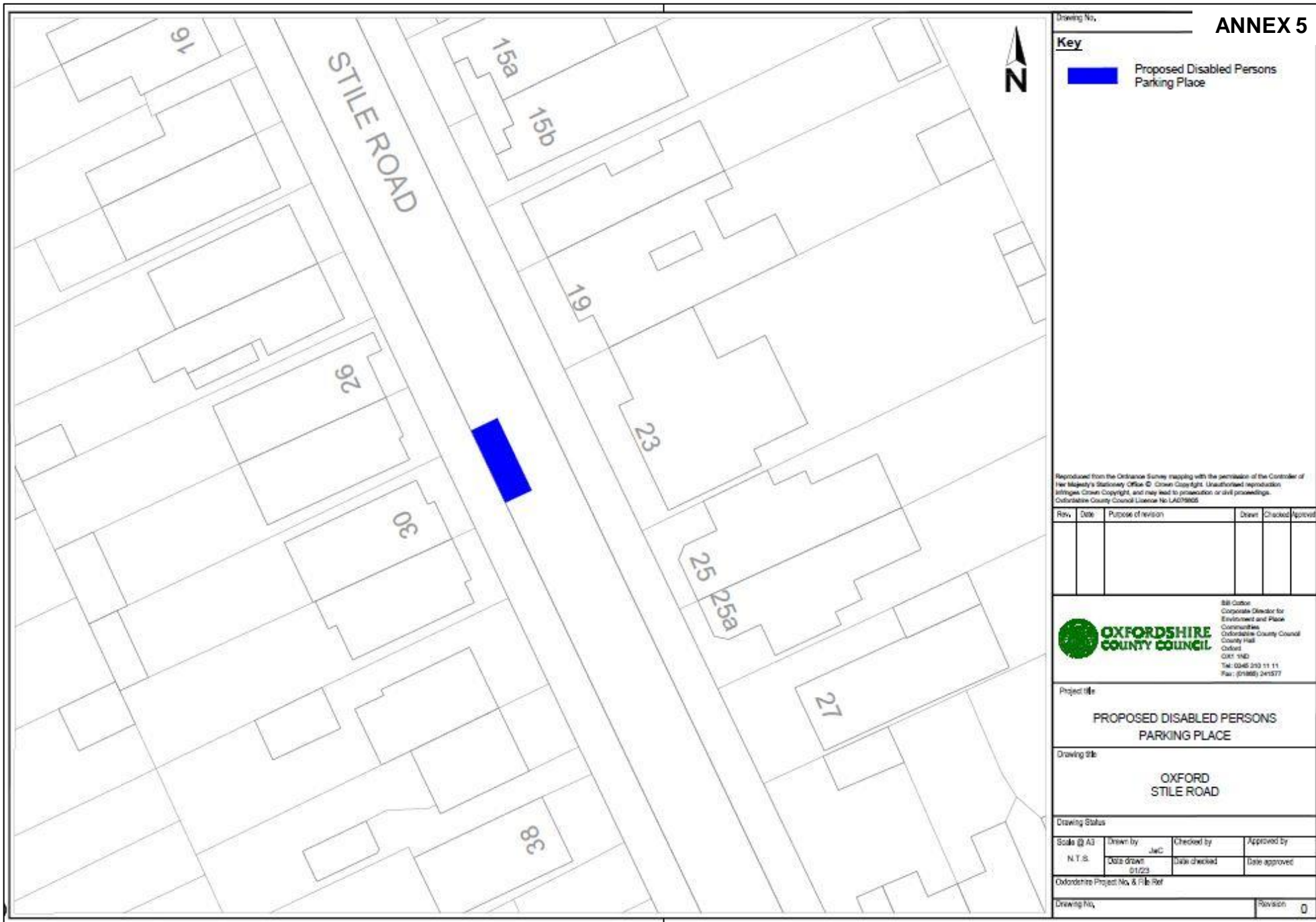
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N.T.S.	JJC	JJC	JJC
Date drawn	Date checked	Date approved	
01/23			

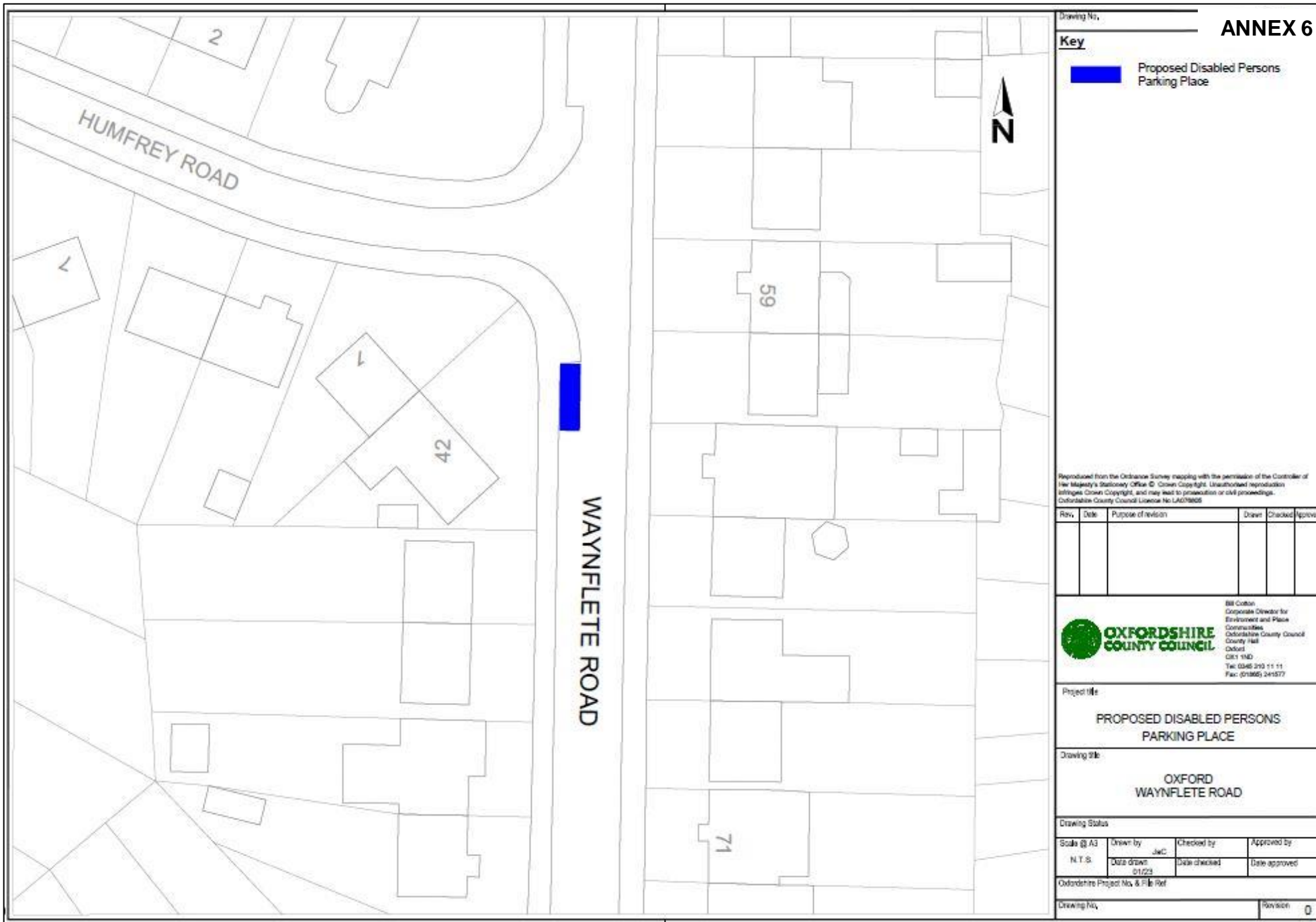
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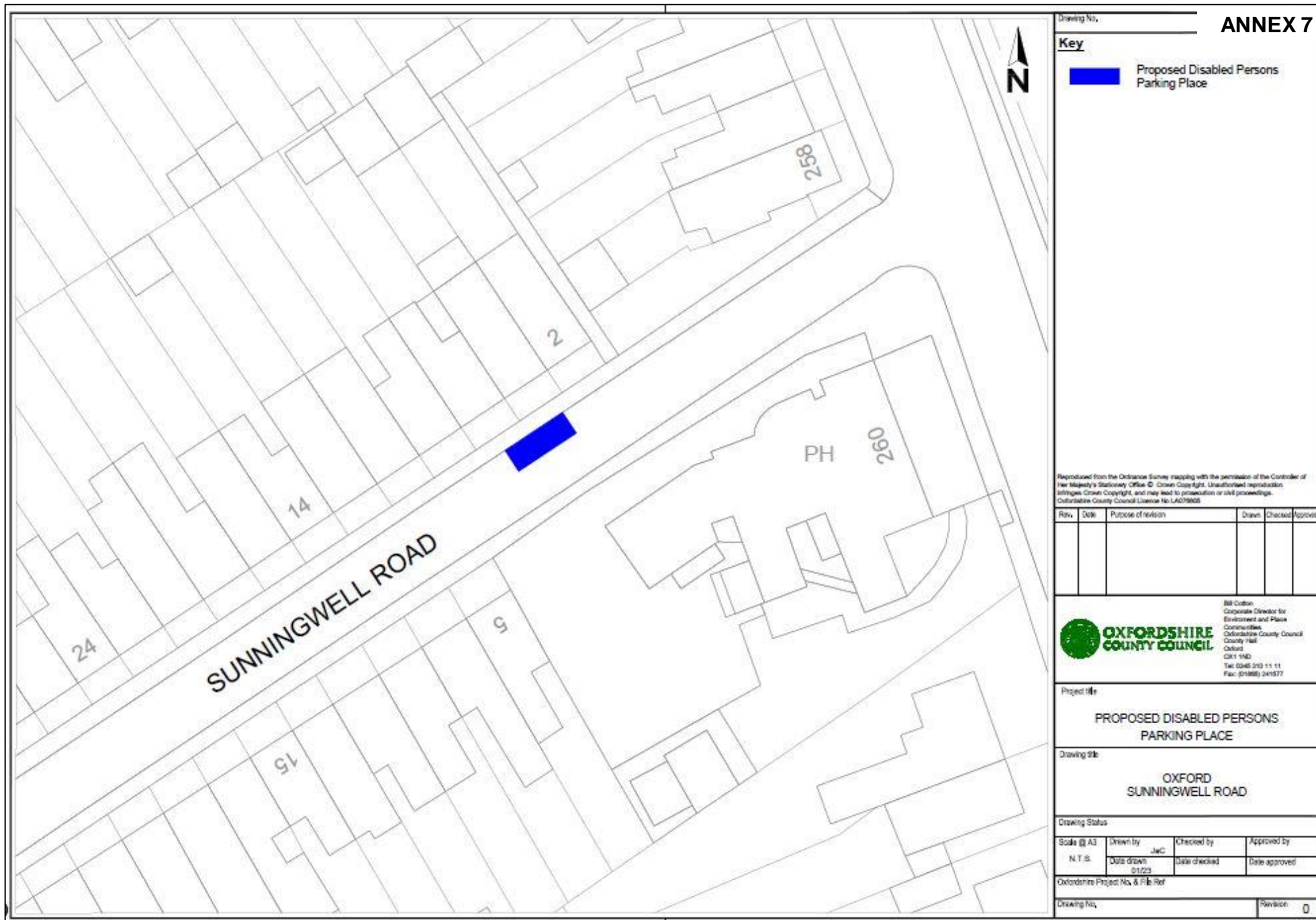
Revision 0

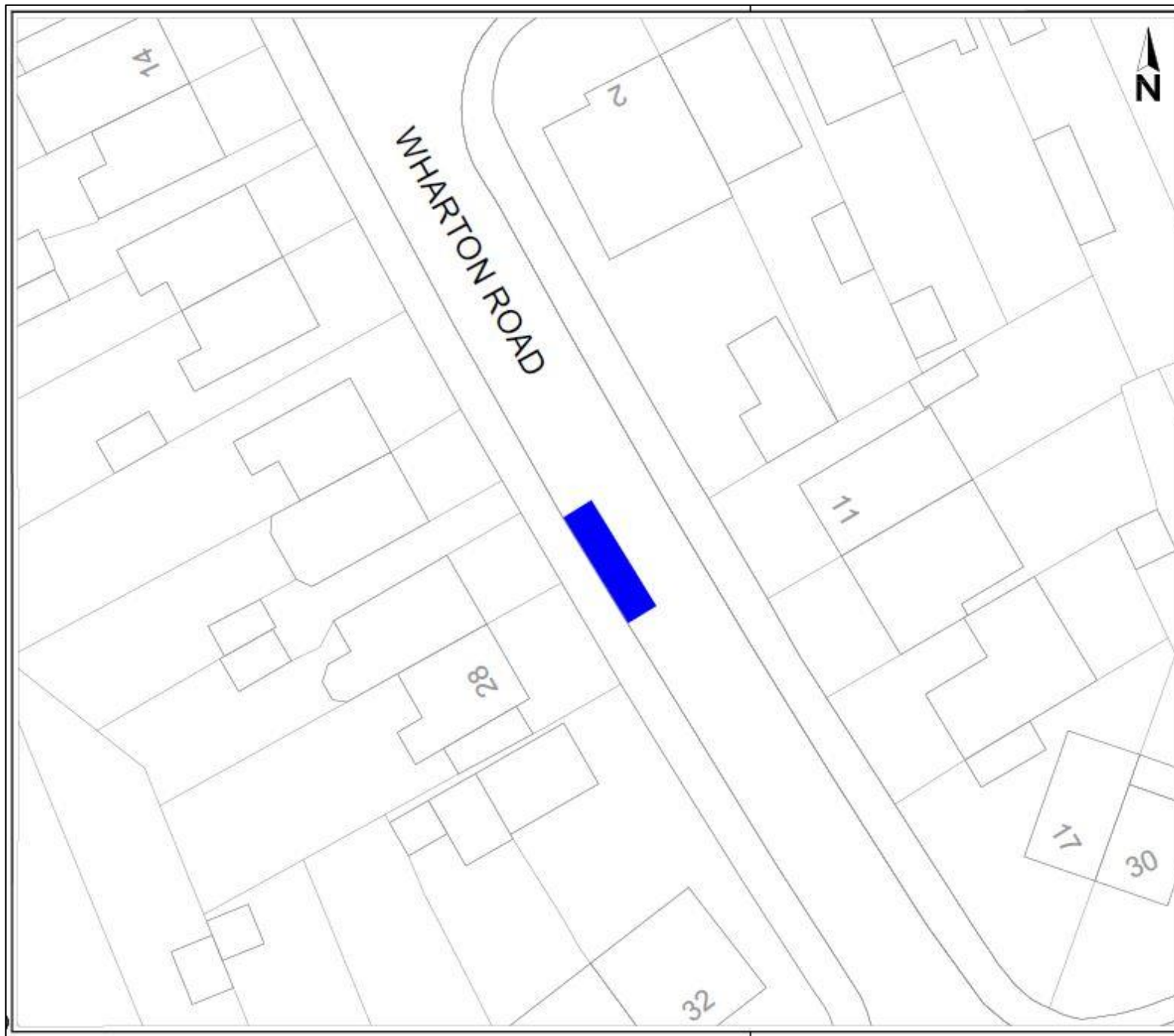




Drawing No.		ANNEX 5			
Key  Proposed Disabled Persons Parking Place					
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 OXFORDSHIRE COUNTY COUNCIL <small>88 Colton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 203 11 11 Fax: (01865) 241577</small>					
Project title PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title OXFORD STILE ROAD					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	JwC	JwC			
	Date drawn 01/23	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0

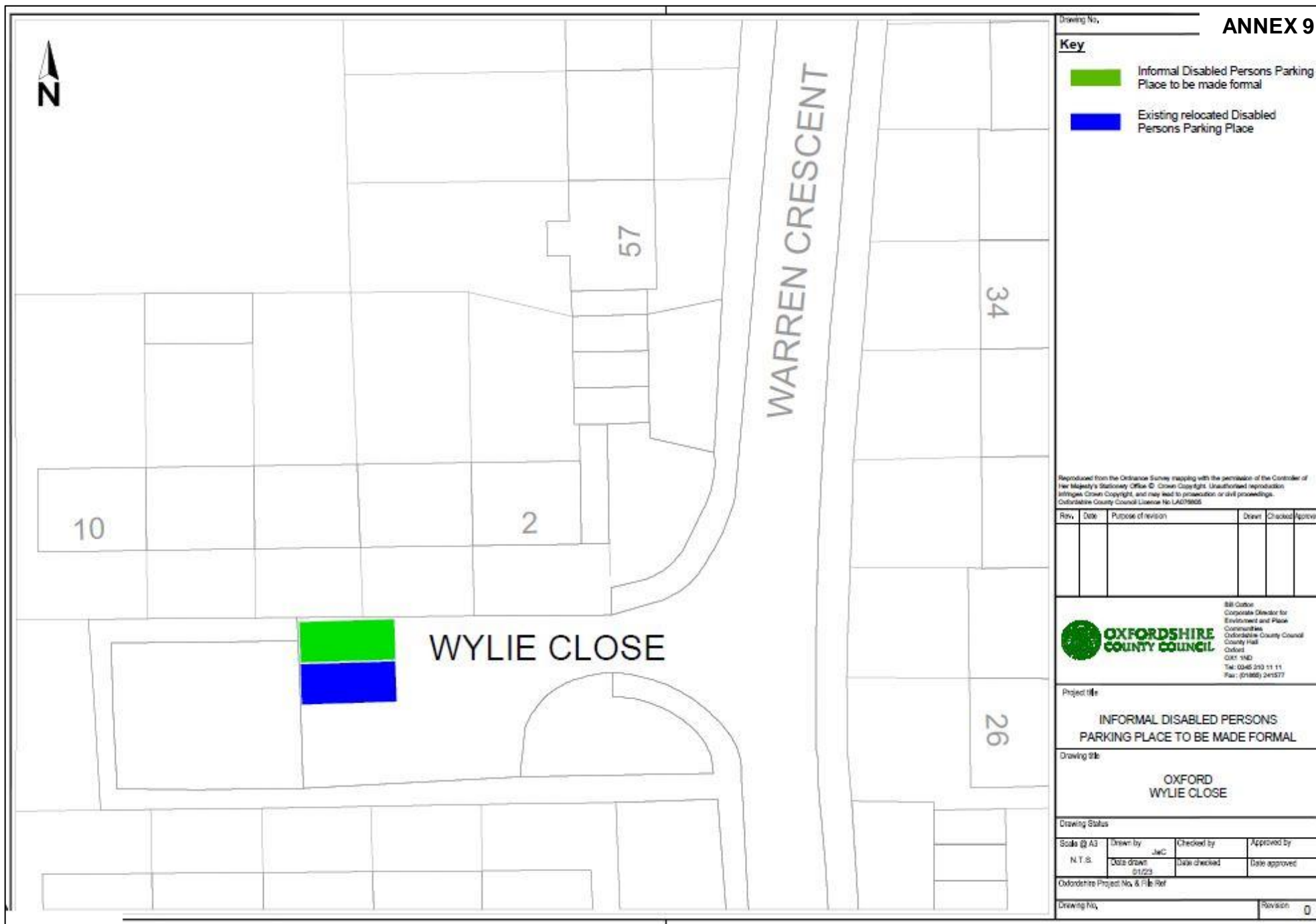


Drawing No.		ANNEX 6	
Key		 Proposed Disabled Persons Parking Place	
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		<small>Bill Cotton Corporate Director for Environment and Place Committee Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 01845 210 11 11 Fax: 01845 241877</small>	
Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
OXFORD WAYNFLETE ROAD			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC	Date drawn 01/23	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.			Revision 0





Drawing No.		ANNEX 8	
Key		 Proposed Disabled Persons Parking Place	
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Rev.	Date	Purpose of revision	Drawn / Checked / Approved
 <div> <small> Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1HD Tel: 01865 210 11 11 Fax: 01865 241577 </small> </div>			
Project title PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title OXFORD WHARTON ROAD			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JwC		
	Date drawn	Date checked	Date approved
	01/23		
Oxfordshire Project No. & File Ref			
Drawing No.			Revision 0



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
<i>Corunna Crescent (Oxford) - Proposed removal of DPPP</i>	
(1) Local Resident, (Oxford)	<p>Concerns (Corunna Crescent - removal) – We have no objections to the disabled space remaining . While it is not in use by the current occupier, who is elderly, there are two residents who are very close who are disabled, and it could be used for them if it were needed.</p> <p>Our side of the Crescent have dropped our kerbs and park off road, this makes traffic flow around the Crescent easier . We don't want to encourage more parking from non-residents .</p> <p>If this was to become a normal space then we would again have difficulty in reversing off our drive, as people would just park and not consider that.</p>
(2) Local Resident, (Oxford)	<p>Concerns (Corunna Crescent - removal) - I had a really nasty accident which has left me with a disability that has made it very difficult to walk and have actually been issued with a blue badge. Can I please ask for the time being this remains in place please.</p>
(3) Local Resident, (Oxford)	<p>Objection (Corunna Crescent – removal) - My Mum is registered disabled and a Blue Badge holder and regularly uses this space. We would strongly like to object to this proposal as the parking place has been a lifeline to her. She is unable to walk very far and relies on friends and family collecting her and dropping her off in this space.</p> <p>If it is possible to keep the Disabled Person Parking Place, we would be very grateful.</p>

<i>Gentian Road (Oxford) – Proposed new DPPP</i>	
(4) Local Resident, (Oxford)	Support (Gentian Road) – I have read the proposed parking letter in Gentian Road, that's the best place for the parking and I would be happy if it got the go ahead
<i>Norreys Avenue (Oxford) - Proposed new DPPP</i>	
(5) Local Resident, (Oxford)	<p>Support (Norreys Avenue) - As I am a potential beneficiary of the space, I declare myself whole-heartedly in support. Currently I have to vie for the existing space with my neighbour but one who is also a Blue Badge holder.</p> <p>Additionally, the existing space in Norreys Avenue is quite often occupied by non-Blue Badge holders. I believe that this is in no small part down to the almost invisible paintwork on the existing space. While aware of the cost implications, I hope that the site paintwork may be reworked before long (possibly when the work is undertaken on the new apace).</p>
(6) Local Resident, (Oxford)	Support (Norreys Avenue) - Just to say I endorse the applicant's declaration of support for a second disabled persons parking space in Norreys Avenue. It is badly needed.
<i>Park Town (Oxford) - Proposed new DPPP</i>	
(7) Local Resident, (Oxford)	Support (Park Town) - I support the creation of a new disabled space for my neighbour.

