



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

***Thursday, 16 November 2023 at 10.00 am***

***Room 2&3 - County Hall, New Road, Oxford OX1 1ND***

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

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 24 November 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

November

Committee Officer: **Sharon Keenlyside**  
email: [sharon.keenlyside@oxfordshire.gov.uk](mailto:sharon.keenlyside@oxfordshire.gov.uk)

Note: Date of next meeting: 14 December 2023

<p><b>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.</b></p>
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## **Items for Decision**

### **1. Declaration of Interest**

### **2. Questions from County Councillors**

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

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

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

### **3. Petitions and Public Address**

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

Requests to speak must be submitted by no later than 9am four working days before the meeting. Requests to speak should be sent to [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk).

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, 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 - 14)**

To confirm the minutes of the meeting held on 12 October 2023 to be signed by the Chair as a correct record.

### **5. Chesterton - Little Chesterton - proposed prohibition of motor vehicles (part deferred from September) (Pages 15 - 22)**

*Forward Plan Ref: 2023/273*

Contact: Mike Wasley, Principal Engineer, [mike.wasley@oxfordshire.gov.uk](mailto:mike.wasley@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (CMDTM5).

A decision is sought on a proposed prohibition of motor vehicles.

The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:

- a. 'Prohibition of Motor Vehicles' gate on the unnamed road running through Little Chesterton at the point of the proposed speed 20mph limit change.

## **6. Lyneham - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 23 - 34)

*Forward Plan Ref:* 2023/072

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM6**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Lyneham as advertised.

## **7. Upper Heyford - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 35 - 52)

*Forward Plan Ref:* 2023/197

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM7**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Upper Heyford as advertised.

## **8. Tiddington - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 53 - 58)

*Forward Plan Ref:* 2023/192

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM8**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Tiddington as advertised.

**9. Tackley: Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 59 - 68)

*Forward Plan Ref:* 2023/157

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM9**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Tackley as advertised.

**10. Ramsden - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 69 - 78)

*Forward Plan Ref:* 2023/181

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM10**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Ramsden as advertised.

**11. Minster Lovell - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 79 - 84)

*Forward Plan Ref:* 2023/182

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM11**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Minster Lovell as advertised.

**12. Milton (Abingdon) - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 85 - 90)



*Forward Plan Ref:* 2023/196

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM12**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Milton as advertised.

### **13. Leafield - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 91 - 124)

*Forward Plan Ref:* 2023/183

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM13**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Leafield as advertised.

### **14. North Newington - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 125 - 142)

*Forward Plan Ref:* 2023/199

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM14**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in North Newington as advertised.

### **15. Enstone: Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 143 - 182)

*Forward Plan Ref:* 2023/133

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM15**).

Part of the 20 Mph Speed Limit project to promote 20 limits across the county where the community seek them.

The Cabinet Member for Transport Management is RECOMMENDED to approve the following proposals as advertised:

- a. 20mph speed limits within the parish of Enstone, including the hamlets of: Cleveley, Gagingwell, Lidstone, and Radford, and
- b. 30mph speed limits on the southern end of Cox's Lane, and extended south-westwards on the B4022 to Charlbury.

## **16. Caversfield - 20 mph Speed Limit proposals and associated speed limit buffers** (Pages 183 - 202)

*Forward Plan Ref:* 2023/201

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM16**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the following proposals as advertised:

- a. 20mph speed limit within Caversfield, and
- b. 30mph speed limits on parts of Aunt Ems Lane & Fringford Road.

## **17. Ashbury - Proposed 20 Mph Speed Limits and associated speed limit buffers** (Pages 203 - 228)

*Forward Plan Ref:* 2023/095

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM17**).

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

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Ashbury and Idstone as advertised.

## **18. Finstock - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 229 - 238)

*Forward Plan Ref:* 2023/189

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTM18**).

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

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Finstock as advertised.

## **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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# Agenda Item 4

## DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

**MINUTES** of the meeting held on Thursday, 12 October 2023 commencing at 10.00 am and finishing at 1.10 pm

**Present:**

**Voting Members:** – in the Chair

Councillor Andrew Gant

**Other Members in Attendance:** Councillor Ian Middleton (for Agenda Item 7)  
Councillor Sally Povolotsky (for Agenda Item 13)

**Officers:**

Whole of meeting Paul Fermer (Director of Highways & Operations), Jim Whiting (Principal Officer -Parking), Mark Francis (Traffic and Traffic Schemes Technical Officer), Geoff Barrell (Senior Infrastructure Planning), Cameron Rae (Traffic and Traffic Schemes Officer), Emile Rowe (Traffic and Traffic Schemes Officer), Mike Horton (Senior Officer (TRO Schemes)), Mike Wasley (Principal Officer – Traffic Schemes), Sharon Keenlyside (Interim Committee Officer).