<i>Stile Road (Oxford) - Proposed new DPPP</i>	
(8) Local Resident, (Oxford)	<p>Object (Stile Road) - As residents in Stile Road, we object to the turning of a current parking bay into a disabled parking bay. There is limited parking as it is in Stile Road, and this will remove one of the spaces for other resident use.</p> <p>We already fight for parking space with local traders. Instead, I suggest you use the bay at the end of the street by the Coop which is, I believe, not currently used for permit parking.</p> <p>I also recommend sending traffic wardens back to Stile Road, there are huge numbers of cars parked illegally at the entrance to Stile Road at all times day and night, they could make a killing.</p> <p>I appreciate you logging this objection</p>
(9) Local Resident, (Oxford)	<p>Support (Stile Road) - This is excellent for our neighbour. However, might I propose that you put it outside our house as this will allow her to drive in and not to have to reverse in and navigate other cars parking either side of the proposed space, this would be much better for her and her arthritis.</p>
<i>Sunningwell Road (Oxford) - Proposed new DPPP</i>	
(10) Local Resident, (Oxford)	<p>Object (Sunningwell Road) - This is a mild objection to the proposal for the positioning of a disabled parking bay on Sunningwell Road. Currently it is on the north side of the road outside house numbers 4 & 6.</p> <p>Might I offer a more suitable position to be on the south side of the road outside number 2, directly after the end of the double yellow lines at the edge of the west side of the pub car park? This would give the user space to remove a ramp from their car, should they need it, without worrying about a car parked directly behind them as there would only be the double yellows.</p> <p>This seems a more reasonable position to me as the current proposed position would cause problems as the cars that end tend to be very tightly parked together, especially when there are events going on at the pub.</p>

(11) Local Resident, (Oxford)	<p>Object (Sunningwell Road) - Unnecessary. If Disabled persons, in this immediate vicinity, are to be accommodated, say for visiting the Duke of Monmouth, Podiatry Clinic or possibly the Chiropractic Clinic; then the obvious location would be on the South side of Sunningwell Road, outside the Duke of Monmouth where few residents park their vehicles.</p> <p>There are several houses at the proposed location, all with young children, that need their vehicles parked near their homes. The proposed location severely impacts on immediate neighbours in an area of premium parking spaces.</p>
(12) Local Resident, (Oxford)	<p>Object (Sunningwell Road) - Sunningwell road is a very pressured road in terms of its parking. It's already has to host the daily overflow from the duke of Monmouth pub carpark but it is also used as the local parking for the houses along the Abingdon road (256- 244) which are mostly multi occupancy and have 8 cars daily that I know of that park dotted around the proposed site for the disabled bay as well as the residents of the street that mostly pay for residents parking permits.</p> <p>The road is also a very narrow road in which all cars have to mount the pavement and park bumper to bumper on the side of the proposed bay in order to leave enough space for delivery vans and the emergency services etc, In doing so the possibilities of vehicles doors being able to achieve a fully open position are reduced significantly and especially around the area of the entrance to the pub carpark which twice weekly has 18tonne lorries making turns in and out of it as well as the daily patrons work vans and cars.</p> <p>A disabled bay isn't the problem for the street in theory but in practically the proposed location is all wrong, if a disabled bay was to be placed on the street the best place for it would be on the opposite side of the road by the duke of Monmouth's disabled ramp where the pavement is twice as wide providing patrons to the pub easy accessibility and anyone else using the street easy access to the crossings and the only lowered curbs for wheel chair access/walking frames or assisted walking for the entire length of the street.</p> <p>If the councils aim is to benefit disabled persons as a whole the proposed site is not advantageous.</p>

(13) Local Resident, (Oxford)	<p>Object (Sunningwell Road) - I am a resident of Sunningwell Road and am objecting for the following reasons. (1) The available resident parking on street near to the Duke of Monmouth is very limited due to patrons of the pub using on street parking spaces as overflow to the pub. (2) Sunningwell Road is narrow and consequently the residents need to park partially on pavements, often restricting free movement of pedestrians along the pavement. Clearly the same difficulties would apply for somebody with disabilities, so I would have concerns about safety. (3) The Duke of Monmouth has regular delivery and pick-ups of beer barrels. Usually these come in a lorry which requires sufficient turning space in and out of the car park to the back of the pub. In addition, any person parking here would need to deal with all the coming and going traffic of the pub. Again, my concern would be on grounds of safety due to the limited turning space and traffic coming into and out of the pub car park.</p>
(14) Local Resident, (Oxford)	<p>Concerns (Sunningwell Road) - There is disabled access to the pub, Duke of Monmouth is on the left at the top of the road. Generally, there are few vehicles on the left, directly outside the pub since residents' park outside their houses. A disabled place in this location could be utilised readily for patrons of the pub & not impact the residents.</p> <p>There are no disabled persons in the intended location, in fact the proposed site is moving the space away from where it would be utilised most & well positioned for the Chiropody clinic just around the corner.</p>
(15) Local Resident, (Oxford)	<p>Concerns (Sunningwell Road) - I wish to raise concerns over the above.</p> <ol style="list-style-type: none"> 1. If the Councils directive is to provide a facility in every residential street: Then this proposed site is not practical. The disabled ramp for entry into the Duke of Monmouth pub is on the South side of the road. The pavement is wider, in fact, 3 times the width outside the pub. The Podiatry Clinic is also south, on the corner of Lincoln Road. 2. Residential parking at the top of S'well Rd/Abingdon Rd is premium: it is pressured by vehicles from residents on Abingdon Road (at least 8 cars) Plus, overflow from the pub carpark. It is not an assumption that anyone would be able to park in front of their residence, all the time. A designated space on the north side <i>severely reduces parking for 7 homes with small children.</i> <p>If this particular Disabled Space, in this proposed position, were implemented, it automatically creates (as intended)</p>

	<p>a) Reserved & free parking for 1 household. b) Daily use by extended family for commuting to town. c) it would never benefit <i>a genuinely disabled person</i> since it would be blocked by 1 household only. <i>Therefore, useless.</i></p> <p>3. All households are required to pay £65 per year, per vehicle. Not all residents agree that this is acceptable. Possession of a Blue Badge only indicates that the owner has successfully acquired it. Nothing more.</p>
<i>Waynflete Road (Oxford) - Proposed new DPPP</i>	
(16) Local Resident, (Oxford)	<p>Support (Waynflete Road) - We support the introduction of disabled parking spaces especially if a real mobility issue exists. Note however that in this area every house has a drive, and so we invite you to check if a disabled parking spot on public land is really needed or if it represents an unnecessary expenditure of public money for private gain. Our understanding is that a disabled parking space can be reserved only where a private drive is not available. Further, the blue parking rectangle in the drawing you supplied (which is missing the scale) looks big enough for a bus. This almost certainly blocks part of the drive to No.42 (which is not represented in your drawing) which would make it difficult if at all possible to manoeuvre in and out of it. Is the parking bay needed for wheelchair access through the back of the car or is it just a reserved parking bay? So, if a disabled bay has to be created, we kindly ask you to ensure that it is commensurate with the size needed. Surely whatever the motive, it should be respectful of the access to the nearby property.</p>
<i>Wharton Road (Oxford) - Proposed new DPPP</i>	
(17) Local Resident, (Oxford)	<p>Object (Wharton Road) - I would like it to be recorded that I strongly object to the disabled space at the proposed location.</p> <p>Reasons for objection.</p>

	<ol style="list-style-type: none"> 1. The applicant who is applying for the disabled space has three cars at the household. One of the cars is parked constantly at the proposed location. This means I have to look for alternative parking. 2. Their other car is parked outside the front of their house and never moves. It would appear that this car is used for storage of boxes etc. 3. The applicant also has another car that is parked in a parking space inside the boundary of their property. 4. There are plenty of parking spaces directly opposite their house that could be converted into a disabled parking space. <p>I question why they are applying for the disabled space. Why can't the Tesla car that is parked inside the property be moved onto the public street and the mini which has the disabled badge be parked in the space within their property. The car would then be closer to the front of their house and there would be no need for the disabled parking space.</p> <p>Currently there are two parking spaces. According to the drawing sent through with the letter this will be cut down to one disabled space outside the front of both houses. This will mean we will always have to find alternative parking.</p> <p>It is my opinion that the disabled space should be situated directly opposite the applicant's house where there are plenty of parking spaces.</p>
<i>Wylie Close (Oxford) - Proposed formalisation of DPPP</i>	
(18) Local Resident, (Oxford)	Support (Wylie Close) - I would be great full if this was turned into a formal bay. This has helped myself and my son's anxiety, knowing that our vehicle is in sight of our property it has allowed myself to support his needs through the day and night.
(19) Local Resident, (Oxford)	<p>Concerns (Wylie Close) - I'm not sure if you are aware that the original, existing disabled parking space in the Close was installed for residents who used to live at number 4, who actually moved away from the Close about a year ago. The new occupants do not appear to own a blue badge and always park in the driveway of their house.</p> <p>The second, informal disabled space to which this consultation refers appears to have been installed for the residents of number 6 who have recently acquired a blue badge, and because it is the bay closest to their house, it allows them access to their own driveway, which they converted during the lockdown because they own two large vehicles. Whilst they use this new, informal disabled space for one of their vehicles, they do not use the original, existing disabled space, as they have their own driveway for their second vehicle.</p>

It should be noted that since the second disabled space was added, the original, existing disabled space has not once been used by a blue badge holder, as the residents for whom it was originally installed no longer live here, so there is no need for more than one disabled space in the Close. If the Council wishes to verify this, they could undertake a survey to ascertain how many residents living in Wylie Close have a blue badge and need a designated disabled space (and don't already have their own driveway they could be parking in).

As parking is extremely limited in the Close and 6 out of the 10 houses are unable to have their own driveways because of how the Close is configured, I would therefore like to request that this original, existing disabled space now revert back to being a normal parking space, to enable those of us not able to install our own driveways more opportunity to park inside the Close.

Having unsuccessfully tried to sell my property over the past two years, the single most frequently cited reason prospective buyers gave for why they were put off purchasing the house was the lack of parking, so this situation (which is beyond my control) has adversely affected the saleability of my house. Although I love the green space in front of my house and would not want it removed to make more parking, I do wish that the remaining parking spaces in the Close were designated for those houses whose occupants own a car but cannot have their own driveways. I would also appreciate it if more could be done to prevent residents from parking illegally in the Close and blocking people in.

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Divisions affected: *Witney South and Central*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 May 2023

WITNEY- CORN STREET: PROPOSED PERMANENT NO WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed permanent no waiting restrictions as advertised at Corn Street, Witney outside Nos. 148-152, following an 18 month experimental period.

Executive summary

2. This report presents responses received to a statutory consultation for an Experimental Traffic Regulation Order (ETRO) that removes a 15-metre section of unrestricted parking on Corn Street, Witney outside Nos. 148-152, so as to create a continuous section of 'No Waiting at Any Time' (i.e. double yellow lines) as shown in **Annex 1**.
3. The proposals have been put forward by Oxfordshire County Council as part of the Active Travel Tranche 2 scheme which was approved by Cabinet Member Decisions for Environment in Feb 2021¹ which introduced the Experimental Traffic Regulation Order, which is now recommended to be made permanent.
4. The proposal aims to make cycling safer for everyone, make local shops, schools and employment easier to get to by cycling, and provide more choice for travelling in Witney.

Financial Implications

5. Funding for implementation of the Experimental Traffic Regulation Order and changes to the road layout and lining were provided by Active Travel Tranche 2 from the Department of Transport/Active Travel England.
6. If the order is not approved OCC funds will need to be used to return the parking bays and alter the road layout to make this safe for cyclists.

¹ [Agenda for Delegated Decisions by Cabinet Member for Environment \(including Transport\) on Thursday, 25 February 2021, 10.00 am | Oxfordshire County Council](#)

Equality and Inclusion Implications

7. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.
8. It is considered there is opportunity for blue badge holders to park within the vicinity.

Sustainability Implications

9. The proposal helps to facilitate on road cycling and the safe movement of traffic.

Formal consultation

10. The ETRO legally came into force on 24 December 2021. The formal consultation was carried out between 24 December 2021 and 17 June 2022, although responses received after this time would also be accepted. A notice was published in the Witney Gazette newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Witney Town Council, West Oxfordshire District Council, and the local County Councillor representing the Witney South & Central division. Letters were also sent to approximately 81 adjacent properties, and public notices placed on site in the immediate vicinity of the proposals.
11. 11 responses were received during the consultation period all from residents or individuals: comprising of 7 objections (64%), 1 expression of concern (9%), 3 in support (27%).
12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

13. The West Oxfordshire Parking Strategy (2018)² identifies Corn Street has around 85 on street car parking spaces. The overriding objections to this proposal relate to the loss of the approximately 3 parking spaces (15m of parking space) and the demand for on street car parking exceeding the space available.
14. Whilst there is over 1600 off street car parking spaces free of charge within a 10 minute walk of the western end of Corn Street, where the removal of parking experiment has been carried out, we note these are not attractive to residents.

² [Standard Traffic Report Template \(westoxon.gov.uk\)](https://www.westoxon.gov.uk/standard-traffic-report-template)

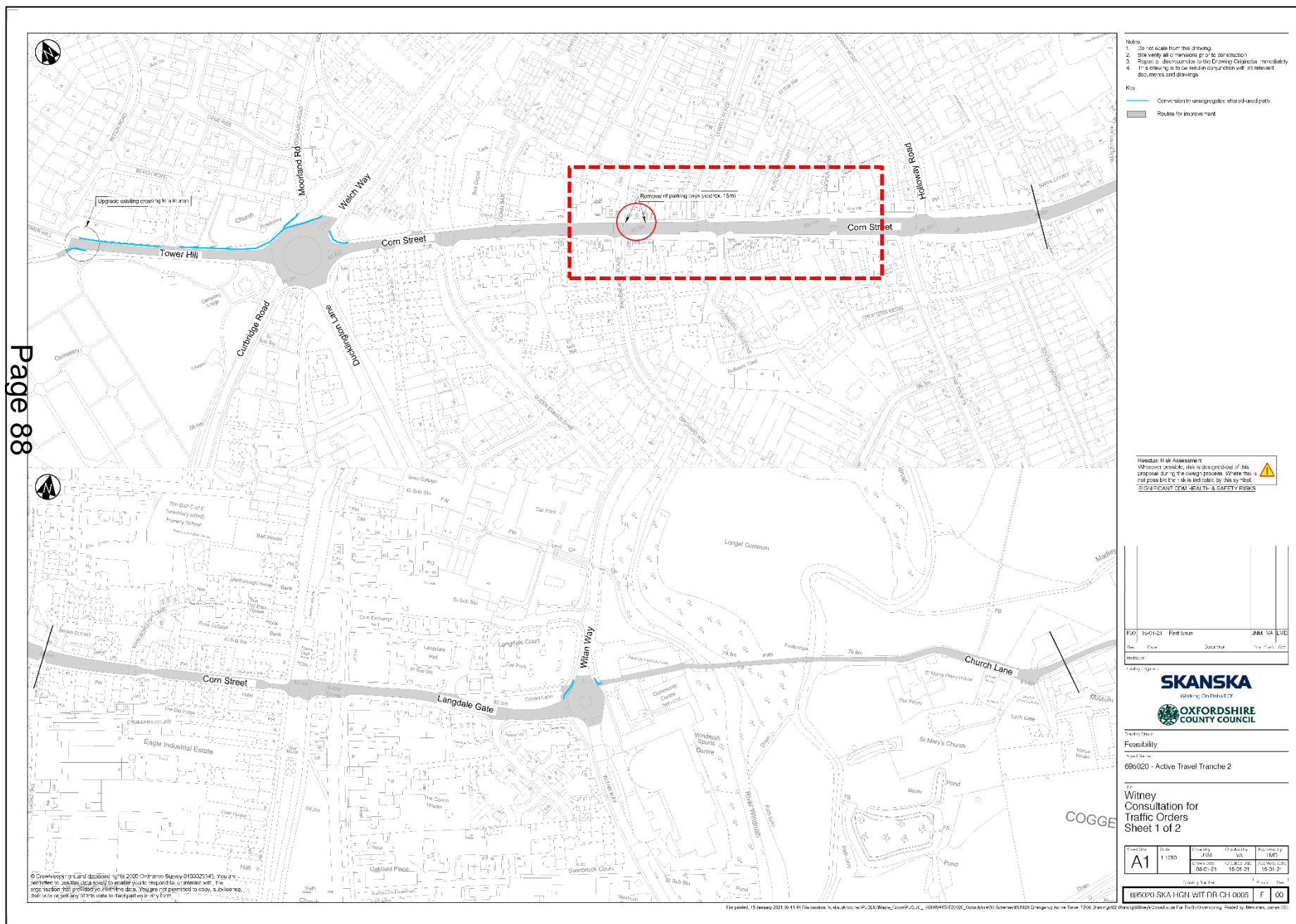
We consider that in the future a residents' parking scheme for Corn Street should be looked at a fresh to meet the needs of residents and businesses.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Odele Parsons 07974 002860

May 2023



RESPONDENT	COMMENTS
<p>Page 90</p> <p>) Resident, Corn Street, Witney (received by email)</p>	<p>Objection</p> <p>During your Active Travel consultation, I pleaded for no further removals of parking provision on Corn Street, specifically the stretch between 148-152 that you are now focused on, pointing out that we already lost several spaces when the new housing opposite was developed a couple of years ago. Two further spaces were subsequently removed anyway, to facilitate the implementation of the cycle lane.</p> <p>The monetary cost of your Experimental Traffic Regulation Order might be low, but the cost of this one to residents is high. The suggestion of permanently removing all of the remaining spaces is utterly confounding. Disrupting our lives and negatively impacting the value of our homes (that we bought in good faith, understanding that at least some parking was available) to "facilitate the continuity" of a cycle lane that is already in place, perfectly operational and for which spaces were already removed? The rationale makes no sense.</p> <p>All that you will achieve in doing this is widening the carriageway to facilitate more traffic and more speeding, of which there's plenty already.</p> <p>The parking situation on Corn Street is already at breaking point owing to a total lack of dedicated provision for residents. We are regularly forced to park far from our homes, a long way down adjacent streets, as we have to share the existing unrestricted parking with anyone passing through. It's particularly unfair and frustrating given that our Council Tax funds the enormous amounts of free parking provision elsewhere in the town centre - that we do not use at all.</p> <p>I must urgently remind you that Corn Street is a residential community with many elderly residents as well a "travel route". Between continually removing parking spaces, senseless disruption like night-time road resurfacing, zero speeding enforcement and doing nothing to mitigate the increasing traffic, pollution and congestion that we face as Witney is developed, I frankly feel that the council treats us with contempt at this point.</p> <p>We put up with more than enough already. Further removal of what little parking we share between us is unnecessary and unjustified.</p>

Page 91	<p>I would suggest, if you want to improve the environment, the street, and the lives of residents, pedestrians and cyclists, that you consider measures such as:</p> <ul style="list-style-type: none"> * Traffic calming * Speed enforcement cameras * Pedestrian crossings * More and dedicated parking provision for residents * Electric car charging points * Widening of pavements * Restrictions on vehicle types <p>Any of these would improve Corn Street.</p> <p>Removing the remaining spaces to open up this already busy road is the absolute last thing that anyone needs. I strongly object to your proposal and urge you to reconsider.</p> <p>I have copied relevant representatives and would appreciate their attention on this matter. The council could do so much better than this.</p>
(2) Resident, Corn Street, Witney (received by email)	<p>Objection</p> <p>I am writing to protest most strongly to object to further removal of parking spaces in Corn Street.</p> <p>Not all residents are able to go car-free and there has been no consideration to providing alternative parking availability to residents if these spaces are removed.</p> <p>Many cyclists continue to use the pavement on which to cycle despite the new cycle lanes and I cannot see extensions will change this. Corn Street continues to busy and parked cars serve a purpose in slowing down the traffic.</p> <p>In view of the current pandemic, many residents are having to work from home and so cars need to be parked somewhere during the day.</p>

	If these spaces are being removed, alternative parking provision needs to be provided.
<p>(3) Resident, Corn Street, Witney (received by email)</p> <p>Page 92</p>	<p>Objection</p> <p>I am writing in response to your letter dated 15/12/21.</p> <p>I live at [redacted] Corn Street having moved here just under four years ago. Since that time a number of unrestricted parking spaces have been lost in close proximity to my property. Namely to a new development next door to me where I think there were originally 3 or 4 spaces were removed to make way for the new development. To lose more is totally unacceptable to me.</p> <p>We already have the issue of people parking for the day to get on the bus to Oxford at the bus stop a few metres away and with no resident parking the spaces become even more limited.</p> <p>I regularly collect my three grandsons from Ducklington Primary School, unfortunately not in walking distance, and bring them home to no parking spaces. So then have to park in side roads and then have to try and get them safely across the busy road.</p> <p>In the four years I have noticed Corn Street becoming busier and busier, with many vehicles not adhering to the speed limits, and cyclists not using the cycle lanes but preferring to use the pavements. By removing more parking spaces I can't see this will improve anything, but force people out of our lovely town centre.</p>
<p>(4) Individual, Corn Street, Witney (via Let's Talk Oxfordshire)</p>	<p>Objection</p> <p>Everything works. Don't break something that doesn't need fixing. To suggest this will make walking easier is nonsense. Also people on bikes won't use them to go shopping in Witney... if they tried to cycle home carrying shopping they would be stopped by the police. Leave our street alone, please</p>
<p>(5) Individual, Slate Crescent, Stonesfield</p>	<p>Objection</p>

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(via Let's Talk Oxfordshire)	Lack of parking for residents who live in Corn Street and businesses. Lack of space for deliveries. Lack of on street parking for disabled in Corn Street who currently use the spaces. NOTE THE NEWLY MARKED SPACES HAVE ALREADY REDUCED THE AVAILABILITY OF PARKING. Will reduce trade for businesses.
(6) Individual, Wroslyn, Freeland (via Let's Talk Oxfordshire)	Objection The parking in corn street should be free and unrestricted
(7) Individual, Rowan Drive, Witney (via Let's Talk Oxfordshire)	Objection The county council have prospered from signing off multiple housing schemes without the subsequent investment in infrastructure. Rather than build and improve roads and car parks it seeks instead to continually punish Oxfordshire residents for car ownership. restricting access on corn street will only reduce footfall for businesses and hasten the demise of our once thriving town centre.
(8) Individual, Corn Street, Witney (via Let's Talk Oxfordshire)	Concerns There are a number of residents who now are unable to park in Corn Street in the Evening, resulting in the side roads and single yellow parking overspill. Additional parking provision is required also during the day to support businesses.
(9) Individual, Corn Street, Witney (via Let's Talk Oxfordshire)	Support Pinch point in road regularly caused a blockage to the flow of traffic. More space allocated to cycle lane now as well, providing necessary improvement.
(10) Individual, Park Road, Chipping Norton	Support

(via Let's Talk Oxfordshire)	Traffic calming is always a good idea, and since there is plenty of town centre parking available just outside the zone, local businesses ought not to suffer adversely. Always providing that DISABLED PARKING in the main High Street remains available throughout.
(11) Individual, Wolage Drive, Grove (via Let's Talk Oxfordshire)	Support Current parking bays risk head-on collisions given the road narrowing and the pedestrian traffic island. They should be removed.

Divisions affected: *Thame & Chinnor*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

CHINNOR (HENTON): PROPOSED 20MPH & 50MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to:
 - a. approve the proposed introduction of the 20mph speed limit as advertised, and
 - b. agree that the existing 30mph speed limit should remain in lieu of the proposed 50mph speed limit.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph and 50mph speed limits in Henton as shown in **Annex 1**.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 02 March and 31 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, South Oxfordshire District Council, the local District Cllrs, Chinnor parish council, and the local County Councillor representing the Thame & Chinnor division.

Statutory Consultee Responses:

7. 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 objection. Stagecoach Bus Company had no objections. Chinnor Parish Council objected to the link to the B4009, currently at 30mph being proposed as 50mph.

Other Responses:

8. 22 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	5 (23%)	1	16 (73%)	-	22
50mph	17 (77%)	2 (9%)	2 (9%)	1	22

9. 10 further email responses were also received. Two people objected: one a resident who considered it unnecessary, a waste of money, and would not be enforced; the other 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 remaining respondents, residents in all except two cases, supported the 20mph proposals in the hamlet but objected strongly to the proposal to raise the limit on the link to the B4009 to 50mph on safety grounds.
10. A resident also collected 280 signatures objecting to this proposal although it is expected all those who replied via email or online were included in that total.
11. There were two comments from one family seeking a 20mph limit on New Close Farm Road, a rural lane that enters the village from the west.
12. Those who responded online (22 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	6 (27%)
Yes - cycle more	4 (18%)

No	11 (50%)
Other	1

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

Officer response to objections/concerns

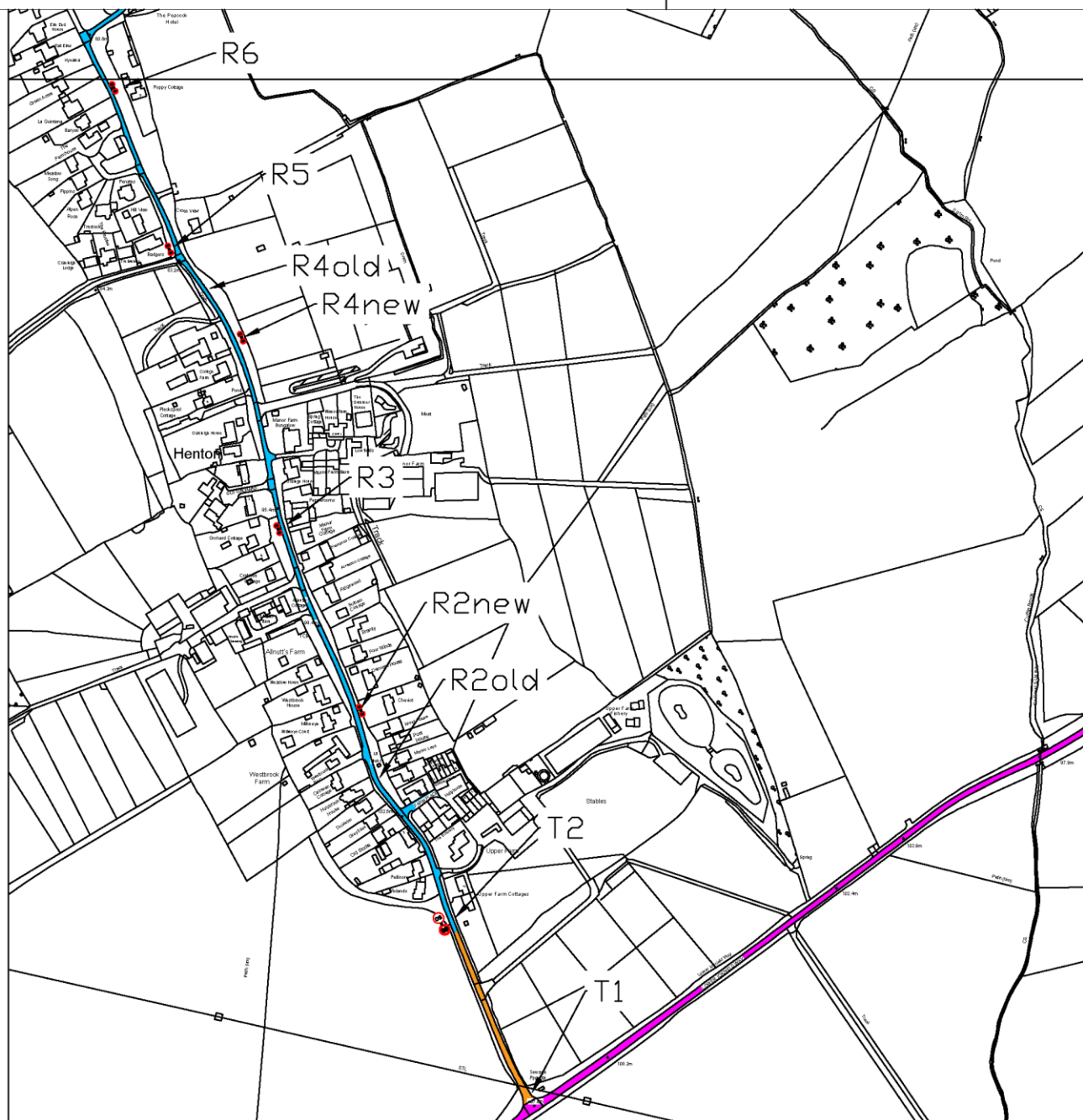
14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel 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'.
15. The 20mph proposal in Henton itself received significant levels of support but equally widespread objections were expressed over proposals to raise the link to the B4009 from 30mph to 50mph. This proposal was made to simplify signing, reduce clutter, and most importantly to enable a 20 gateway as drivers enter the hamlet itself rather than the 20mph terminal sign being at a rural junction off the main road.
16. New Close Farm Road is considered too rural to justify a 20mph limit over much of its length. There are however 3 accesses onto the road as it enters Henton and this section will be monitored to determine whether there is need to implement a short 80m length of 20mph speed limit in the future.
17. It is firmly believed that the geography and short 175m length of the link to the main road would ensure speeds remain acceptable without the need of a posted speed limit which would in reality be irrelevant. However, given the strength of local feeling, it is proposed that the existing 30mph limit remain. While this would introduce a buffer limit less than the recommended length it would not require further formal consultation and still enable a 20mph gateway on the entry to the hamlet itself.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Phil Whitfield 07912523497
 Geoff Barrell 07392 318869

May 2023



Henton - Chinnor

Revision 1.0

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	21.02.23	First Draft	C.R		



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Project title: Henton 20mph Scheme

Drawing title: Henton Layout for Schedule

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by	Approved by
	Date drawn 21.02.23	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

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

	<ul style="list-style-type: none"> • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists..</p>
(2) Chinnor Parish Council	<p>Concerns – My council is extremely sorry that they did not raise an issue with the proposed road layout prior to the public consultation.</p> <p>My councillors are not experts with regard to highway matters but they do strongly believe that it would be a gross mistake to continue with the proposed 50mph at the entrance to Henton directly from the B4009. They understand what you have stated about the environment/geography in reality dictating the speed but morally this does not sit comfortably and seem acceptable.</p> <p>I understand that a number of the Henton residents are also concerned about the increased speed limit at the B4009 junction and I trust will be responding to the public consultation accordingly. Please can we request that the proposed 50mph section is amended to 20mph.</p>
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – we can confirm that Stagecoach has no objection</p>
(4) Local Resident, (Chinnor, Greenwood Avenue)	<p>20mph speed limit - Object</p>

	<p>You proposed 50mph from b4009 down to the proposed 20mph, is a farce on a section of road that many pedestrians,cyclists, and horses use frequently, where there are no footpaths, or safety barriers, and where people and animals, could get badly injured or KILLED.</p> <p>50mph speed limit - Object Absolute madness, due to lack of safety measures on that section of road, for pedestrians,cyclists, and horses. There are NO pavements, or barriers on this section of road.</p> <p>Travel change - Yes - cycle more</p>
(5) Local Resident, (Henton, Old Orchard)	<p>20mph speed limit - Object Firstly, I wish to stress that I support the proposal for a 20mph limit in Henton.</p> <p>The proposal for a 50mph limit on the 175m section seems to be complete madness and the suggestion that it will somehow result in greater road safety is totally inexplicable. Is it a teaser to draw discussion or the application of some obscure and inappropriate formula or the brainchild of someone who has no experience or concept of driving a vehicle? I suspect the last in view of other traffic interventions in the area. Whilst one may be able to safely exceed 30mph on this stretch, the combination of a blind bend (sensibly negotiated at less than 20mph) at one end, the need to stop before emerging onto the B4009 at the other, the entrance to the Upper Farm Equestrian Centre (the clue to the type of traffic coming from this is in the name) in the centre not to mention the narrow section requiring concentration and cooperation with oncoming vehicles suggests that more skill is required to negotiate this at 50mph than anticipated by the road planners elsewhere. In view of the short length involved, the only logical course is to set the 20mph limit for the whole of Henton from the B4009</p> <p>50mph speed limit - Object I have done this on the previous screen.</p> <p>Travel change - No</p>
(6) Member of public, (Witney, Oxford Hill)	<p>20mph speed limit - Object 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 area of Henton for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants</p>

to call it that (clearly not) is going to undoubtedly ignore public opinion, the very same County Council that ignored public opinion on Witney 20 MPH policy (falling apart, widely unpopular resulting in likely Political Party change at the top who vow to review this immediately). The very same County Council also that refused to engage with Communities to debate their proposals on the Oxford proposals for 2024 which despite genuine cases of concern, has been shunned where although Together Declaration in a debate on the 9th March, offered representatives to make their cases heard. Declined to attend. This shows that this Council has no interest showing even in this case about Henton, the consultation objections will likely be ignored as per comments from Councillors opposed to this ruthless totalitarian regime.

I visit these two places and a pleasure to drive through regularly to get away from the depressive dystopian 20 mph signs from a neighbouring town that look like Russian Zs 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. 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 Stanton St John (likely raised by anti car Coalition Councillors as a false flag). That despite seeing zero road incidents within the places 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. 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 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.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre

Henton 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 Council of whose senior official said to the Sunday 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.

	<p>Nobody is being encouraged to jump on a bus due to the 20 MPH policies, one example, I would not want to go to Oxford anymore from Witney as it simply takes too long to get through Witney and Eynsham due to the pointless 20MPH policy taking it longer to get to places. I applaud and pay tribute to Stagecoach that have argued against these pointless restrictions as this makes the bus service unviable. Henton which has been a joy to visit in my view does not need the speed limits changed to 20MPH.</p> <p>50mph speed limit - Support Support the increase of speed within the village road in question being 50MPH.</p> <p>Travel change - No</p>
(7) Member of public, (Chinnor, Greenwood Meadow)	<p>20mph speed limit - Object The 50 MPH limit needs to be put back to at least 30 MPH due to the number of horse riders using that stretch. Many Chinnor residents use the Peacock and know full well the issues driving into Henton</p> <p>50mph speed limit - Concerns see before</p> <p>Travel change – No</p>
(8) Local Resident, (Henton, Road through Henton)	<p>20mph speed limit - Object Proposed 20mph limit in Henton Comments by Richard Sherwood on the “Statement of Reasons” published by Oxfordshire County Council The document is brief. The reasons given are as follows:- 1 County Council says it wants to “make the built environment safer”. I accept that in a collision with a vehicle a pedestrian is far more likely to survive if the speed is 20 mph rather than 30 mph, but there is no obvious speeding problem in Henton so I question whether a lower speed limit in the village will make any difference. According to the Council itself there have been no injury accidents reported in Henton in the last five years except for one at the junction with B4009 which is outside the proposed limit. Thus no evidence for this reason has been produced. The only danger point on the road through the village is the blind bend at Upper Farm. In the fifty years during which I have lived in the village there has never been a warning sign either to the north or the south of it. So much for safety concerns. 2 It says it wants to make the “built environment more attractive”. It provides no interpretation of the word “attractive”.</p>

It does not say how that attraction will be “improved”.

3 It says that “improving streets to encourage active travel will also help to deliver further benefits”. It does not say what those benefits are so one has to question whether there are any. It does not say how the limit will produce more active travel. There are plenty of walkers and cyclists living in and coming to the village. When out walking I see many such people. Of those who stop to chat, no-one has commented adversely on the environment. (The only concerns expressed are by horse riders and they refer to problems on B4009 (where the limit is 50 mph) which is outside the proposed limit.) How will a 20 limit make any difference?

4 It says “20mph speed limits will help reduce casualty rates and improve road safety”. See point 1 above. This is repetition of point 1. Repetition does not make a stronger case. It suggests that the point is weak. No evidence is provided of traffic speed in Henton such as a proper survey. One must assume that none was done. Such evidence would have been useful, better than mere perception of traffic speeds. There is not even a report of people’s perception of traffic speed in Henton.

5 It says “safety concerns” have been raised by local residents & the County Councillor regarding the residential area of Henton. It does not say what those concerns are, how many have been expressed or whether the residents are from Henton or “the locality”. The “locality” is not defined. These concerns, if they have been expressed, should be set out in detail in the statement of reasons. It would be helpful to know how many concerns have been expressed and exactly what they are. We are left to guess. I gave the County Council the opportunity of doing so. They ignored my request. I repeated it. It was still ignored but they merely said that the proposal had come from the Parish Council. I then put the same questions to the Parish Council. Their Clerk said “I do not have this information” and referred me to the individual County Councillors. I put the same questions to them. There has been no response. The unavoidable inference must be that no safety concerns were raised before the present proposal was made and the claim that they were is untrue. If the claim is untrue then it was made recklessly and that amounts to maladministration.

Whichever Council it is that claims to have received expressions of “safety concerns” neither has made a convincing case because they are unable/unwilling to produce the evidence. If they were really concerned about current dangers they would do something about the chaotic street parking in Chinnor. I appreciate that this might involve the loss of votes so I am not expecting action on this any time soon. It is more convenient to interfere in Henton where there are fewer votes.

To summarise:-

- 1) The County Council official first ignored my questions
 - 2) When the questions are repeated he still does not answer them and referred me to the Parish Council
 - 3) The Parish said they have no information and referred me to the County Councillors who did not respond.
- How can I possibly believe that the statement about expressions of concern is true?

	<p>Thus we are given four reasons (1 and 4 are the same). The first is unsupported by any evidence. The second uses the nebulous word “attractive” without any proper definition. The third does not convincingly explain how active travel will be encouraged. The fifth talks of unspecified concerns of which no evidence is given which must give rise to the suspicion that they do not exist.</p> <p>In any case the road through Henton is largely self-regulating so far as speed is concerned. It is of varying width. Parts are single-track, parts are just wide enough for two cars to pass and others are just enough for large vehicles to pass smaller ones. The width variation does not encourage speeding. With the single exception of the bend near Upper Farm drivers can clearly see well ahead and when meeting opposing traffic find a place to pull in and wait. In 50 years residence in the village I have not seen inconsiderate driving. It is not a problem.</p> <p>Without more information the case for a 20 limit is not made out. The “Statement of Reasons” is little more than flimflam.</p> <p>50mph speed limit - No opinion This proposal is pointless</p> <p>Travel change - No</p>
(9) As a business, (Henton)	<p>20mph speed limit - Concerns Concerned about the bit you are proposing to be 50 mph. Very happy with the 20 mph proposal</p> <p>50mph speed limit - Object It is technically not even possible to get on this short stretch to 50 mph, There is a T-junction, there are pedestrians, cyclists, horses, etc.on this stretch. There is also the entrance to several businesses.....</p> <p>Travel change - Yes – walk/wheel more</p>
(10) Local Resident, (Henton)	<p>20mph speed limit - Support Slowdown of traffic through Henton. Do not agree with the top end 175 yards having a speed limit of 50 miles per hour as per letter already submitted to traffic department.</p>

	<p>50mph speed limit - Concerns Highly dangerous.</p> <p>Travel change - Yes – walk/wheel more</p>
(11) Local Resident, (Chinnor, Middle Way)	<p>20mph speed limit - Support Henton has one road through it that is fairly constricted already...it has above average walkers with dogs and riders on horseback as there are at least 4 livery stables in the village. These riders have to ride along the main road and cross the B4009 to access the ridgeway bridleway. 20mph enforced makes sense in terms of safety. What doesn't make any sense is the proposed 50mph on the 375m stretch from the end of the village to the B4009. The horse riders and dog walkers will at serious risk on this stretch as there are no pavements at all. This either needs a site visit or more sensibly just listen to the feedback you've been getting and revert from 20 to 30 in that last stretch.</p> <p>50mph speed limit - Object The proposed 50mph on the 375m stretch from the end of the village to the B4009 is a serious accident waiting to happen. The horse riders and dog walkers are already at risk on this stretch as there are no pavements at all. The village probably has around 10 - 20 horseback riders daily already having to negotiate with local traffic and construction going slowly.....adding a 50mph option to accelerate either into or out of the village would just add another possibility of really dangerous consequences. This either needs a site visit or more sensibly just listen to the feedback you've been getting and revert from 20 to 30 in that last stretch.</p> <p>Travel change - Yes - cycle more</p>
(12) Member of public, (Chinnor, Oakley Road)	<p>20mph speed limit - Support This is still basically a village lane</p> <p>50mph speed limit - Object All Chinnor should have the same speed limit</p> <p>Travel change - Yes – walk/wheel more</p>
(13) Local Resident, (Chinnor, Robins Platt)	<p>20mph speed limit - Support</p>

	<p>It's a narrow road used by a lot of walkers with and without dogs, also cyclists and many horseriders</p> <p>50mph speed limit - Object See my comments supporting 20 mph, there are no pavements and it's a narrow road</p> <p>Travel change - No</p>
(14) Local Resident, (Henton)	<p>20mph speed limit - Support Lots of walkers and horse riders in the village. No pavement so a lower speed makes sense</p> <p>50mph speed limit - Object This will cause motorists to speed from the corner. There is an equestrian centre at that part of the road and an increased speed will endanger both horse and rider. Additional the road is narrow without a pavement. As a Walker, I am frequency having to step into the hedge to avoid large vehicles speeding in and out of Henton as it is. Increasing the speed limit is a terrible idea</p> <p>Travel change - Yes – walk/wheel more</p>
(15) Local Resident, (Henton)	<p>20mph speed limit - Support No pavement, horses, narrow road</p> <p>50mph speed limit - Object Horses, narrow road, stretch is short and ends at at junction - unnecessary acceleration and braking</p> <p>Travel change - No</p>
(16) Local Resident, (Henton)	<p>20mph speed limit - Support If 20mph is right for Chinnor then it is certainly right for Henton. There are many horses on the road, the road itself is only just wide enough for two vehicles and many people already drive faster than 30mph so 20 will encourage them to slow down</p> <p>50mph speed limit - Object</p>

	<p>What madness is it increase the speed limit from 30 to 50mph. When turning right into the road you mostly have to stop for a gap in oncoming traffic and when turning left into the road you have to slow right down because it is a shape turn. So why would you want cars to speed up to 50mph for a couple of hundred yards and then want them to slow down to 20mph. The 50mph will just encourage cars to speed for longer. There is no problem with having 20mph right from the top of the road as it is such a short distance</p> <p>Travel change - No</p>
(17) Local Resident, (Henton)	<p>20mph speed limit - Support Fully support the change to 20mph as we have a lot of horses and walkers in the area.</p> <p>50mph speed limit - Object This section is not wide enough for two vehicles travelling at 30mph let alone 50mph. It has horses and pedestrians that will be put in danger if the speed is increased.</p> <p>Travel change - Yes – walk/wheel more</p>
(18) Local Resident, (Henton)	<p>20mph speed limit - Support Lots of walkers/dog walkers and horse riders and there are no footpaths</p> <p>50mph speed limit - Object The whole of the road at the moment is 30 and to change the top of Henton to 50 just as you come to a blind bend with no footpaths and lots of walkers/dog walkers and horse riders is complete madness At the top of the lane there is also the entrance to the horse stables and fishery where they will be trying to come out onto the lane with cars accelerating to 50mph</p> <p>Travel change - No</p>
(19) Local Resident, (Henton, Old Orchard)	<p>20mph speed limit - Support I completely welcome this but doubt that just signs will slow people down, we may end up needing further speed restriction methods</p>