Part of meeting Jacqui Cox (Infrastructure Locality Lead (Cherwell)), Mohamed Ilyas (Programme Lead Banbury and Bicester), Alen Chanamoto (Project Manager), Keith Stenning (Head of Network Management), Rosie Wood (Consultant Engineer).

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

### 168/22 DECLARATION OF INTEREST

(Agenda No. 1)

Cllr Andrew Gant declared a Disclosable Pecuniary Interest in item 23a) and a Non-Pecuniary Interest in items 23b) and 23d). Cllr Judy Roberts, Cabinet Member for

Infrastructure and Development Strategy, was appointed to chair item 23 and make the decision.

## **169/22 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

See published addenda – Questions from County Councillors.

## **170/22 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

The following speakers addressed the meeting:

Item 7	Begbroke – A44 – proposed toucan crossing	<ul style="list-style-type: none"> <li>• Cllr Ian Middleton OCC</li> </ul>
Item 9	Didcot – Diamond Drive – Proposed use of ANPR enforcement equipment at bus gate	<ul style="list-style-type: none"> <li>• Chris Macdonald-Bradley</li> </ul>
Item 10	Oxford: The Plain Roundabout – proposed use of ANPR equipment to enforce left turn prohibition from B480 Cowley Road entry	<ul style="list-style-type: none"> <li>• Danny Yee, Oxford Liveable Streets (written statement)</li> </ul>
Item 13	West Hendred A417 – proposed 30mph speed limit	<ul style="list-style-type: none"> <li>• Cllr Sally Povolotsky (OCC)</li> </ul>
Item 16	Nuneham Courtenay – proposed 20mph speed limits and associated speed limit buffers	<ul style="list-style-type: none"> <li>• Edmund Tresham, Thames Travel</li> <li>• Chris Bradley-Macdonald</li> </ul>
Item 17	Newington – proposed 20mph speed limits and associated speed limit buffers	<ul style="list-style-type: none"> <li>• Newington Parish Council (written statement)</li> </ul>
Item 18	Drayton (Abingdon) – proposed 20 mph speed limits and associated speed limit buffers	<ul style="list-style-type: none"> <li>• Edmund Tresham, Thames Travel</li> </ul>
Item 19	Lyneham – proposed 20mph speed limits and associated speed limit buffers.	<ul style="list-style-type: none"> <li>• Lyneham Parish Council (written statement)</li> </ul>
Item 20	Littleworth – proposed 20mph speed limits and associated speed limit buffers	<ul style="list-style-type: none"> <li>• Tony Woodward, Chair Littleworth Parish Meeting</li> </ul>



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NOTE: The agenda items were discussed in the following order to accommodate speakers and Cllr Judy Roberts who chaired item 23:  
Items 1-13, 20, 23, 16, 18, 14–15, 17,19, 21-22.

## **171/22 MINUTES OF THE PREVIOUS MEETING**

(Agenda No. 4)

The minutes of the meeting held on 7 September 2023 were signed by the Chair as a correct record.

## **172/22 PROCUREMENT OF REAL TIME PASSENGER INFORMATION SERVICE**

(Agenda No. 5)

The report outlined the proposed procurement of a replacement Real Time Passenger (RTPI) contract.

The Chair commented that the RTPI contract formed part of the Oxfordshire Bus Service Improvement Plan which sought to improve bus services. The contract was to replace the existing contract that was due to end on 29 November 2023.

The Cabinet Member **APPROVED** to:

- a) authorise officers to procure a replacement Real Time Passenger Information System,
- b) delegate the award of the contract to the Corporate Director of Environment and Place,
- c) delegate approval for any contract extension to the Corporate Director of Environment and Place.

## **173/22 PROCUREMENT OF AN ADDITIONAL TRAFFIC SIGNALS - SUPPLY AND MAINTENANCE CONTRACT TO SUPPORT BUS SERVICE IMPROVEMENT PLAN (BSIP)**

(Agenda No. 6)

The report outlined the proposed procurement of an additional Traffic Signals – Supply and Maintenance contract to support the Bus Service Improvement Plan (BSIP).

The Cabinet Member **APPROVED** to:

- a) authorise officers to procure an additional Traffic Signals – Supply and Maintenance contract to support commitments within the Bus Services Improvement Plan,
- b) delegate the award of the contract to the Corporate Director of Environment and Place,
- c) delegate approval for any contract extension to the Corporate Director of Environment and Place

## **174/22 BEGBROKE - A44 - PROPOSED TOUCAN CROSSING**

(Agenda No. 7)

The report presented responses to a consultation on a proposal to introduce a 'staggered' Toucan crossing on the A44 Woodstock Road, approximately 60 metres north of its roundabout junction with Spring Hill Road.