	<p>50mph speed limit - Object</p> <p>It is absurd that the top of the Henton road is stated to become 50mph because it joins the main road. That is a dangerous corner and we have a huge amount of horse riders and dog walkers coming out and back into Henton around that corner. It HAS to be 20mph along with the rest of Henton or there will be a serious accident. The 50mph section will go right past the main Manor Farm entrance and exit where tourists, fisherman and horse riders all come and go all the time.</p> <p>Travel change - No</p>
(20) Local Resident, (Henton, Road running through Henton)	<p>20mph speed limit - Support</p> <p>It is a narrow road with no street lighting (which is good, keep it that way), many horse riders, dog walkers and pedestrians. It has a high usage of lorries for Thames Water, horses and building works as well as agricultural vehicles, delivery vans and lorries, resident and business users cars - equine and The Peacock and also two school buses. Therefore with this mix of pedestrians and vehicles 20 mph makes it safer for everyone.</p> <p>50mph speed limit - Object</p> <p>I object because it is a narrow road with no verge or pavement, there is a reduced visibility corner at the junction of the B4009, an equine business access point, vehicles (lorries, school buses, vans, agricultural vehicles, residents and business users cars, Thames Water vehicles, delivery vehicles for residents and businesses, refuse collectors, oil delivery lorries to name but a few) combined with pedestrians, cyclists and horse riders make this is a very unsafe road for this mixed use at 30 mph. At 50 mph the safety of all road users is highly compromised and there is a high probability of an accident. An accident could be avoided if the road remains at 30mph or better still if this stretch becomes a 20mph too. An accident involving a horse and rider/a cyclist/a dog/a pedestrian and a large goods vehicle isn't going to end well.</p> <p>Travel change - Other</p> <p>I will use my car to exit the village rather than walk as I do now on a regular basis. It will encourage me to use of my car which is at odds with a clean environment and all the associated factors of reducing my carbon footprint and promoting exercise for health.</p>
(21) Local Resident, (Henton, Unnamed Henton Road)	<p>20mph speed limit - Support</p> <p>I fully support a total 20mph speed limit for Henton from the very top at the B4009 Junction to the very bottom.</p>

	<p>I wholeheartedly object to any form of 50mph speed limit on the proposed 175m section. Further explanation is provided in the next section.</p> <p>50mph speed limit - Object</p> <p>The proposed 50mph 175m section from Upper Farm Bungalows to the B4009 is complete madness. OCC state that this is for safety reasons, however I fail to see how safety can be improved by increasing the speed from 30mph to 50mph for this section of the unnamed Henton road. There is no pavement in Henton (from the top to the bottom). Therefore residents (myself included) regularly walk to the top of Henton to then head up to The Ridgeway or in to Chinnor. Having vehicles pass pedestrians at 50mph on this 175m section of road (with no pedestrian pavement) certainly WILL NOT improve public safety for those of us on foot.</p> <p>Henton is also home to many horses (around 80) many of whom take the same route up Henton to the B4009.</p> <p>In addition, there is business access to Upper Farm Henton on this proposed section of road, with many vehicles and riders on horseback entering and exiting via this commercial entrance.</p> <p>I therefore fully support a total 20mph speed limit for Henton from the very top at the B4009 Junction to the very bottom.</p> <p>I wholeheartedly object to any form of 50mph speed limit on the proposed 175m section.</p> <p>Travel change - No</p>
(22) Local Resident, (Henton, unnamed Henton village road)	<p>20mph speed limit - Support</p> <p>There is no footpath, the road through the hamlet is shared by vehicles, walkers, joggers, cyclists and horses and riders. A speed limit of 20mph may address concerns regarding safety and well-being for all users.</p> <p>50mph speed limit - Object</p> <p>I wish to object to the proposal to raise the speed limit on the section of the road in the village leading northwards from the B4009 from 30mph to 50mph.</p> <ul style="list-style-type: none"> • ‘20mph speed limits will help reduce casualty rates and improve road safety’ quote from your ‘Statement of Reasons’. Conversely, therefore, raising speed limits will result in casualty rates rising and will have an adverse effect on road safety. • ‘For safety reasons a section of the main village road leading northwards from the B4009, will see the introduction of

	<p>a 50mph speed limit in place of the existing 30mph speed limit'. There is no indication of what these safety reasons are. As a resident who frequently walks between Henton and Chinnor I believe that the potential hazard to walkers, riders and their horses and to cyclists will significantly increase.</p> <ul style="list-style-type: none"> • Access and egress to and from Upper Farm including Holiday chalets and stabling is close to the junction with the B4009. Increased vehicle speed will significantly increase risk. • There are variations in road width along this section. Regular road users often adjust their speed or stop in order to allow safe passage of traffic at 30mph. At greater speed safe passage of traffic will be significantly compromised. • Bus stops have been installed on the B4009 near the junction with the Henton road. If Oxfordshire County Council wants to ' help promote alternative modes of transport for local travel' then surely residents have the right to expect OCC will ensure their safety when accessing alternative transport such as buses. This section of road is the only access route from the hamlet to the bus stops. Raising the speed limit puts the safety of those who wish to travel by bus at greater risk. <p>I urge OCC to complete a full and robust risk assessment taking into account all road users in this section including walkers, cyclists, horses and riders who will potentially be facing vehicles travelling up to 50mph on a village road with few places to step aside from motorised traffic.</p> <p>Travel change - No</p>
(23) Local Resident, (Henton)	<p>20mph speed limit - Support people drive too fast already</p> <p>50mph speed limit - Object traffic speed entering the village towards the blind corner adjacent to "the granary" are already not observed, there are horses and riders constantly on the village road, this speed limit will give people the right to speed towards a blind bend! people already put lives in danger as they accelerate away from the village to the junction at the top, 50 mph is unnecessary in this location and not safe</p> <p>Travel change - Yes – walk/wheel more</p>
(24) Local Resident, (Towersey, Chinnor Road)	<p>20mph speed limit - Support Yes, 20 mph for Henton but replacing 30 mph. Ridiculous to have 50 mph in this hamlet.</p>

	<p>50mph speed limit - Object Currently 30 mph. Just replace the sign. Horses, pedestrians, cyclists all use this road. There is no pavement.</p> <p>Travel change - Yes - cycle more</p>
(25) Local Resident, (Banbury, Round Close Road)	<p>20mph speed limit - Support For the safety of pedestrians and cyclists.</p> <p>50mph speed limit - Support For the safety of pedestrians and cyclists.</p> <p>Travel change - Yes - cycle more</p>
(26) Local Resident, (Henton)	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>I am fully in favour of this, as we are a small hamlet, a no through road and such a speed limit is appropriate.</p> <p>However what is not appropriate, in fact ridiculous, is the proposed 175m stretch from the turning off the B4009 into Henton being changed from 30th to 50mph!! Surely this is a typo? Why on earth would you increase the speed limit on that stretch? Drivers will race down there and then just before a dangerous bend slam on their brakes to decelerate to 20mph. On that stretch is also the entrance to a busy livery yard and fishing establishment. Additionally, the turning off the B4009 is quite tight, and cannot be taken safely at any sort of speed - plus there are always horses being ridden up and down the road there.</p> <p>I urge you to address this as a matter of urgency.</p>
(27) Local Resident, (Henton, New Close Farm Road)	<p>20mph speed limit - Support 50mph speed limit - Object</p>

	<p>I fully support the introduction of a compulsory speed limit of 20 mph completely through the hamlet of Henton. If it is appropriate for the main road through Chinnor to be 20 mph, then it makes even more sense for it to be introduced through Henton.</p> <p>We also have a very sharp blind corner at the top of the road. this is where you are proposing a 50MPH speed limit as I understand it. This would not only be ill-considered but dangerous. Despite being on the correct side of the road, travelling at less than 20 mph, or cycling on my bike, I have seen many near misses with speeding cars and horses at this point in the road.</p> <p>In addition, I strongly suggest the adjoining Bridleway no 12 also a public highway, New Close Farm Road also be included under the order. The extreme speed of traffic on this part of the public highway is also extremely dangerous. Again I have seen many near misses on this stretch of the Bridle too.</p> <p>In relation to the above, I strongly believe the speed limit should be 20 mph completely through Henton is not only sensible but necessary.</p>
(28) Local Resident, (Henton)	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>I fully support the speed restrictions of 20 mph being introduced entirely village.</p> <p>If the council considered it appropriate to introduce a 20 mph speed limit to the main road through Chinnor, It would be even more appropriate to introduce the same 20 mph speed limit to a small residential hamlet like Henton.</p> <p>I also suggest you re considered your suggestion for a 50mph limit to be introduced at the top of Henton road. I believe you are mistaken that this is a safe or sensible idea. It does not achieve anything. Does anyone really need to do 50 mph for less than 1/8 of a mile?</p> <p>As a resident of the Hamlet, I consider 20 mph to be not necessary as speeding traffic has become completely out of control throughout the village. Most do not even follow the 30 mph limit. There is no benefit to having a limit above 20 mph in the village. In fact, it is a serious safety issue.</p>

	<p>I fully support the speed restrictions of 20 mph being introduced entirely through the village including New Close Farm Road. The Bridleway/Public Highway is used by horse riders, walkers, families and cyclists from the villages and surrounding areas.</p>
<p>(29) Local Resident, (Henton)</p>	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>Regarding the proposal to make part of Henton a 50 MPH Zone. I am writing to OBJECT MOST STRONGLY to this.</p> <p>Henton is a single track road and to move the speed limit UP to 50 MPH from the current 30MPH is frankly unacceptable. I see no reason whatsoever for such a short stretch of road to be 50MPH. There are a huge number of horse riders and walkers who use that stretch and there is no pavement.</p> <p>We face the prospect of the rest of Henton being 20MPH with the entry at 50MPH therefore drivers will NOT slow down.</p> <p>We see this daily with the delivery drivers and Thames Water employees driving down the road above the current speed limit.</p> <p>It is therefore only a matter of time before there is a serious accident this proposed change of speed is also on a BLIND BEND</p> <p>As for moving the limit DOWN to 20 MPH I have no objection to this but the entire street from Lower Ickneild Way to the Thames Water works. It would be good if some form of enforcement can also be made on the Thames Water driver too.</p>
<p>(30) Local Resident, (Henton)</p>	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>We entirely agree with changing the speed limit from 30 to 20 miles per hour in Henton as it should, hopefully slow the traffic down. The proposal, however, to change the first 175 yards from the B4009 to 50 miles per hour is completely unacceptable. There are no pavements or suitable edges along this stretch and all pedestrians, dog walkers, cyclists and horses going in and out of Henton have to walk on the road. As well as domestic cars and delivery vans, which</p>

	<p>have increased over the years, there is also considerable large, heavy traffic, particularly from the sewage works and it would be extremely dangerous for any vehicles to travel in Henton at 50 miles per hour.</p> <p>In addition, the turning out of the Henton onto the B4009 towards Chinnor is already very difficult with poor vision from the left. The 50 mile an hour speed limit on leaving Chinnor on the B4009 going past the Henton and Wainhill turn offs makes it even more dangerous as vehicles immediately increase their speed.</p> <p>Would you please give your proposal further consideration to avoid creating a very hazardous situation and an accident waiting to happen.</p>
(31) Local Resident, (Henton)	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>Reducing the existing 30 mph to 20 mph may well be of benefit to our little hamlet. However the proposed increase from 30mph to 50mph at the upper small section of road meeting the junction at the B4009, this would create a number of unnecessary hazards and problems!</p> <p>This section of road often has Horse riders wanting to cross the road, also many people on foot with either children or dogs or both.</p> <p>Henton is very often visited by cyclists and they too have to negotiate this same junction. Of course we are not forgetting many cars and vehicles attempting the same manoeuvre. This turning onto the right towards Chinnor has a blind spot, which needs careful driving. Coming into Henton care must be taken to slow down especially from Chinnor direction as this is not visible from the B4009 Therefore your new proposal of this section of road being increased to a 50 mph is reckless.</p> <p>We ask you to re-visit your decision.</p>
(32) Local Resident, (Henton)	<p>Object – I write essentially to object to ludicrous proposal to make Henton, like Chinnor, but not Thame and the other surrounding villages, a 20mph zone in lieu of the current 30mph.</p>

	<p>I am not aware that the residents of Henton have been properly informed about this scheme and furthermore the one accident that you have used to support your draconian scheme happened outside the area of the intended 20mph zone so the basis of your proposal is invalid.</p> <p>From a practical point of view are Thames Valley Police really going to have the resources to police these crazy 20mph zones, they cannot cope with their current workload. By all means have a 20mph limit outside a school or maybe a shopping area but elsewhere it is unnecessary and actually far from being environmentally friendly makes cars run more inefficiently at slower speeds in lower gears.</p> <p>Instead of wasting our hard earned council tax on pathetic schemes like this and the traffic "calming" (which has the opposite effect) in Chinnor maybe you should address the potholes and failed road surface which in many roads in Chinnor resembles a third world country.</p> <p>As for Henton I am sure the majority are quite happy with the current arrangement and with the money saved you could send the gritter along the road on the rare occasions it snows and the road becomes almost impassible for many.</p>
(33) Local Resident, (Henton)	<p>50mph speed limit - Object</p> <p>Following Oxfordshire County Council's proposal to increase the speed limit on 175m section of road between Upper Farm Bungalows and the B4009 to 50mph, I have been collecting electronic signatures, comments and signee usage of that section of road.</p> <p>We have 280 people that have signed the petition objecting to this proposed change.</p>
(34) Local Resident, (Henton)	<p>Concerns – I write to voice my concerns over the proposal to change a stretch of road in Henton to a 50 MPH limit. The road into and out of Henton is effectively single track and the area identified for the change is on a blind bend</p> <p>It would make considerably more sense to make the whole of Henton the revised 20MPH than have a speed limit designed ti cause accidents with children , walkers , horses and drivers.</p>

	<p>Whilst 20MPH also appears a sensible limit I should point out that from an emissions point of view this is actually WORSE for the environment as cars will not be in the correct gear to minimise NOX emissions. That said the decision is made and we have to abide by it.</p> <p>Please can you ensure that the new speed limit also applies to the Thames water employees and the current contractors who view the road as a speedway currently</p>
(35) Local Resident, (Towersey)	<p>50mph speed limit - Concerns</p> <p>This road is used by pedestrians, cyclists and horses. Horses need to cross the B4009 to get to the Ridgeway and all the bridle paths of the Chilterns. Cyclists go to Chinnor and also access the Phoenix Trail through the village. Many many people walk on the road as there is no pavement. I fear that Oxfordshire's good reputation for prioritising walking and cycling is now undermined in the village of Henton. I spoke to villagers who are absolutely seething. I can only think that this was a desk based survey without anyone looking at the reality on the ground. I suggest a site visit to observe just how many vulnerable people there are using this road. I live in Towersey and, when we raised a petition to support 20mph there was overwhelming support from the whole village. We cannot let speeding motor vehicles dominate our rural villages. Please can you ensure that the new speed limit also applies to the Thames water employees and the current contractors who view the road as a speedway currently</p>

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Divisions affected: *Benson & Cholsey*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

IPSDEN: 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 in Ipsden (including Hailey) as advertised.

Executive summary

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

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 29 March and 28 April 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South

Oxfordshire District Council, the local District Cllrs, Ipsden parish council and the local County Councillor representing the Benson & Cholsey division.

Statutory Consultee Responses:

7. 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 objection. A local District Councillor supports the proposal.
8. Stagecoach Bus Company did not object and confirmed they do not serve Ipsden; they are also unaware of any regular bus operations in the area. However, they advise that should a demand-responsive minibus service ever be introduced, as actively considered in the past, this kind of approach to extensive 20 limits on mainly single track roads in a dispersed settlement, especially if replicated broadly, would likely have a material impact on the productivity of the operation, raising costs to the Council.

Other Responses:

9. A single online objection from an Abingdon resident suggested the proposal was a complete waste of time and money with the existing 30mph limit being more than adequate given it is barely possible to exceed that speed anyway.
10. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. The main purpose of the scheme is to 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 Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

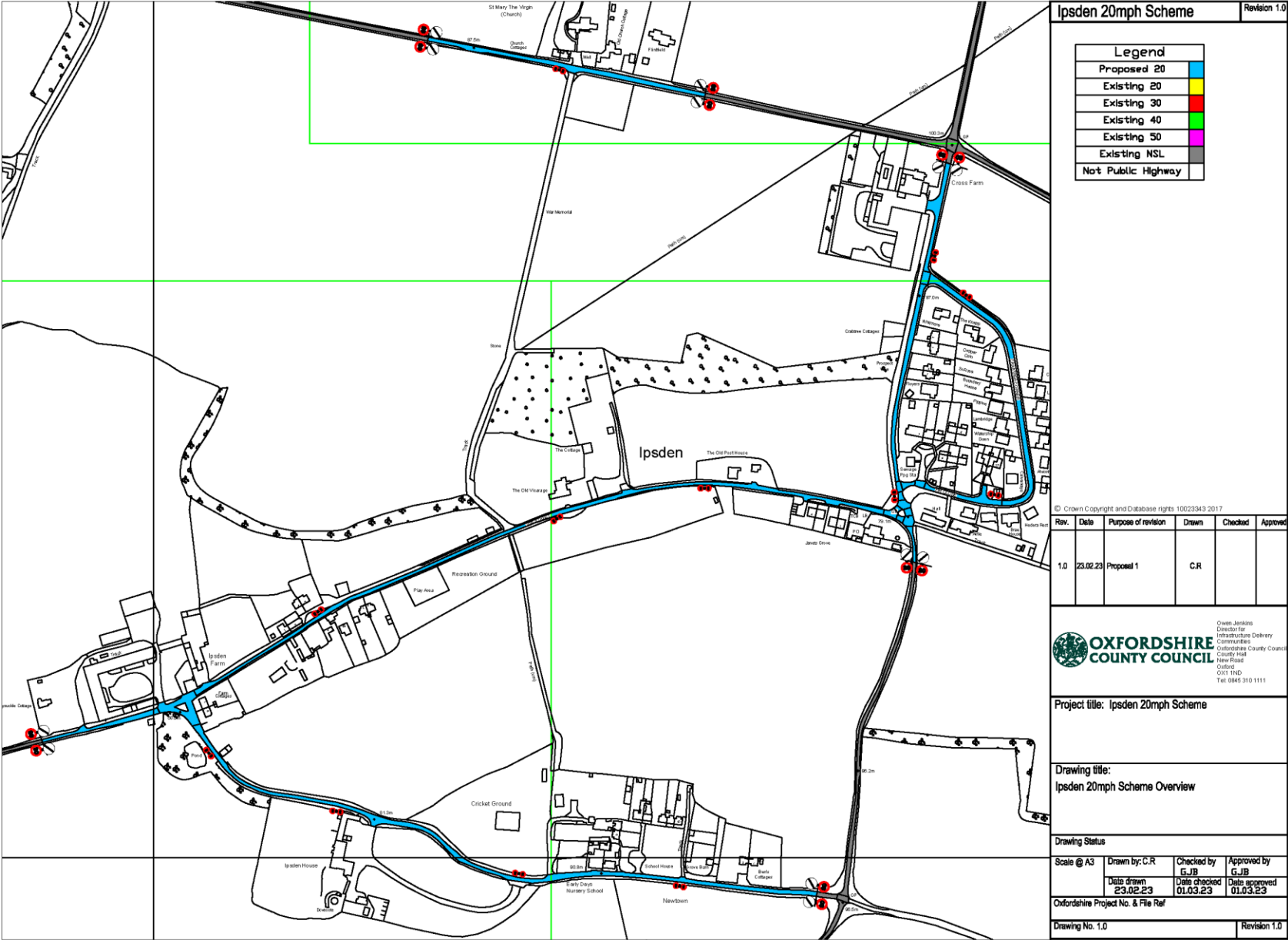
Annexes

Annex 1-2: Consultation plans
Annex 3: Consultation responses

Contact Officers:

Phil Whitfield 07912523497
Geoff Barrell 07392 318869

May 2023





Ipsden Sheet C1


Revision 1.0

Legend

Proposed 20	
Existing 20	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	23.02.23	Proposed 1	C.R.		



Oxfordshire
County Council

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Project title: Ipsden 20mph Scheme

Drawing title:
Hailey 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by G.J.B.	Approved by G.J.B.
	Date drawn 23.02.23	Date checked 01.03.23	Date approved 01.03.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example, a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored, then this could result in the vulnerable road user being less safe. It can also cause a disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – I can confirm that this is not a settlement served by Stagecoach. We are not aware of any regular bus operations in the area covered by these proposals.</p> <p>However, I have examined the plans and this settlement presents a quite dispersed settlement pattern. The proposals are quite extensive. The roads concerned are however, manly single track, albeit quite straight with generally good forward visibility. The enforceability of the limit looks a matter of question. The actual use of these roads by pedestrians and cycles, in any numbers, is something that will reflect the location of the village, its character and exceptionally high levels of car ownership. Notwithstanding the Parish Council's request, the actual residents of the settlement are most likely to be those who will make it effective in practice - or not.</p> <p>Irrespective, should a demand-responsive minibus service ever be introduced in this area, as has been actively considered in the past by the Council, this kind of approach, especially if replicated broadly, would be likely to have a material impact on the productivity of the operation, raising unit costs to the Council, potentially materially.</p> <p>The above comments should be read as an informative not an objection.</p>
(3) Local District Cllr, (Woodcote and Rotherfield Ward)	<p>Support – I would like to feedback my absolute support for this proposal, to ensure Ipsden's roads are safer for all.</p>

(4) Member of public,
(Abingdon, South
Avenue)

Object – What a complete waste of time and money! 30mph is more than adequate and Ipsden you can barely do more than 20mph anyway, maybe you'll ban people even walking next as any speed at all is surely a risk! Complete lunatics

Divisions affected: *Goring*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

KIDMORE END: 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 within the Kidmore End area as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Cane End, Chalkhouse Green, and Gallowstree Common – all hamlets within the parish of Kidmore End - as shown in **Annexes 1 to 3**.

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 Cane End, Chalkhouse Green, and Gallowstree Common by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 14 April and 12 May 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, South Oxfordshire District Council, the local District Cllrs, Sonning Common parish council, and the local County Councillors representing the Goring, and Sonning Common divisions.

Statutory Consultee Responses:

7. Two 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 objection. The Parish Council supports all the proposals and believe residents do so too.

Other Responses:

8. A Gallowstree Common resident and a District Councillor from a neighbouring ward both emailed to express support.
9. 37 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
Cane End	5 (14%)	2 (5%)	30 (81%)	-	37
Chalkhouse Green	2 (5%)	2 (5%)	25 (68%)	8 (22%)	37
Gallowstree Common	4 (11%)	3 (8%)	29 (78%)	1	37

10. Four online responses were from local district or parish councillors and the remainder were residents. 23 supported proposals in all three hamlets or had no opinion, and two respondents objected to all proposals. Nine respondents objected to or had concerns around the proposals in at least one hamlet, with seven concerns or objections registered in both Cane End and Gallowstree Common and four in Chalkhouse Green. The concerns or objections centred on the proposals being a waste of money, unnecessary, creating pollution, and preferring enforcement or calming.
11. 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	13 (35%)
Yes - cycle more	9 (24%)
Yes - scoot more	1 (3%)

No	13 (35%)
Other	1 (3%)

12. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the 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. All objections and concerns 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.

Bill Cotton
Corporate Director, Environment and Place

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

Contact Officers: Phil Whitfield 07912523497
Geoff Barrell 07392 318869

May 2023

Cane End 20mph Scheme

Revision 1.0

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
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Project title: Cane End 20mph Scheme

Drawing title:
 Cane End 20mph Scheme Overview

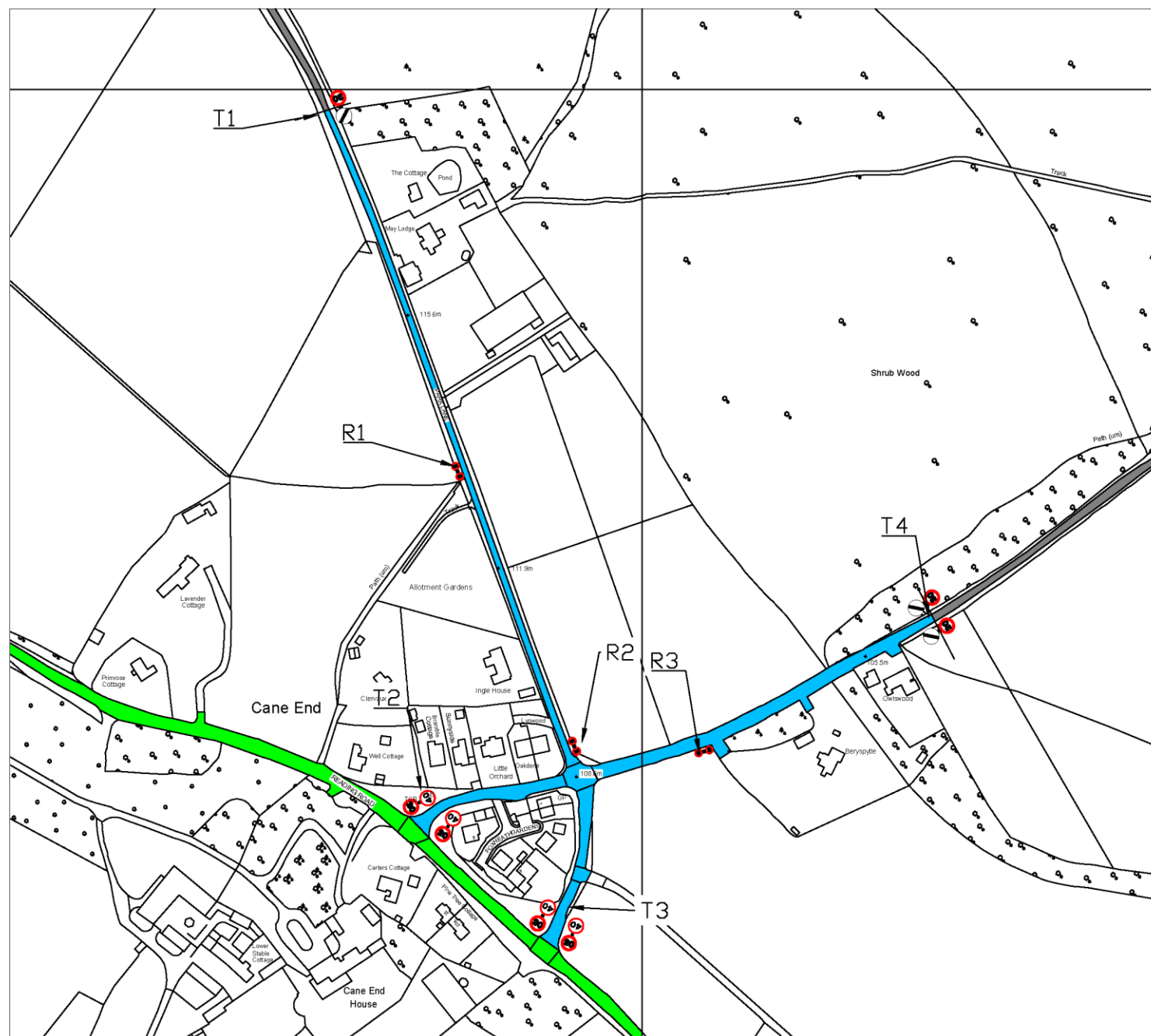
Drawing Status

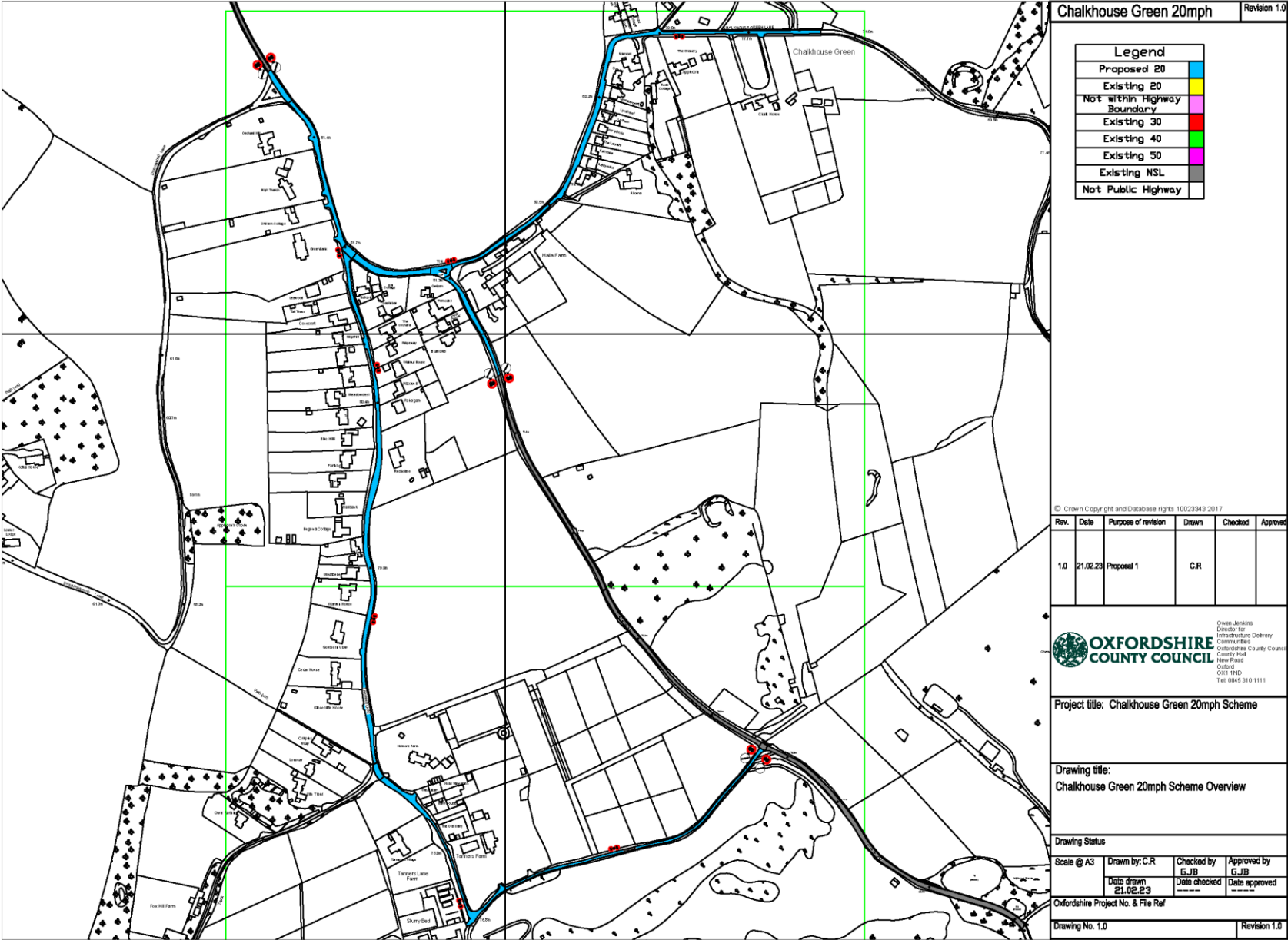
Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 21.02.23	Date checked: 22.02.23	Date approved: 22.02.23

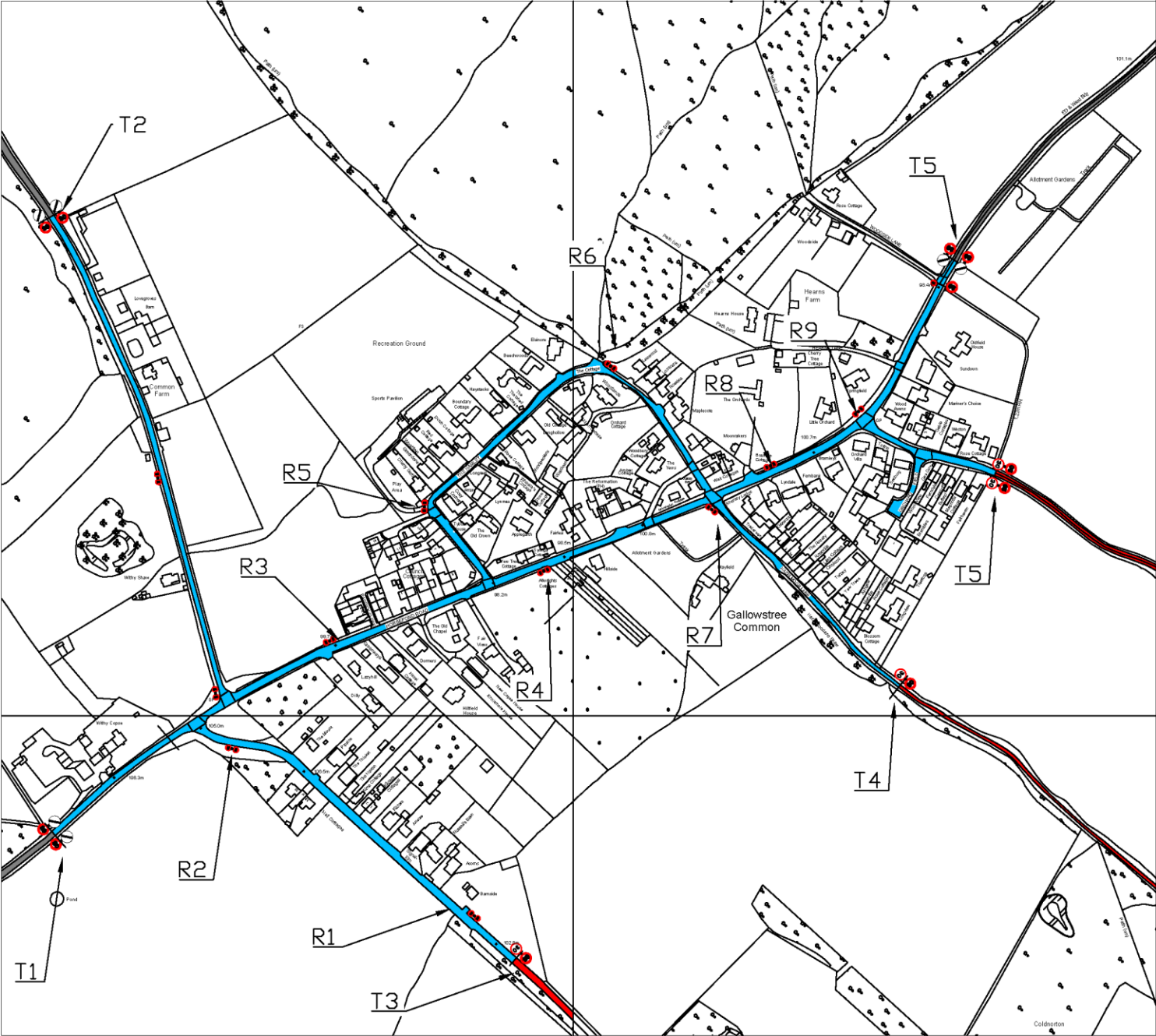
Oxfordshire Project No. & File Ref

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Revision 1.0







Gallowstree Common 20mph

Revision 1.0

Legend

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	17.03.23	Proposal 1	C.R		

Oxfordshire

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Project title: Gallowstree Common 20mph Scheme

Drawing title:

Gallowstree Common 20mph Scheme Overview

Drawing Status

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	Date drawn: 17.03.23	Date checked:	Date approved:

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Kidmore End Parish Council	<p>Support – The proposals were considered by my Council, at a meeting earlier this week. I am to advise you that the Council welcomes the proposals and supports them in every particular. It believes that the residents of the 3 settlements will support them, too.</p>
(3) Local Cllr, (Kidmore End Parish Council)	<p>Cane End 20mph - Support The junction at the A4074 and Horsepond Road is very dangerous. HPR has a 60mph speed limit, past residential houses. It will be much safer when the 20mph zone is implemented, slowing cars down past the houses and to the T junction. Cars are compliant on the A4074 due to the presence of speed camera at the junction.</p> <p>Chalkhouse Green 20mph - Support Cars share the very narrow lanes with cyclists (it is part of the Sustrans cycle network), horses and walkers. There is very little room to accommodate all these users, so a reduced speed limit will improve safety.</p> <p>Gallowstree Common 20mph - Support Gallowstree Common is unfortunate because Horsepond Road is straight, which encourages drivers to perhaps drive without due care, not realising that they have not slowed down to 30 mph. Extending the 20mph sign to the first house in the village (coming in from Cane End) will give drivers a chance to slow down as they come down the slope. At the other end of the village, we need a reminder for drivers so that they know that the 20mph speed limit starts at the village entrance.</p>

	Travel change - No
(4) Local Cllr, Sonning Common Ward)	Support – Although not my ward I would support the proposed change in neighbouring Kidmore End.
(5) Local Cllr, (Peppard Common, Colliers Lane)	<p>Cane End 20mph - Support I agree with the 20mph policy</p> <p>Chalkhouse Green 20mph - No opinion Don't know the area</p> <p>Gallowstree Common 20mph - Support I support the limit</p> <p>Travel change - Yes - cycle more</p>
(6) Local Cllr, (Gallowstree Common, The Hamlet)	<p>Cane End 20mph - Support dangerous conditions on local roads, especially Horsepond Road, Gallowstree Common</p> <p>Chalkhouse Green 20mph - Support dangerous conditions on small local roads</p> <p>Gallowstree Common 20mph - Support dangerous speeding on Horsepond Road, Gallowstree Common</p> <p>Travel change - Yes – walk/wheel more</p>
(7) Local Cllr, (Sonning Common, Kennylands Road)	<p>Cane End 20mph - Support This links into the 20 scheme we recently completed in Sonning Common.</p> <p>Chalkhouse Green 20mph - Support</p>

	<p>This links into the 20 scheme we recently completed in Sonning Common.</p> <p>Gallowstree Common 20mph - Support I am particularly pleased to see the 20 limit in Reads Lane which relates directly to the 20 scheme in Reads Lane. I hope that it will contribute to deter through traffic using Reads Lane as a short-cut. Particularly as there is a large Secondary School located along it in Sonning Common.</p> <p>Travel change - Yes - cycle more</p>
(8) Local Resident, (The Hamlet)	<p>Cane End 20mph - Object please don't slow down, just fix the road</p> <p>Chalkhouse Green 20mph - No opinion please don't slow down, just fix the road</p> <p>Gallowstree Common 20mph - Concerns please don't slow down, just fix the road</p> <p>Travel change - Yes – scoot more</p>
(9) Local Resident, (Cane End)	<p>Cane End 20mph - Object What quantifiable evidence is there to suggest that the air pollution differential justifies the additional time taken for all journeys to be completed with a lower mean speed?</p> <p>Chalkhouse Green 20mph - No opinion N/A</p> <p>Gallowstree Common 20mph - Object Please see previous comment</p> <p>Travel change - No</p>

<p>(10) Local Resident, (Kidmore End, Chalkhouse Green Road)</p>	<p>Cane End 20mph - Object Waste of money as drivers do not do 30, so will not do 20. Money is better spent on calming measures such as speed bumps to make drivers actually drive at 30 first.</p> <p>Chalkhouse Green 20mph - Object Spent the money on making drivers do 30 first.</p> <p>Gallowstree Common 20mph - Object Spent money on introducing speed calming measures first like speed bumps so people actually do 30. Drivers will ignore 20 mph signs, total waste of money and time. Force drivers to do 30 first.</p> <p>Travel change - No</p>
<p>(111) Member of public, (Witney, Oxford Hill)</p>	<p>Cane End 20mph - Object No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small village. Unfortunately though this objection will be ignored like many others.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of members of the public, politicians including emergency services (even when not responding to calls) driving at 30mph no problem. This is a huge waste of money when our roads need sorting.</p> <p>Chalkhouse Green 20mph - Object No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small village. Unfortunately though this objection will be ignored like many others.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of members of the public, politicians including emergency services (even when not responding to calls) driving at 30mph no problem. This is a huge waste of money when our roads need sorting.</p> <p>Gallowstree Common 20mph - Object</p>

	<p>No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small village. Unfortunately though this objection will be ignored like many others.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of members of the public, politicians including emergency services (even when not responding to calls) driving at 30mph no problem. This is a huge waste of money when our roads need sorting.</p> <p>Travel change - No</p>
(12) Local Resident, (Cane End, Park Lane)	<p>Cane End 20mph - Object 30mph limit is sufficient, I don't feel the need for the 20mph.</p> <p>Chalkhouse Green 20mph - Support very narrow winding roads, 20mph limit would make it safer.</p> <p>Gallowstree Common 20mph - Object 30mph is sufficient.</p> <p>Travel change - No</p>
(13) Local Resident, (Chalkhouse Green, Chalkhouse Lane)	<p>Cane End 20mph - Concerns The roads are narrow we already go slow without being policed!! Spend the money on bigger priorities!</p> <p>Chalkhouse Green 20mph - Concerns Narrow roads mean speeding is incompatible. Don't need a speed limit for area that already has controls due to ergonomics</p> <p>Gallowstree Common 20mph - No opinion Bigger area and main road</p> <p>Travel change - No</p>

<p>(14) Local Resident, (Gallowstree Common, The Hamlet)</p>	<p>Cane End 20mph - Concerns Very few drivers observe the existing 30 limit so little point in lowering to 20! The road needs a more effective traffic calming measure/s</p> <p>Chalkhouse Green 20mph - Concerns 30 is adequate PROVIDING drivers stick to this speed.</p> <p>Gallowstree Common 20mph - Support Horsepond Road is used as a racetrack by some drivers who continually ignore the 30 signs already in situ. This stretch of road needs a more effective way of slowing down drivers who ignore speed signs.</p> <p>Travel change - Yes - cycle more</p>
<p>(15) Local Resident, (Cane End, A4074)</p>	<p>Cane End 20mph - Support It has always seemed to be ridiculous to me that traffic is restricted to 40mph on the A4074 and yet as soon as they turn into Horsepond Road and/or Park Lane they can speed up to 60! There are no viable footpaths. Dogs/walkers and wildlife are seriously endangered with a national speed limit in force</p> <p>Chalkhouse Green 20mph - No opinion Not familiar with the area</p> <p>Gallowstree Common 20mph - Concerns Although I support lower speed limits generally, the road is mainly straight with good visibility. My concern is that through traffic does not adhere to a 30mph limit at present so a 20mph might not make any difference. I would rather see traffic calming measures and more rigorous enforcement of the current speed limit</p> <p>Travel change - No</p>
<p>(16) Local Resident, (Gallowstree Common, Horsepond Road)</p>	<p>Cane End 20mph - Support There are too many speeding vehicles on Horsepond Road. Some of these people are driving in excess of 40mph</p> <p>Chalkhouse Green 20mph - No opinion</p>

	<p>I dont live near Chalkhouse green</p> <p>Gallowstree Common 20mph - Support I am a local resident. There are too many speeding drivers on Horsepond Road. A camera / obstructions in the road would also be suitable as a lot of drivers are going over 40mph</p> <p>Travel change - No</p>
(17) Local Resident, (Gallowstree Common, Horsepond Road)	<p>Cane End 20mph - Support We live on Horsepond Road. The road is extremely busy and drivers regularly exceed the current speed limit, making the road very dangerous. It's only a matter of time before a fatal accident occurs.</p> <p>Chalkhouse Green 20mph - No opinion Do not have an opinion.</p> <p>Gallowstree Common 20mph - Support We live in Gallowstree Common on Horsepond Road and have done for nearly 20 years. The road is extremely busy and drivers regularly exceed the current 30mph speed limit making the road extremely dangerous and noisy. Crossing the road is hazardous and it's only a matter a time before a fatal accident occurs.</p> <p>Travel change - No</p>
(18) Local Resident, (Cane End, Park Lane)	<p>Cane End 20mph - Support We live near the intersection of Park Lane and Horsepond Road in Cane End. While driving from Park Lane to join Horsepond Road - this is extremely dangerous as the intersection has blind spots and cars coming from A4074 and Gallowstree Common are fast given the 60mph limit in that area on Horsepond Road. This situation is just waiting for an accident to happen for cars and pedestrians (who are sometimes with their dogs). A 20mph limit will reduce the risk significantly.</p> <p>Chalkhouse Green 20mph - No opinion We do not live there.</p> <p>Gallowstree Common 20mph - Support</p>