The Chair invited Councillor Ian Middleton, Oxfordshire County Council, to address the meeting. Councillor Middleton spoke in favour of the proposal.

The Chair commented that the A44 Woodstock Road was a busy main road and a safety concern for schoolchildren crossing the road.

The Chair noted that there had been a tremendous response to the consultation with 287 responses received and of them, 272 in support of the proposal.

One response raised a concern about the design, in particular on the west side, as there was a tight turn for cyclists mounting and dismounting their bikes. Officers explained that they can overcome the issues in the detail of the design. The Chair asked officers to liaise with Cyclops, a partner organisation; although they had no formal role, they may be able to give some useful input to the design.

The Cabinet Member for Highway Management **APPROVED** as advertised the 'staggered' Toucan crossing on the A44 Woodstock Road, in Begbroke.

## **175/22 WALLINGFORD / CHOLSEY; A4130 BOSLEY WAY - PROPOSED PROHIBITION OF RIGHT TURNS AT NEW BARN FARM ACCESS**

(Agenda No. 8)

The report presented responses to a consultation on a proposal to introduce a 'No Right Turn' restriction for traffic entering and exiting the gravel extraction site adjacent to the A4130 Bosley Way. Traffic leaving the site would be required to turn left only.

The Chair commented that by implementing the turning restriction, heavy goods vehicles would not need to cross over the opposing lane when entering and exiting the site, as stated in paragraph 13 of the report.

The Cabinet Member for Highway Management **APPROVED** as advertised the 'No Right Turn' restriction on the A4130 Bosley Way, Cholsey/Wallingford.

## **176/22 DIDCOT - DIAMOND DRIVE - PROPOSED USE OF ANPR ENFORCEMENT EQUIPMENT AT BUS GATE**

(Agenda No. 9)

The report presented responses to a consultation on a proposal to introduce ANPR camera enforcement equipment at an existing bus gate within the Great Western Park development in Didcot, replacing the current physical automatic bollard.

The Chair invited the registered speaker, Chris Macdonald-Bradley, to address the meeting. Chris Macdonald-Bradley spoke in favour of the proposal.

The Chair thanked the speaker and people who had responded to the consultation.

The Chair commented that the proposal was intended to safeguard the residential streets and people who live there. Radial routes would be used by through traffic and this would make the residential streets safer and cleaner and enable people to use alternative modes of transport should they choose to do so.

The Chair noted that paragraph 3 of the report had the word 'gate' missing after the word 'bus' and paragraph 23 of the report used the word 'assessing' instead of 'accessing'.

The Chair referred to the response from Thames Valley Police and asked for clarity on whether the exemption applied to emergency vehicles on patrol. Officers explained that the consultation was on the proposed use of ANPR and not the traffic order itself. The Traffic Regulation Order (TRO) stated that the exemption was for an emergency only. The Police had been consulted about the TRO at the time and were invited to contact the Council if the wording of the TRO needed changing.

In response to a concern raised in the consultation, the Chair asked if there had been any traffic modelling undertaken. Officers explained that all the modelling was done as part of the planning application and would have considered traffic movement with the bus gate restriction in place.

The Cabinet Member for Highway Management **APPROVED** as advertised the use of ANPR camera enforcement at the existing bus gate located between Diamond Drive/Birch Close & Larch Drive.

#### **177/22 OXFORD THE PLAIN ROUNDABOUT - PROPOSED USE OF ANPR EQUIPMENT TO ENFORCE LEFT TURN PROHIBITION FROM B480 COWLEY ROAD ENTRY**

(Agenda No. 10)

The report presented responses to a consultation on a proposal to introduce ANPR camera enforcement at an existing restriction that prohibits all traffic (excluding pedal cycles) exiting the B480 Cowley Road from making an immediate left turn into the A4158 Iffley Road.

The Chair read out a written statement from Danny Yee, Oxford Liveable Streets, who was in favour of the proposal.

The Chair referred to the response from Thames Valley Police and asked for clarity on whether the exemption applied to emergency vehicles on patrol.

Post meeting note: the order for The Plain banned turn had a general exemption for vehicles being used for police purposes, therefore there was no requirement that they had to be on a call or in response to an emergency.

The Chair commented that the proposal was a safety measure for a dangerous intersection.

The Chair asked officers to respond to concerns about enforcement. Officers explained that the areas being discussed were patrolled regularly by Civil Enforcement Officers. Restrictions were being amended to enable greater enforcement powers and the number of Civil Enforcement Officers were being increased across the county.