	<p>We live near the intersection of Park Lane and Horsepond Road in Cane End. While driving from Park Lane to join Horsepond Road - this is extremely dangerous as the intersection has blind spots and cars coming from A4074 and Gallowstree Common are fast given the 60mph limit in that area on Horsepond Road. This situation is just waiting for an accident to happen for cars and pedestrians (who are sometimes with their dogs). A 20mph limit will reduce the risk significantly.</p> <p>Travel change - No</p>
(19) Local Resident, (Cane End, Park Lane)	<p>Cane End 20mph - Support A4074 onto Horsepond Road is a 60mph. There have been many accidents on the Park Lane and Horsepond Road crossing as vehicles accelerate quickly on this short stretch of road.</p> <p>It is dangerous crossing with pedestrians forced to walk in the road since the development of new houses churned up the path alongside the road.</p> <p>Going from a 20mph to national speed limit of 60mph further up Horsepond Road seems excessive and making as a 40mph would be more calming.</p> <p>Chalkhouse Green 20mph - No opinion Don't travel there</p> <p>Gallowstree Common 20mph - Support The stretch of road between cane end and gallowstree common should be a 40mph and not kept as a 60mph.</p> <p>Travel change - Yes – walk/wheel more</p>
(20) Local Resident, (Gallowstree Common, The Hamlet)	<p>Cane End 20mph - Support The speed of the traffic going through the village is an accident waiting to happen.</p> <p>Chalkhouse Green 20mph - Support The present speed limit is too high for the type of roads v</p> <p>Gallowstree Common 20mph - Concerns</p>

	<p>The number of vehicles has increased in recent years and so has the speed at which they travel through our village.</p> <p>Travel change - No</p>
(21) Local Resident, (Cane End, A4074)	<p>Cane End 20mph - Support Horsepond Rd in particular currently has the majority of motorists passing through continuously breaking the speed limit. Exiting from either Park Lane or Wood Lane can be extremely dangerous as the traffic is passing far too fast. Traffic that exits the notorious A4074 onto Horsepond Rd regularly continues at a similar speed to what they were travelling on on the A road..even though they are now on a highly populated minor road.</p> <p>Chalkhouse Green 20mph - Support Chalkhouse Green Road is narrow, populated with many residential properties as well as farm traffic using this particular road, a decrease in the speed limit would be welcomed purely for the safety of those that pass this way regularly but also walkers and cyclists.</p> <p>Gallowstree Common 20mph - Support Gallowstree common has many residents who don't deserve to have speeding, dangerous motorists passing through. To pull in or out of one's drive, let alone trying to cross the road when so many vehicles shoot past is extremely dangerous</p> <p>Travel change - Other It would be safer all round, on every count. Speeding through this area is totally unnecessary and can and will cause accidents or even seriously injure a pedestrian</p>
(22) Local Resident, (Cane End)	<p>Cane End 20mph - Support We've seen a number of car crashes since we moved here 6 years ago. Park Lane/Horsepond Road is the only 60mph speed limit in Cane End and it will make such a difference to move from 60 mph to 20 mph. Fully supportive of this.</p> <p>Chalkhouse Green 20mph - Support Support the decrease</p> <p>Gallowstree Common 20mph - Support Fully support</p>

	Travel change - Yes – walk/wheel more
(23) Local Resident, (Cane End, Reading Road)	<p>Cane End 20mph - Support Road Safety, Air Pollution and Road Noise</p> <p>Chalkhouse Green 20mph - Support Will reduce risk of deaths/injury, improve quality of life for local residents and will have minimal negative impact on motorists.</p> <p>Gallowstree Common 20mph - Support Road safety, lower air pollution, lower road noise</p> <p>Travel change - No</p>
(24) Local Resident, (Kidmore End, Horsepond Road)	<p>Cane End 20mph - Support We live on Horsepond Road and are very concerned at the speed of vehicles down this road. Two cats have been killed since we moved to the area in 2016. We want people to respect those who want to cross the road and walk down the road in Gallowstree Common</p> <p>Chalkhouse Green 20mph - Support Chalkhouse green residents deserve cars which drive slowly through their residential area</p> <p>Gallowstree Common 20mph - Support It is dangerous and unpleasant to walk in Gallowstree Common at the moment. Residents will be much less nervous to walk down the Horsepond Road if it is a 20mph limit</p> <p>Travel change - Yes – walk/wheel more</p>
(25) Local Resident, (Reading, The Hamlet)	<p>Cane End 20mph - Support People treat the whole area like a rat run, not a residential area. Someone is going to get killed sooner or later.</p> <p>Chalkhouse Green 20mph - Support</p>

	<p>People treat the whole area like a rat run, not a residential area. Someone is going to get killed sooner or later.</p> <p>Gallowstree Common 20mph - Support People treat the whole area like a rat run, not a residential area. Someone is going to get killed sooner or later. Horsepond Road is particularly bad, people regularly drive past the Reformation pub at over 50mph!!!!</p> <p>Travel change - Yes – walk/wheel more</p>
(26) Local Resident, (Gallowstree Common, Hazelmoor Lane)	<p>Cane End 20mph - Support Ridiculous speeding through the village. People often drive at more than twice the limit.</p> <p>Chalkhouse Green 20mph - Support People speed through the village N make it dangerous for pedestrians and horses.</p> <p>Gallowstree Common 20mph - Support I live in Gallowstree and the speeding through the village is horrendous. People are doing more than twice the limit. It is dangerous for pedestrians and horses, and fir motorist pulling out onto the main road. Something needs to be done.</p> <p>Travel change - Yes – walk/wheel more</p>
(27) Local Resident, (Kidmore End, Horsepond Road)	<p>Cane End 20mph - Support The speed in the area with 30 is still not safe enough for local residents to walk safely on the road where there are no paths to get to local amenities such as the shops and schools. 20 would enable safe passage on foot and bike.</p> <p>Chalkhouse Green 20mph - Support The speed in the area with 30 is still not safe enough for local residents to walk safely on the road where there are no paths to get to local amenities such as the shops and schools. 20 would enable safe passage on foot and bike.</p> <p>Gallowstree Common 20mph - Support The speed in the area with 30 is still not safe enough for local residents to walk safely on the road where there are no paths to get to local amenities such as the shops and schools. 20 would enable safe passage on foot and bike.</p> <p>Travel change - Yes – walk/wheel more</p>

(28) Local Resident, (Gallowstree Common, The Hamlet)	<p>Cane End 20mph - Support I worry for the safety of my children. We live off a Horsepond Road where I regularly witness people exceeding speeds of 50mph in a 30. Something needs to be done to combat this and urgently before someone is killed.</p> <p>Chalkhouse Green 20mph - Support As before</p> <p>Gallowstree Common 20mph - Support I worry for the safety of my children. We live off a Horsepond Road where I regularly witness people exceeding speeds of 50mph in a 30. Something needs to be done to combat this and urgently before someone is killed</p> <p>Travel change - Yes – walk/wheel more</p>
(29) Local Resident, (Gallowstree Common, Reades Lane)	<p>Cane End 20mph - Support Loads of speeding drivers. Area needs to be so much safer for active transport and residents.</p> <p>Chalkhouse Green 20mph - Support Loads of speeding drivers. Evidence in recent speed watch sessions. Area needs to be safer for active transport and residents.</p> <p>Gallowstree Common 20mph - Support Loads of speeding drivers.</p> <p>Travel change - Yes - cycle more</p>
(30) Local Resident, (Gallowstree Common, The Hamlet)	<p>Cane End 20mph - Support Safety of local home owners particularly when entering and leaving their home by car.</p> <p>Chalkhouse Green 20mph - Support Safety reasons</p>

	<p>Gallowstree Common 20mph - Support Local resident safety especially when entering and leaving property by car.</p> <p>Travel change - Yes - cycle more</p>
(31) Local Resident, (Gallowstree Common, Horsepond Road)	<p>Cane End 20mph - Support I am supporting as the traffic in the local area does not adhere to the marked official speed limits. Any measure that encourages a reduction in speed by users will save accident & injury to our local residents.</p> <p>Chalkhouse Green 20mph - Support For the same reason I am supporting the other proposed 20mph limits in the local area: drivers not adhering to the higher marked speed limit need to be encouraged to slow down to prevent injury to our local residents.</p> <p>Gallowstree Common 20mph - Support I live in Gallowstree Common & am part of the recently set up Community speedwatch Group. Drivers are flouting the marked 30 mph speed limit on, for example, Horsepond Road. The vast majority are driving into Gallowstree above 30mph (with many driving above 40mph daily through our village).</p> <p>Travel change - Yes – walk/wheel more</p>
(32) Local Resident, (Cane End, Horsepond Road)	<p>Cane End 20mph - Support I live on a residential road in Cane End which is only subject to the national speed limit which makes it dangerous for walkers and cyclists etc</p> <p>Chalkhouse Green 20mph - Support I live in the area</p> <p>Gallowstree Common 20mph - Support I live in the area</p> <p>Travel change - Yes – walk/wheel more</p>

<p>(33) Local Resident, (Gallowstree Common, Hazelmoor Lane)</p>	<p>Cane End 20mph - Support I think 20 mph is a sensible limit in a semi rural area , given the number of walkers , children on foot and or bikes.</p> <p>Chalkhouse Green 20mph - Support As previous</p> <p>Gallowstree Common 20mph - Support As previous and as a resident of the village.</p> <p>Travel change - Yes - cycle more</p>
<p>(34) Local Resident, (Gallowstree Common, Horsepond Road)</p>	<p>Cane End 20mph - Support Horsepond Road is used as a cut through and there is never any speed enforcement along the road, cars frequently drive at speeds approaching 60mph</p> <p>Chalkhouse Green 20mph - Support A quiet village that sees traffic regularly travelling in speeds well in excess of 30mph</p> <p>Gallowstree Common 20mph - Support This road is a cut through for a large amount of traffic it will be the exception to the rule to see cars travelling at 30mph. The police never have speed cameras along the road thus commuters continue to speed</p> <p>Travel change - No</p>
<p>(35) Local Resident, (Gallowstree Common, The Hamlet)</p>	<p>Cane End 20mph - Support The traffic through these villages needs to be reduced as many people have to walk on road edges (no pavements), we also have cyclists and horses using the roads. The only addition I would say to the speed reduction is you need to reduce the speed from Cane End to Gallowstree Common to a maximum of 40mph. This stretch is used by people walking to get the main bus route into Reading and north to Oxford and with no pavement they have to walk on the road which is and will remain (under this proposal) national speed limit. As a final point I think we need to consider some traffic calming measures on Horsepond Rd coming into Gallowstree Common as currently drivers already struggle to break from nation</p>

	<p>speed limit to 30 so dropping to 20 without some forcing measures will remain a problem. All that aside thank you for considering the speed reduction, it will make village life better.</p> <p>Chalkhouse Green 20mph - Support All good</p> <p>Gallowstree Common 20mph - Support The traffic through these villages needs to be reduced as many people have to walk on road edges (no pavements), we also have cyclists and horses using the roads. The only addition I would say to the speed reduction is you need to reduce the speed from Cane End to Gallowstree Common to a maximum of 40mph. This stretch is used by people walking to get the main bus route into Reading and north to Oxford and with no pavement they have to walk on the road which is and will remain (under this proposal) national speed limit. As a final point I think we need to consider some traffic calming measures on Horsepond Rd coming into Gallowstree Common as currently drivers already struggle to break from national speed limit to 30 so dropping to 20 without some forcing measures will remain a problem. All that aside thank you for considering the speed reduction, it will make village life better.</p> <p>Travel change - Yes – walk/wheel more</p>
(36) Local Resident, (Chalkhouse Green, Chalkhouse Green Lane)	<p>Cane End 20mph - Support Slow down traffic, reduce accidents, make safer for pedestrians, cyclists, horses</p> <p>Chalkhouse Green 20mph - Support Slow down traffic, reduce accidents, make safer for pedestrians, cyclists, horses, pets, prevent further damage to banks and wildflowers</p> <p>Gallowstree Common 20mph - Support Slow down traffic, reduce accidents, make safer for pedestrians, cyclists, horses, pets</p> <p>Travel change - Yes - cycle more</p>
(37) Local Resident, (Kidmore End, Tokers Green Lane)	<p>Cane End 20mph - Support the parish is rural and 20mph will make the roads safer and the air cleaner for those walking, cycling and horse riding</p>

	<p>Chalkhouse Green 20mph - Support rural area</p> <p>Gallowstree Common 20mph - Support The speeding on this road causes local residents many issues and the limit will help sort this issue</p> <p>Travel change - Yes – walk/wheel more</p>
(38) Local Resident, (Kidmore End, Tokers Green Lane)	<p>Cane End 20mph - Support Lanes are narrow and cars are getting bigger thus the old limits need to be reconsidered.</p> <p>Chalkhouse Green 20mph - Support After Covid the roads are being used again by families and cars are getting bigger and faster. The speed limits where people live need to be reduced.</p> <p>Gallowstree Common 20mph - Support Same as Gallowstree common answer</p> <p>Travel change - Yes - cycle more</p>
(39) Local Resident, (Sonning Common, Woodlands Road)	<p>Cane End 20mph - Support They are appropriate for the area</p> <p>Chalkhouse Green 20mph - Support They are appropriate for the area</p> <p>Gallowstree Common 20mph - Support They are appropriate for the area</p> <p>Travel change - Yes - cycle more</p>

<p>(40) Local Resident, (Sonning Common, Westleigh Drive)</p>	<p>Cane End 20mph - Support It has been well implemented in Sonning Common and is to be welcomed.</p> <p>Chalkhouse Green 20mph - Support Safety</p> <p>Gallowstree Common 20mph - Support Safety</p> <p>Travel change - Yes – walk/wheel more</p>
<p>(41) Local Resident, (Gallowstree Common, Wyfold Road)</p>	<p>Support – We write in support of the above proposed change of the speeding limit, being reduced to 20 MPH and that limit being extended 460 metres north, from the junction with Horsepond Road, with I presume the required signage.</p>

Divisions affected: *Goring*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

SOUTH STOKE: PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of a 20mph speed limit in South Stoke as advertised.

Executive summary

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

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 29 March and 28 April 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South

Oxfordshire District Council, the local District Cllrs, South Stoke parish council, and the local County Councillor representing the Goring division.

Statutory Consultee Responses:

7. 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 objection. Stagecoach Bus Company do not operate services in the area and have no comments to make.
8. Cllr Bulmer as Local Member supports a 20mph in the village but objects to that limit extending to the B4009. He is particularly concerned about the effect on bus timetables (Stagecoach do not operate in the area but others do). The effect on fire brigade response times has also been brought to Cllr Bulmer's attention and he queries whether these unintended consequences have been considered.

Other Responses:

9. A resident on the B4009 emailed to express support and outlined the extent and effect of excessive speeds where they live. Three online objections were received, one from a Carterton resident suggested OCC had carried out insufficient research or publicising the impacts of what they want to do and not provided the public with the full facts on increased pollution, they suggested too that we are enforcing an anti-car nanny state approach rather than making the roads safe for cyclists and motorcyclists. Two residents objected on the basis that the proposals were not needed as the existing 30mph limit is perfectly adequate. A concern was logged but it appears this was intended for a consultation in Aston.
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

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

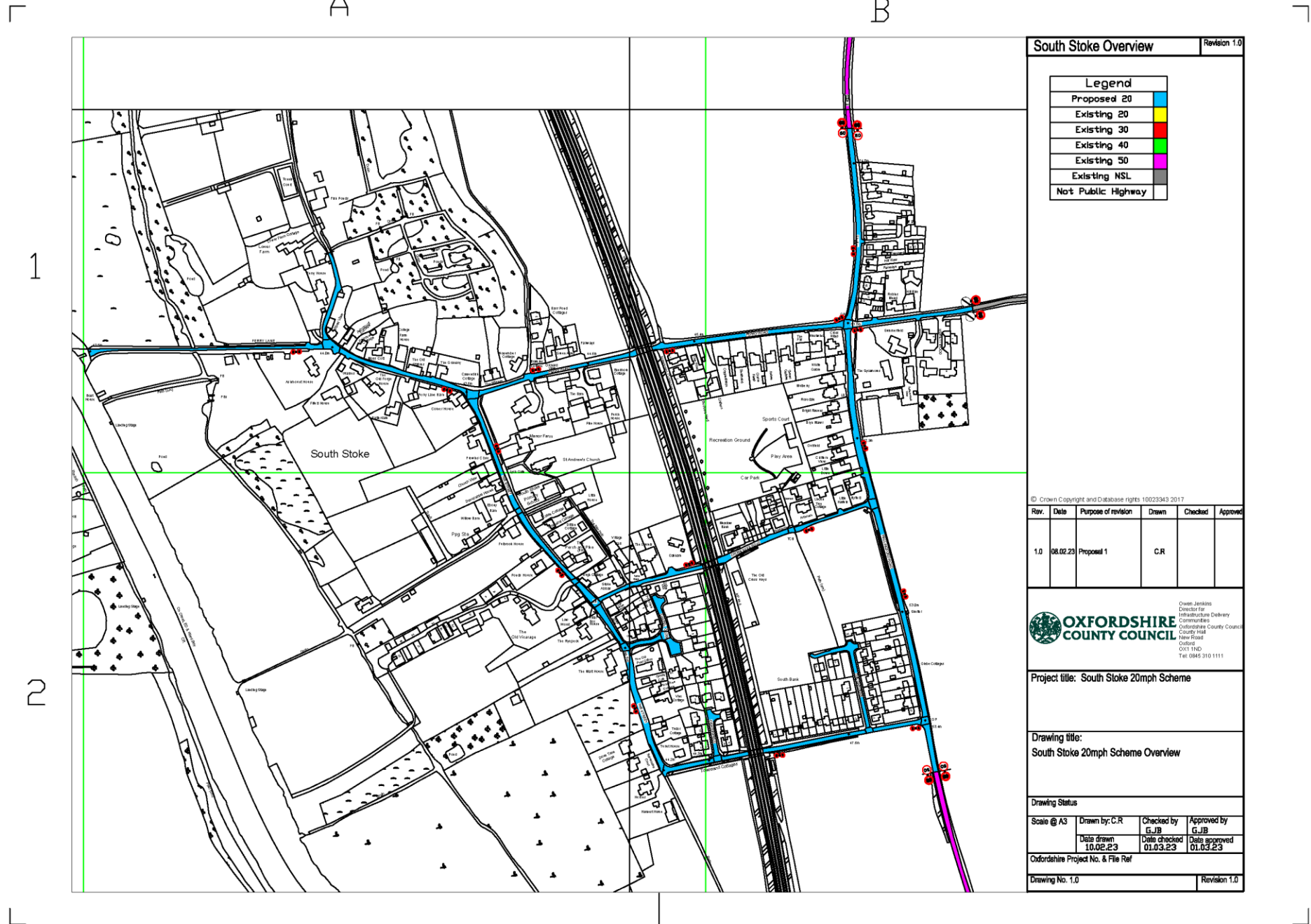
13. Cllr Bulmer's objection and comments are noted. However, we liaise closely with the major bus companies and all operators in the area as well as the Fire Brigade, all of whom were consulted as part of the process. Despite objections from Cllr Bulmer to the B4009 proposals, and generic objections from 2 residents, given the strong advocacy previously expressed by the Parish Council, it is considered that the proposals should proceed as advertised.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Phil Whitfield 07912523497
 Geoff Barrell 07392 318869

May 2023



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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local County Cllr, (Goring division)	<p>(Part) Object – My objection is to the 20mph speed proposal on the B4009 section I've no problem with the rest of the plan.</p> <p>I've seen no data that shows there would be any benefit by reducing the speed along this section. I'm also concerned that no thought or investigation has been given to some of the unintended consequences show up elsewhere with the untargeted introduction of blanket 20mph speed limits.</p> <p>Namely effects on Buse services, if you have to go through enough 20mph the service gets slower and less buses get put on to compensate. Only a problem where their a bus route but there is one here. The reduction in speed through the rest of the village will influence the bus service I assume the PC considered that but again seen no evidence they've talked to the bus company about any potential impacts.</p> <p>Also, the effect on the goring fire brigade response times and ability to attract and maintain in call fire officers has not been considered. While fire brigade engines can ignore speed limits in blue light circumstances that exception does not apply to the on-call fire personnel trying to get to the fire station to operate the engine in the first place. Also given the fire brigade has a response time the circle of people who can respond gets reduced with every 20mph introduction. Goring speed limit has already led to that bubble being reduced my concern is that an introduction on the B4009 will make it worse.</p> <p>It would be ironic if the introduction of a measure under the banner of safety leads to us all being more unsafe because the fire station could no longer be staffed properly.</p>

	It was brought to my attention by the fire brigade that these matters weren't being properly considered before the 20mph limit were introduced.
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	No objection – This village is one where we have no bus operations and accordingly, we have no comments to make.
(4) Local Resident, (Aston, Saxel Close)	Object – We live in an area with low risk of traffic related injuries with existing controls in place during higher risk times (e.g. outside schools during opening/closing times). There is no need to apply this more widespread.
(5) Member of public, (Carterton, Corbett Road)	Object – OCC seem mind set on going down a road without sufficient research or publicising the impacts of what they want to do without giving full facts to the public on the impacts of increased pollution. Instead of educating people you are enforcing a nanny state approach of being anti car to the public but then spending how much on resurfacing your own CARPARK ahead of making roads safe for cyclists, motorcyclists even numerous reports have been made to you. Noted these are also being filed the HSE now so when there is a fatality you can be held to account.
(6) Local Resident, (Crowmarsh Gifford, Home Farm)	Object – The speed limit is unnecessary in this location. The B4009 through the village is wide, and the visibility for drivers and pedestrians is good. A 30mph limit is perfectly adequate.
(7) Local Resident, (Aston, Bull Street)	Concerns – Objecting to the 20th in Aston. I would agree if it was just outside of the school but not through the whole village. It is largely ignored in any event. Emissions at 20mph are worse for the environment and are not good for your cars.
(8) Local Resident, (South Stoke, Wallingford Road)	<p>Support – I would like to support the proposal for a 20mph speed limit on Wallingford Road. Having lived on this road in South Stoke, I've lost count of the number of accidents I've attended outside, or close to my home.</p> <p>Since living here, for the properties numbered 1-9 coming into the village from Wallingford, there have been parked cars written off on 8 occasions that I know, the most recent being just a few weeks ago.</p>

Several residents have created off road parking by shortening our rear gardens to create a parking area.

Over the years, along with my near neighbours, I've managed traffic after accidents, attended injured people, swept the road after accidents, shovelled away a demolished bus shelter, provided blankets, pillows, cups of tea and sympathy, usually for upwards of 3 hours each time.

Enough is enough and something really does need to be done about this stretch of road.

Having taken part in a 'Speedwatch' exercise a few years ago I am able to assess speed accurately, and just last week, on Tuesday evening at approx 10.45 pm, I witnessed a car travel through the village from Goring towards Wallingford travelling at least 90 mph and probably in excess of 100 mph. Vehicles travel through this village doing speeds in excess of 70 mph on a very regular basis.

So thank you to all who have proposed and support this reduction in the speed limit through the village.

Divisions affected: *Sutton Courtenay & Marcham*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

SAINT HELEN WITHOUT: 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 within the parish of Saint Helen Without as advertised.

Executive summary

2. The report presents responses to a statutory consultation on proposals to introduce 20mph speed limits in Shippon, Cothill, and Dry Sandford – all within the parish of Saint Helen Without - as shown in **Annexes 1 to 6**.

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 Shippon, Cothill, and Dry Sandford by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 19 April and 12 May 2023. 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, Saint Helen Without, Wootton,

Sunningwell, and Marcham parish councils, and the local County Councillors representing the Sutton Courtenay & Marcham, Kennington & Radley and Kingston & Cumnor divisions.

Statutory Consultee Responses:

7. Two 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 objection. Stagecoach Bus Company have no objections as they do not operate in the vicinity, they do however warn that an accumulation of lower speed limits may have an adverse effect on the viability of another operator's 4A service.

Other Responses:

8. Six online responses were received from local residents. All objected to or had concerns about the proposals for Shippon suggesting that the proposals were unnecessary and would have no effect; one person suggested the proposals were against the wishes of the majority of residents. Four of the respondents also objected to the proposals for Cothill and Dry Sandford for the same reasons although one respondent supported the measures in these two communities considering them necessary and yielding benefits.
9. The responses are shown in **Annex 7**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. The main purpose of the scheme is to 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 Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. All objections and concerns 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. Although one respondent suggested the proposals were against the wishes of the majority of the community, only six public responses were received. The Stagecoach observations were made before discussions with operators where we subsequently agreed sustainable proposals, an example of which is the decision not to seek a 20mph limit on Cholswell Road and Long Tow in Shippon.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annexes 1-6: Consultation plans
Annex 7: Consultation responses

Contact Officers:

Phil Whitfield 07912523497
Geoff Barrell 07392 318869

May 2023



Wootton & St Helen 20mph

Revision 1.0

Legend

Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing NSL	
Parish Boundary	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	13.02.23	Proposed 1	C.R.		

OXFORDSHIRE COUNTY COUNCIL

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Project title: Wootton & St Helen 20mph Scheme

Drawing title:
Dry Sandford & Cothill 20mph Scheme Overview

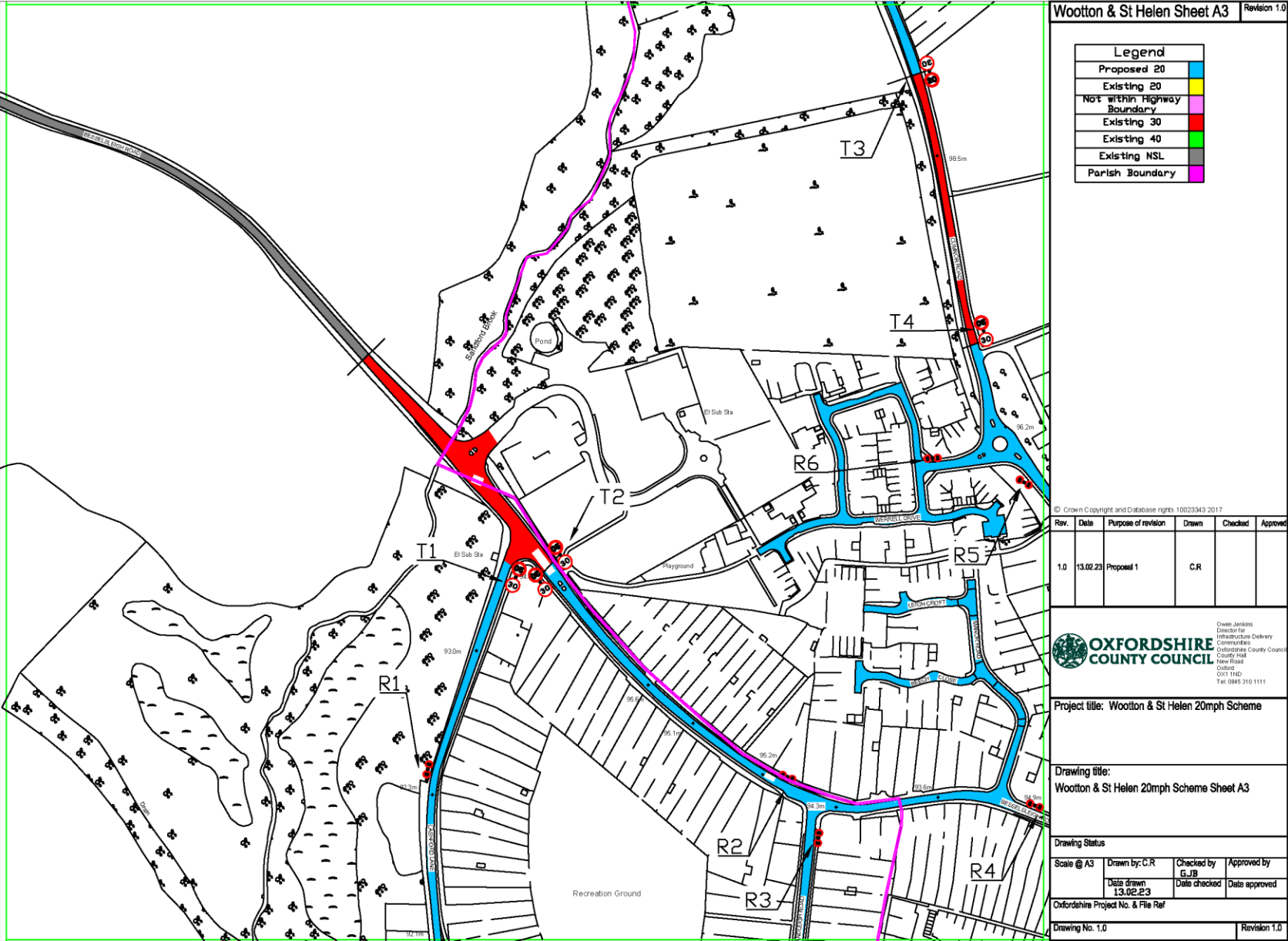
Drawing Status

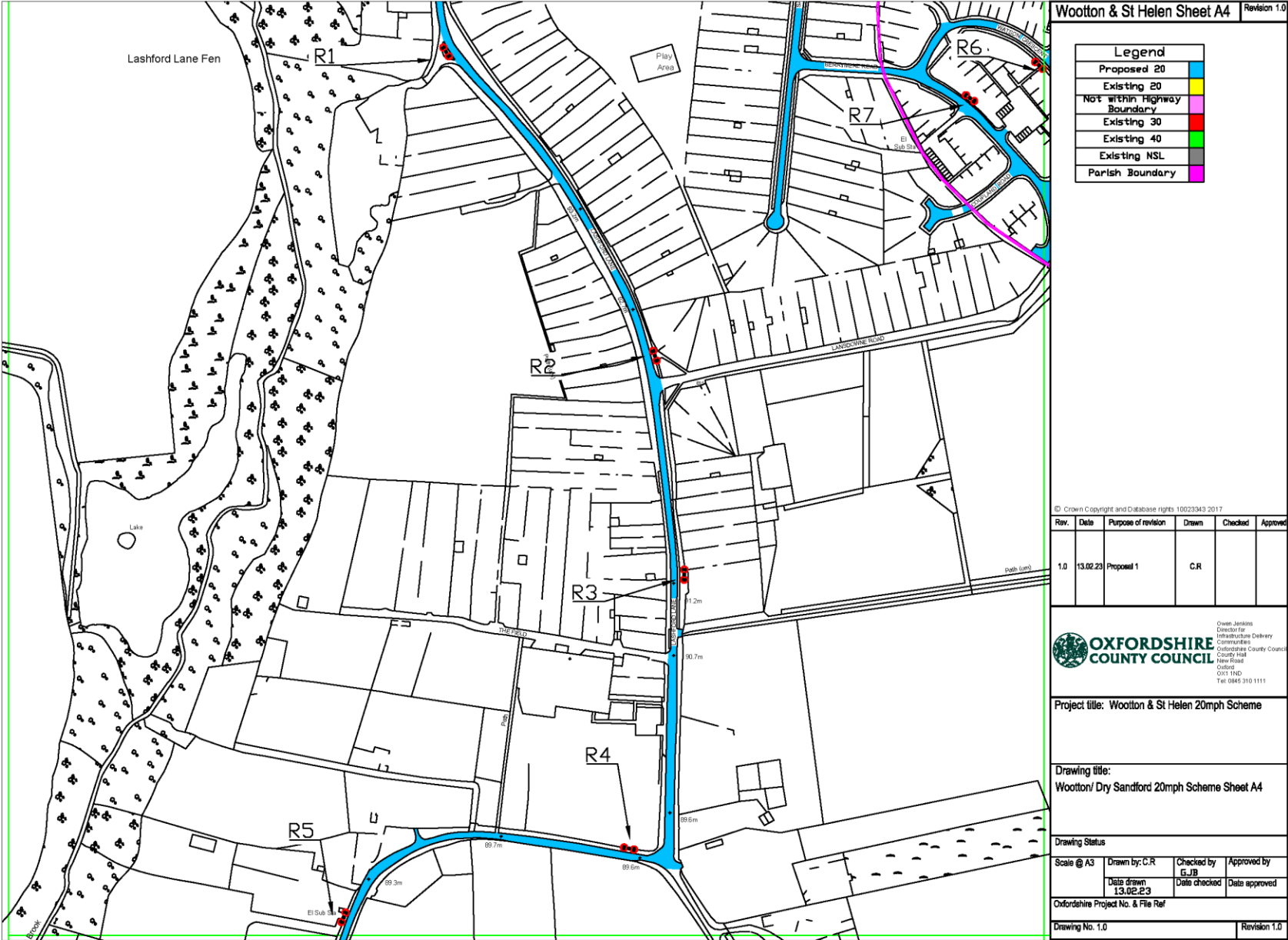
Scale @ A3	Drawn by: C.R.	Checked by: G.J.B.	Approved by: G.J.B.
	Date drawn: 13.02.23	Date checked:	Date approved:

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0







Wootton & St Helen Sheet A5

Revision 1.0

Legend

Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing NSL	
Parish Boundary	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
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Project title: Wootton & St Helen 20mph Scheme

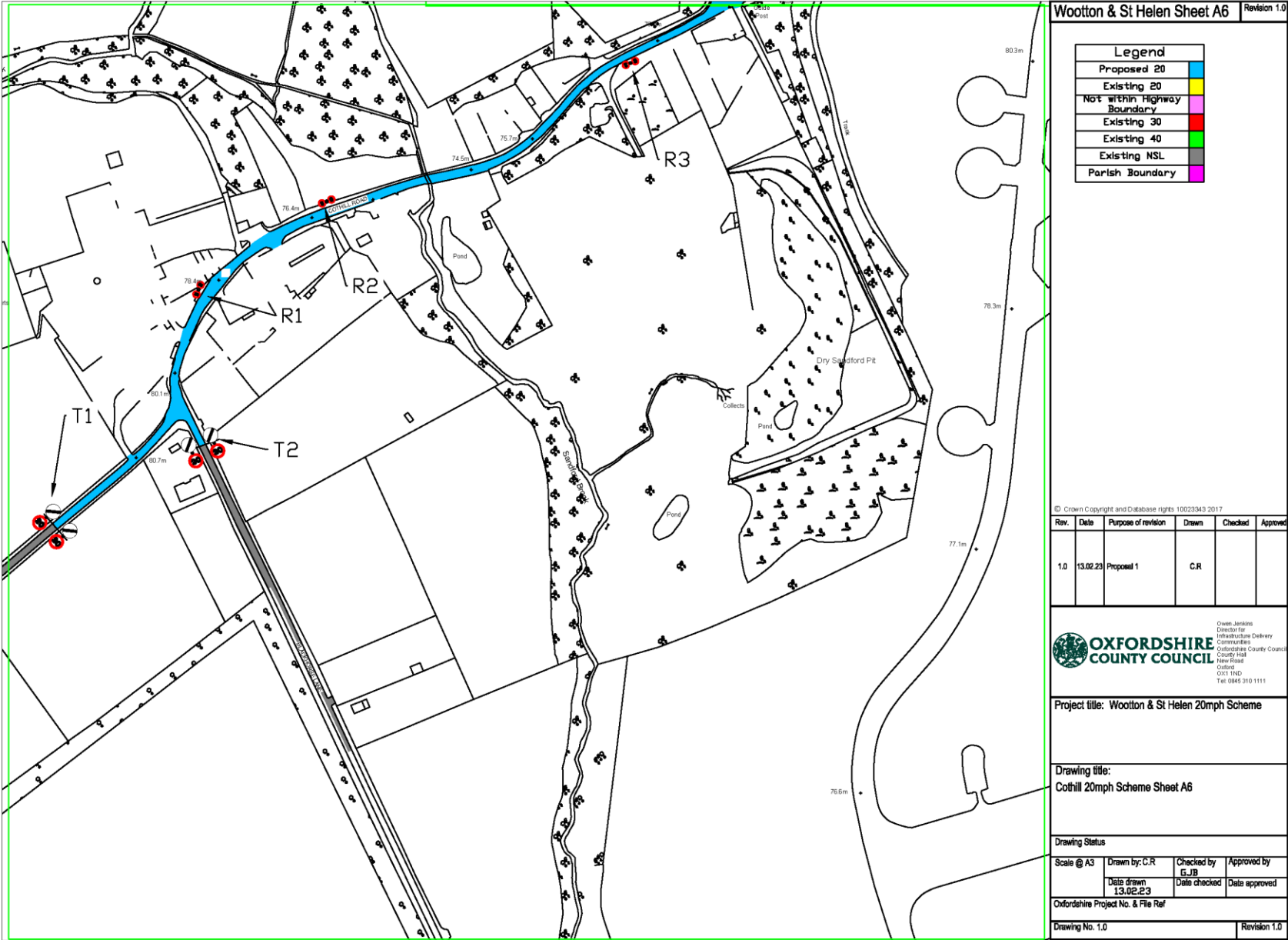
Drawing title:
Dry Sandford 20mph Scheme Sheet A5

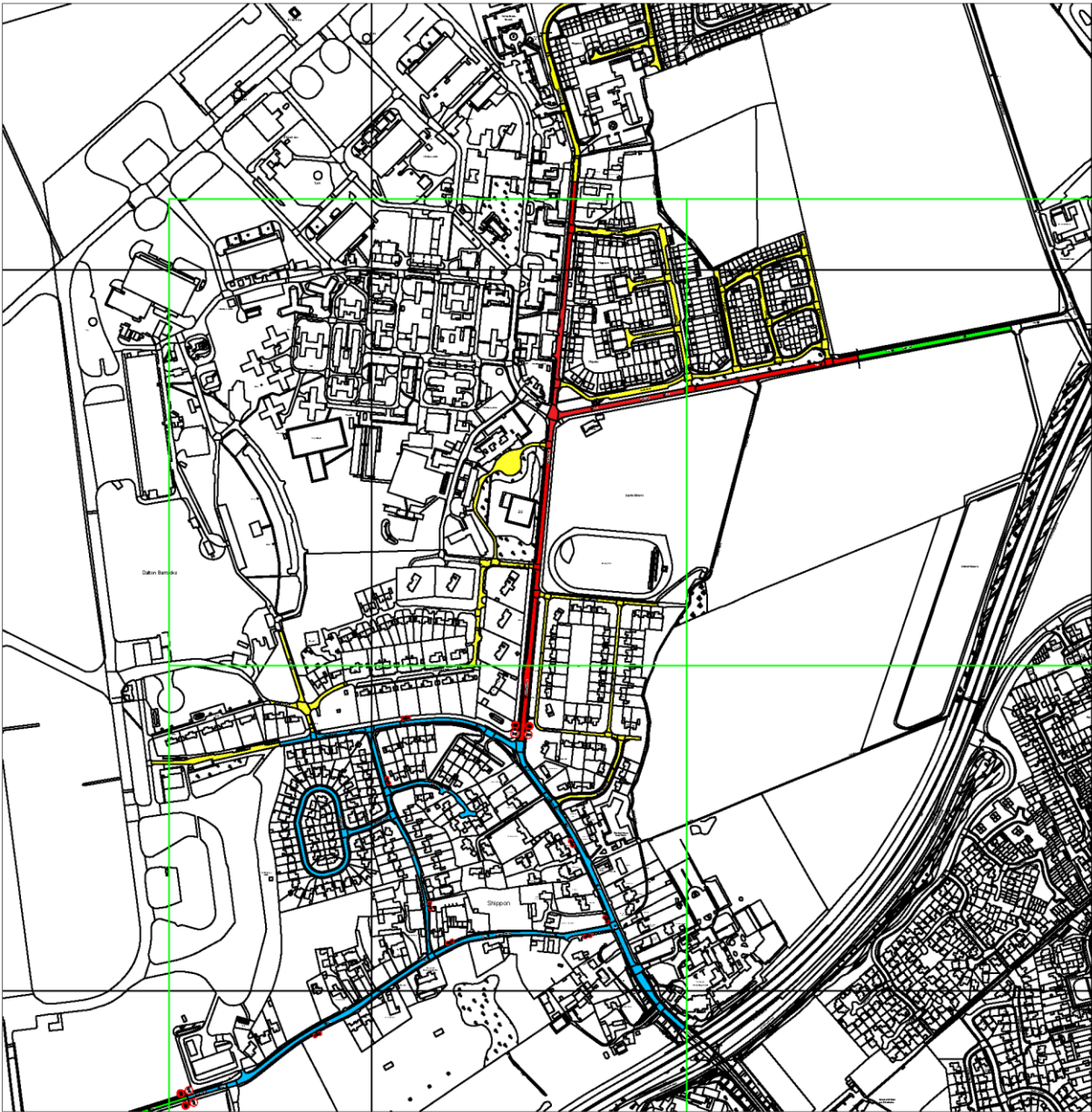
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	Date drawn 13.02.23	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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Shippon Overview

Revision 1.0

Legend	
Proposed 20	Blue
Existing 20	Yellow
Existing 20 - Not public highway/ MOD	Red
Existing 30	Green
Existing 40	Purple
Existing 50	Pink
Existing NSL	Grey
Not Public Highway	White

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Project title: Shippon 20mph Scheme

Drawing title:
Shippon 20mph Scheme Overview

Drawing Status

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	Date drawn: 22.02.23	Date checked:	Date approved:

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

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

	<ul style="list-style-type: none"> • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – This is not on any of Stagecoach's routes. Accordingly, this company has no formal observations to make.</p> <p>There are potentially big implications for OBC service 4A along with proposals in Wootton. There will, no doubt, be a response from them in due course. It might even have my signature on it?</p> <p>This is an excellent example of cumulative impacts, which, of course, presents wider issues across the county especially on more rural inter-urban routes that are already challenged for commercial viability, as the 20mph team already understands.</p>
(3) Local Resident, (Abingdon, Lambo rough Hill)	<p>Shippon 20mph – Object unreasonable to go at 20mph through much of this</p> <p>Dry Sandford & Cothil 20mph – Object support 20mph though Cothill. 30mph suitable through Dry Sandford provided speed limit is adhered to - 20mph will not change this. 30mph suitable on Besselsleigh Road provided speed limit is adhered to - 20mph will not change this.</p>

	Map does not show area described in schedule: B4017 Wootton Road From a point 19 metres south of its junction with Sunningwell Road, southwards for a distance of 630 metres.
(4) Local Resident, (Wootton, Manor Road)	<p>Shippon 20mph – Object This is an unnecessary adjustment to existing speed limits which are already excessively low. This will significantly increase travel times for an extraordinary large number of individuals whom will have less free time to spend with their families, participate in hobbies or relax etc. (what you might consider to be a small increase in travel time makes an enormous difference when we consider the fact that all of this wasted time adds up across a longer period of time such as a year). Furthermore this ludicrous proposed change is against the view of the majority of local residents - to go against this would be categorically undemocratic. And finally this will not have the desired effect as the speed limit will just be ignored by the vast majority of drivers due to the proposed limit being both morally and ethically unjust.</p> <p>Dry Sandford & Cothil 20mph – Object As above.</p>
(5) Local Resident, (Wootton, Lamborough Hill)	<p>Shippon 20mph – Concerns I believe making the areas of the estate 20 is a good idea due to the residential nature of the road, However, I disagree with the movement to make a section of the main road the main road as it has pavements by the school entrance, which is set back, which follow along the road for most of the length of it. The houses along the proposed section are also set back with grass areas between the road and the walls/fences of the garden giving better visibility for drivers and making pulling out of a drive there safe</p> <p>Dry Sandford & Cothil 20mph – Support I agree with making the area around the pinch point and Pub/Restaurant as the road is narrow and its hard to get a view of oncoming cars so i believe this would improve safety</p>
(6) Local Resident, (West Hanney, St James Way)	<p>Shippon 20mph – Concerns 20 mph is ludicrously slow and will be ignored, making it worthless. The intent I assume is to slow down those that exceed 30. Not make those that do 30 to do 20. You are targeting the wrong people.</p>

	<p>Dry Sandford & Cothil 20mph – No opinion As above.</p>
<p>(7) Local Resident, (Wootton, Manor Road)</p>	<p>Shippon 20mph – Object I object to 20mph limits on through routes. They may make sense on Dead End roads and housing estates but I OBJECT TO THIS proposal as it is far too wide.</p> <p>Dry Sandford & Cothil 20mph – Object As above.</p>
<p>(8) Member of public, (Witney, Oxford Hill)</p>	<p>Shippon 20mph – Object No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that is fine with the way 30mph is. Unfortunately though this objection will be ignored/shelved like many others.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need sorting. Why the obsession with 20mph signs that are like Zs you see in a Russian street?</p> <p>Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>Dry Sandford & Cothil 20mph – Object As above.</p>

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Divisions affected: *Wheatley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

STANTON ST JOHN: PROPOSED 20MPH, 30MPH, & 50MPH 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 the 20mph, 30mph, and 50mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph, 30mph, and 50mph speed limits in Stanton St John as shown in **Annexes 1 & 2**.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 02 March and 31 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, South Oxfordshire District Council, the local District Cllrs, Stanton St John parish council, and the local County Councillor representing the Wheatley division.

Statutory Consultee Responses:

7. Four 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 objection. Stagecoach Bus Company do not operate services in the area and had no objections or comments to make. The Local Member requests that the proposed 20mph limit on Pound Lane extend to the B4027 to avoid the 50mph B4027 limit extending as a 70m spur along Pound Lane. He also seeks Shepherd Pit Lane to become a 20mph limit to link with future proposals for that route. Stanton St John Parish Council also want the Pound Lane 20mph limit to extend to the B4027 to avoid the 50mph spur. The Parish Council seek an extension of the proposed 20mph limit on the B4027 by 20m northwards and also seek an extension of the existing B4027 30mph limit 300m northwards to incorporate the Shepherds Pit Lane junction.

Other Responses:

8. The local Associate Priest emailed his support to all the proposals. Nine online responses were received. One was from a Witney resident who did not support 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 remaining eight respondents were residents. Five supported the 20mph limits while three considered them unnecessary and a waste of money with repairing potholes instead a common theme. The proposed 50mph spur off the B4027 raised objections from four respondents but four considered it irrelevant. The proposed 30mph buffer limit for Mill Street was supported by three respondents, with two wanting the 20mph to be extended instead; three felt no change was needed.
10. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; it is expected this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

12. Shepherd's Pit Lane is entirely rural and outside the remit of the 20 Project; however full consideration will be given to the most appropriate speed limit to accompany any scheme for that route as proposals are developed.

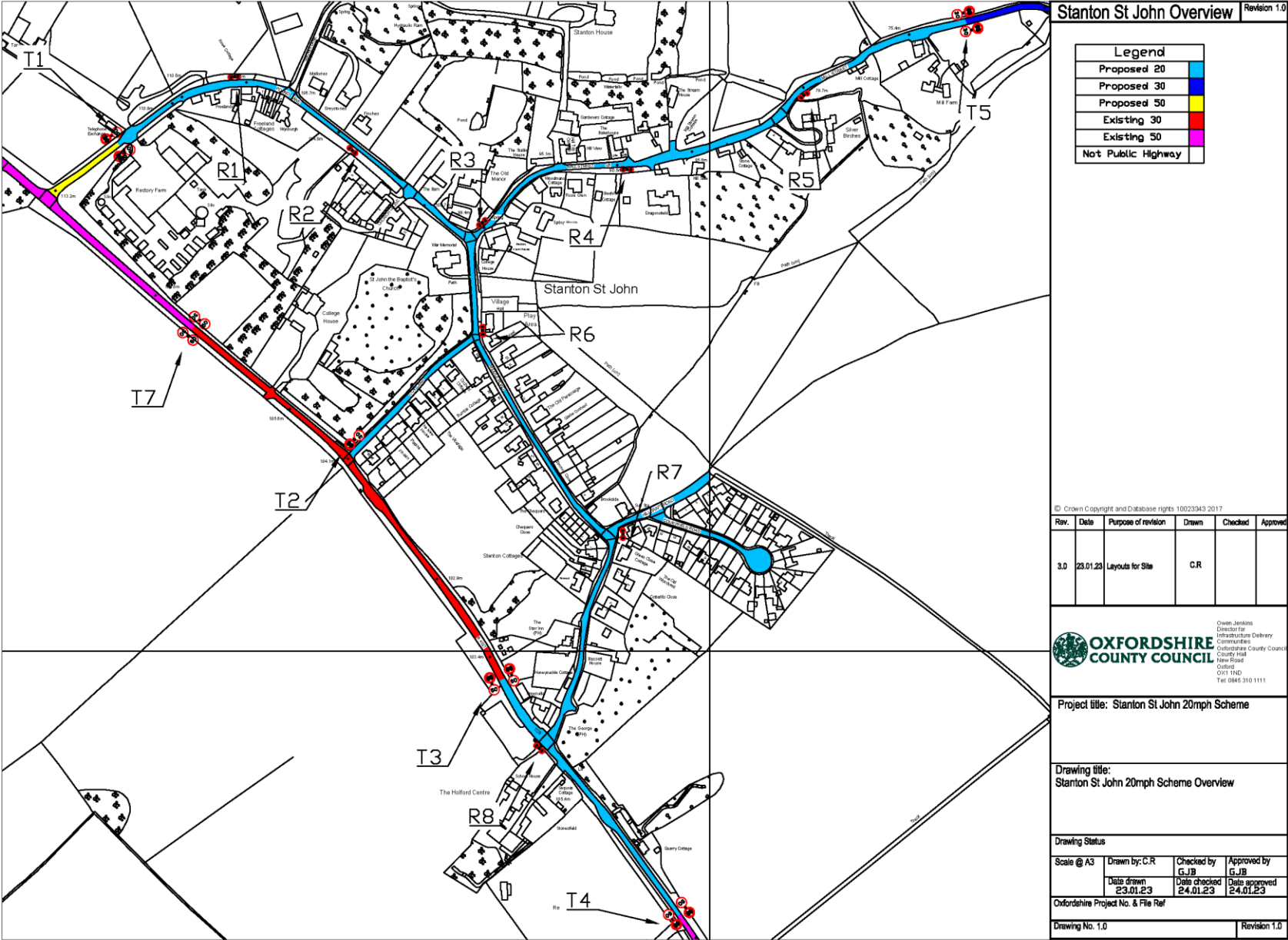
13. The 20 mph proposals in the village have majority support although there are several respondents who argued against. The extent of lower speed limits, both 20mph and 30mph, on the B4027 must carefully balance the need to protect vulnerable road users while recognising the strategic nature of the route; the proposals are considered to be a suitable compromise. The proposed 50mph spur extending just 70 metres off the B4027 is considered irrelevant to actual speeds and has the benefit of creating a visual gateway to the proposed 20 limit start for approaching drivers. Four residents support this view although it is acknowledged that 6 others and the Local Member do not. Views on the proposed 30mph buffer limit on Mill Street are mainly supportive suggesting the proposition is a good option.

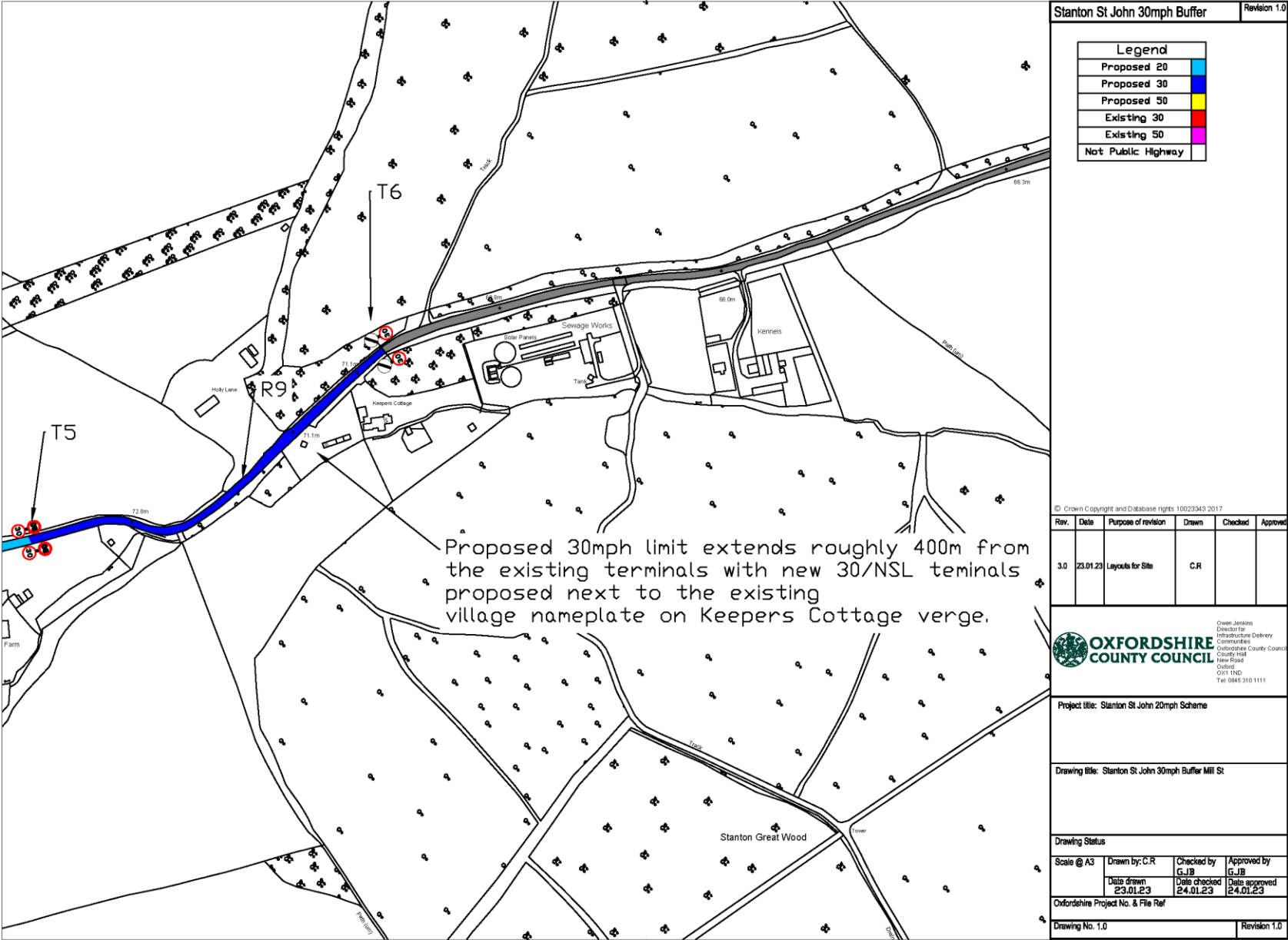
Bill Cotton
Corporate Director, Environment and Place

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

Contact Officers: Phil Whitfield 07912523497
 Geoff Barrell 07392 318869

May 2023





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

	<ul style="list-style-type: none"> • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local County Cllr, (Wheatley division)	<p>Concerns - I don't understand the new yellow 50mph outside the entrance to Rectory Farm shop - this should be 20mph as people walk up there from the village and can be busy with vulnerable road users.</p> <p>I would also like to see the inclusion on Shepherds Pit Lane as a 20mph mainly to discourage it being used as a 'faster' route than the Bayswater Road but also to take account of future changes to the road accessibility.</p>
(3) Stanton St John Parish Council	<p>20mph speed limit - Support Residents are concerned about traffic speeds in our village</p> <p>30mph speed limit - Support This section of the road links very popular public footpaths and is therefore part of frequently used walking routes in the village, but there is no footpath by the roadside. The road is narrow with bends, sightlines are poor, and vehicles travel too fast for people to feel safe walking.</p> <p>50mph speed limit - Object This is currently a 30 mph section, and it seems completely illogical to increase the speed limit here, where there is often a lot of vehicle traffic as well as pedestrians, on the approach to Rectory Farm PYO. Vehicles travelling uphill on Pound Lane already speed up as they emerge from the last bend, and will be further encouraged to do so if they see a 50 mph sign at the end of the 20 mph area.</p>

	<p>Travel change - Yes – walk/wheel more</p> <p>The proposals were discussed at our recent Parish Council meeting, taking account of views expressed by several residents as well as those of councillors. There are some further points we would like to make for which no relevant question was included:</p> <ol style="list-style-type: none"> 1. T3 on B4027 – i.e. the transition from 30>20 mph (if travelling from NW to SE) near the nursery, recreation ground and pub – is too close to the area where many pedestrians cross and should be about 20 metres further to the NW. 2. T7 on B4027 should be about 300 meters to the NW, so that the 50>30 mph transition (if travelling from NW to SE) is before the staggered junction of the B4027 with Shepherds Pit Road and Pound Lane. There have been several accidents at this junction in recent years. 3. (I did make this point on the online form, but am repeating it here for the sake of clarity and completeness.) At the top of Pound Lane, the section between Rectory Farm PYO and the B4027 should remain 30 mph, as it is at present, rather than being increased to 50 mph. <p>We would also be grateful for clarification from OCC on some other aspects of the project too. I'm not sure whether these fall within your remit or should be directed to either Jon Beale or Geoff Barrell, with whom we have also discussed the 20 mph project and other traffic safety measures previously.</p> <p>We would like to know as soon as possible what permissions and processes are required for the following additional practical measures designed to emphasise the residential character of the village area and the need for lower vehicle speeds:</p> <ul style="list-style-type: none"> • addition of “dragon’s teeth” on the B4027; • installation of verge “gates” at points of entry to the village; • relocation of the VAS sign on the B4027 to the NW (position depending on eventual position of the 30 mph sign); • relocation of the village name sign at bottom of Mill Street to just outside Keeper’s Cottage. <p>Will any of these be included in the works to be carried out for implementation of the 20 mph Transformation programme?</p>
<p>(4) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p>No objection – We do not operate bus services in this locality and in line with our usual practice I confirm that we have no comment or objection to make.</p>

(5) Local Cllr, (Stanton St. John, Mill Street)	<p>20mph speed limit - Support I support this as an essential measure to reduce the risks of road traffic accidents for pedestrians using the roads in the village</p> <p>30mph speed limit - Concerns I think it should be extended from Keepers Cottage as proposed to the Kennels at the start of the village.</p> <p>50mph speed limit - Concerns It may be seen as an actual speed limit by residents who will think that you are increasing the limit on this very short length of road, whereas, my view is that it is best left undefined and just emphasise the 20mph where it starts just beyond the PYO before Freelands.</p> <p>Travel change - Yes - cycle more</p>
(6) Associate Priest, (Beckley, Forest Hill, Horton-cum-Studley and Stanton St John)	<p>Support – I strongly support all these proposals.</p>
(7) Local Resident, (Stanton St John, Mill Street)	<p>20mph speed limit - Object We object to this Order. This proposal will do nothing to improve safety in Stanton st John. The current speed restrictions are not enforced, so any new restrictions are unlikely to be enforced. This proposal is a red herring. Stanton St John needs a Restricted Access area to deny Large Goods Vehicles and other vehicle drivers taking short cuts through the village. In our view, The Council should be spending its resources repairing the numerous pot-holes, poorly maintained road edging, installing drainage for spring water, and construction of pedestrian footpaths on blind bends around the village.</p> <p>30mph speed limit - Object We object to this Order. This proposal will do nothing to improve safety in Stanton st John. The current speed restrictions are not enforced, so any new restrictions are unlikely to be enforced. This proposal is a red herring. Stanton St John needs a Restricted Access area to deny Large Goods Vehicles and other vehicle drivers taking short cuts through the village. In our view, The Council should be spending its resources repairing the numerous pot-holes, poorly maintained road edging, installing drainage for spring water, and construction of pedestrian footpaths on blind bends around the village.</p>

	<p>50mph speed limit - Support The change will have very little effect on the existing traffic flow</p> <p>Travel change – No</p>
(8) Local Resident, (Oxford)	<p>20mph speed limit - Object Stop wasting our money on all this insanity. FIX THE POTHOLES INSTEAD.</p> <p>30mph speed limit - Object FIX THE POTHOLES and stop wasting our money on your pet projects.</p> <p>50mph speed limit - Object FIX THE POTHOLES. They are a menace to cyclists and car drivers alike.</p> <p>Travel change – No</p>
(9) Local Resident, (Oxford)	<p>20mph speed limit - Object It is not possible to drive over 20mph in much of the village anyway so the cost of introducing this proposed scheme will be wasted. Stopping people driving recklessly through the village requires proper enforcement not more regulation. As a cyclist the biggest improvement to safety would be to fix the endless potholes in and around the village</p> <p>30mph speed limit - Object This road has widely differing characteristics and in some places it is safe to drive over 30mph, while in others it is not possible to do so. The driver should decide on safe speeds rather than more regulation. Reckless driving should be tackled through proper enforcement. Filling in the endless potholes would be the single biggest safety improvement rather than wasting money on new regulations.</p> <p>50mph speed limit - Object It is not possible to drive at 50 mph in this street and people do not do so. Driver discretion and proper enforcement are better than more regulation. Rather than waste the money on this scheme fill in the endless pot holes on this and other roads in the village</p>

	Travel change – No
(10) Member of public, (Witney, Oxford Hill)	<p>20mph speed limit - Object</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 within the area of Stanton St John 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, the very same County Council that ignored public opinion on Witney 20 MPH policy (falling apart, widely unpopular resulting in likely Political Party change at the top who vow to review this immediately). The very same County Council also that refused to engage with Communities to debate their proposals on the Oxford proposals for 2024 which despite genuine cases of concern, has been shunned where although Together Declaration in a debate on the 9th March, offered representatives to make their cases heard. Declined to attend. This shows that this Council has no interest showing even in this case about Stanton St John, the consultation objections will likely be ignored as per comments from Councillors opposed to this ruthless totalitarian regime.</p> <p>I visit these two places and a pleasure to drive through regularly to get away from the depressive dystopian 20 mph signs from a neighbouring town that look like Russian Zs 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. 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 Stanton St John (likely raised by anti car Coalition Councillors as a false flag). That despite seeing zero road incidents within the places 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. 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 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.transportxttra.com/publications/local-transport-today/news/72511/university-</p>

	<p>study-questions-impact-of-20mph-limits-in-belfast-city-centre</p> <p>Stanton St John 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 Council of whose senior official said to the Sunday 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.</p> <p>Undoubtedly these comments will be classed as irrelevant once again of which is an absolute disgrace. I wonder how many officials looking at these depressing policies before enforced in certain places drive the full 30 MPH knowing its perfectly safe but do it because they are ordered to do so. This is sadly not a real consultation.</p> <p>30mph speed limit - Object Object, no need to amend the speed limit within this road. Pleasure to drive through safely at the current speed limit with 0 risk to other road users.</p> <p>50mph speed limit - Object No valid reason on review of evidence to change the current speed limit. Mainly political decision to look at that rather than a road safety decision.</p> <p>Travel change – No</p>
(11) Local Resident, (Stanton St John, Courtfield Road)	<p>20mph speed limit - Support Safety for children of school age, and for the many elderly in the village.</p> <p>30mph speed limit - Support Safety for children, elderly and all residents and visitors. Note there's no pavement in long stretches of Mill street and many curves make visibility difficult. Any speed over 20 poses pedestrians at risk.</p> <p>50mph speed limit - Object It should be 20 or 30 at most. Pound lane lacks pavement in a long stretch and is heavily used by pedestrians to go to the Rectory Farm from Spring to Autumn and all year by dog walkers and ramblers.</p> <p>Travel change - Yes – walk/wheel more</p>

<p>(12) Local Resident, (Stanton St John, Pound Lane)</p>	<p>20mph speed limit - Support I support the proposal as it will contribute to road safety in our village, but I am greatly concerned about the 50mph zone being introduced on Pound Lane between the B4027 and the entrances to Rectory Farm - this is surely a step in the wrong direction.</p> <p>30mph speed limit - Support This section of 30mph seems like a useful buffer zone between 50mph outside the village and the proposed 20mph along the rest of Mill Street.</p> <p>50mph speed limit - Object I strongly object to this as it is an increase over the current 30mph limit at a very dangerous point. Cars coming up Pound Lane through the 20mph section will surely accelerate when they see the proposed 50mph sign positioned at the two entrances to Rectory Farm (farm yard on their left, pick-your-own on the right). This is a very busy point, with farm traffic to and from the farmyard on one side and pick-your-own customers entering and departing the PYO business on the other side. Your traffic surveys may not have noticed this, but in Summer when the PYO is very busy there is sometimes overflow parking across the road in the farmyard, with pedestrians including families and young children having to cross the road to the PYO shop. The proposed increase up to 50mph at this point seems positively dangerous! A safer alternative would be a 30mph buffer zone in place of the proposed 50mph section on Pound Lane, extending up to the junction with the B4027, or (even better) to extend the 30mph limit along the B4027 to just beyond the intersection with Shepherds Pit Road.</p> <p>Travel change - Yes - cycle more</p>
<p>(13) Local Resident, (Stanton St John, Pound Lane)</p>	<p>20mph speed limit - Support Traffic speeds in our village are too high, causing stress to those of us living here and discouraging people from walking and cycling.</p> <p>30mph speed limit - Support Reduced speed here will improve safety for all road users - pedestrians, cyclists & drivers</p> <p>50mph speed limit - Concerns</p>

	<p>This section of the road has considerable pedestrian and cyclist use, particularly during the pick-your-own season, from April to October. Currently 30 mph. Drivers tend to increase speed uphill in any case - often in anticipation of the change in speed limit, as soon as they can see the sign indicating a higher speed. Simply dangerous to encourage this, even for this short section of road. Please keep it to either 20 or 30 mph here.</p> <p>Travel change - Yes – walk/wheel more</p>
(14) Local Resident, (Oxford, Marston Street)	<p>20mph speed limit - Support I cycle through the village when travelling between Oxford and nearby villages. Stanton St John offers a popular cycling route because it is relatively quiet as a way into Oxford.</p> <p>30mph speed limit - Concerns I think ideally Mill Street would also be 20mph, but I understand the rationale for 30mph.</p> <p>50mph speed limit - Concerns I am very concerned about this and feel that it should be a 20mph or 30mph limit, not 50mph. This is a narrow road, popular with walkers and cyclists. A 50mph limit may encourage vehicles to travel at that speed, whereas 30mph maximum is safe for the steep parts with corners.</p> <p>Travel change - Yes - cycle more</p>