The Cabinet Member for Highway Management **APPROVED** as advertised the use of ANPR camera enforcement at the existing left turn prohibition for traffic exiting the B480 Cowley Road into the A4158 Iffley Road

#### **178/22 ASCOTT UNDER WYCHWOOD - LONDON LANE PROPOSED 40MPH SPEED LIMIT**

(Agenda No. 11)

The report presented responses to a consultation on a proposal to introduce a 40mph speed limit on London Lane, leading south-eastwards for 300 metres out of Ascott-under-Wychwood.

The Chair commented that the proposal was the result of a previous speed limit change that had been kept under review.

The Chair noted that there had been a good number of responses to the consultation and some requests that the speed limit be lower than 40mph.

The Cabinet Member for Highway Management **APPROVED** as advertised the 40mph speed limit on London Lane, Ascott-under-Wychwood.

#### **179/22 BICESTER - A4095 / B4100 BANBURY ROAD ROUNDABOUT IMPROVEMENTS - PROPOSED 30MPH SPEED LIMIT AND RAISED SIDE ROAD ENTRY TREATMENT AT FRINGFORD ROAD**

(Agenda No. 12)

The report presented responses received to a consultation on the proposal to introduce 30mph speed limits on the approaches to the junction, namely: B4100 Banbury Road, B4100 Bicester to Aynho road, A4095 Lords Lane, and A4095 Southwold Lane, 30mph speed limit on Fringford Road, and flat top road hump across Fringford Road at its junction with Southwold Lane.

The Chair read out a question submitted under item 2 of the agenda by Councillor Donna Ford and the response given.

The Chair had received an email from Councillor Damion Maquire, Chair of the Environment Committee, Bicester Town Council and asked officers to respond to a number of points that he made:

- “Lack of buffer zones between the paths and the road in many areas which make cycling and walking safe at the road edges”.  
Officers responded that they had incorporated buffers on the western section. Incorporating buffers on the north-eastern section had been challenging due to ecological and archaeological impacts. Buffers had been applied to the extent to which they had been able to do so.

- “Lack of segregation: While many of the paths are segregated, there is a large area on one corner where cyclists and pedestrians will be forced to share the same space. In general, both pedestrians and cyclists are very much against this”.

Officers explained that a stage 1 safety audit on the design had been completed and a stage 2 safety audit was to be undertaken which would ensure the design was compliant and safe for people to use. There were still some minor details to be reviewed but wherever possible sufficient space had been allowed for users, whether cyclist or pedestrian.

- “Path differentiation: On segregated paths, it is important for vulnerable users to be able to distinguish between the cycle and pedestrian paths. We have a good example of new infrastructure at the former Barrus development on the Launton Road where a gentle kerb has been used to provide a slight level difference between the paths for the two users. It would be good to see similar for this new junction”.

Officers stated that they had provided segregated cyclist routes on the western section and wherever possible. Greater usage had been determined on the western side. The north-eastern corner had shared paths which were compliant with LT120 policy. There were several technical engineering challenges in the north-eastern corner, such as gas mains, electrical cables, and archaeological sensitivity, which had made it difficult to widen the footprint. Budget constraints had also been a factor.

- “Pinch points at the on ramps: There are quite sharp corners on all of the on ramps for cyclists leaving the road and joining the paths. These are likely to be a particular obstacle for cargo bikes. I had understood that these were being addressed following the last planning application, but some further work is needed”.

Officers commented that it was technically possible to do that and was part of the design review.

- “Pinch point for Elmsbrook: The main route for pedestrians and cyclists through this junction will be to and from the Elmsbrook estate and Northwest Bicester. At the consultation, the designer seemed to assume that the path to Elmsbrook would be only a pedestrian path and that cyclists would join the carriageway. It is actually a shared path, and almost all walkers and cyclists will use it. It is therefore far too narrow and will cause all sorts of difficulties for users”.

Officers explained that as part of the design process, cycling and pedestrian movements had been looked at and would continue to be reviewed and amended as part of ongoing work on the design. The cyclists from Elmsbrook would not need to go onto the carriageway.

- “Path to nowhere: the design includes a footpath on the eastern side of the B4100 north. It was pointed out to the designers that this only connected to a bus stop that has now been removed. As a result, this path is no longer required. Given that this path is now redundant, could the road be shifted across to make more space on the Elmsbrook side”

Officers stated that moving roads was major development and not possible.

The Chair had received an email from the Bicester Bike Users Group asking that the pedestrian and cycling paths should be decoupled so that the pedestrians could cross in two stages and the cyclists in a single stage as they did in the Netherlands.

Officers stated that the design that they had put forward was a safe design.

The Chair enquired about Cambridge curbs and officers stated that Cambridge curbs were costly and difficult to implement and there would be a requirement for more space which was not possible with the available footprint.

The Chair thanked everyone who had attended the engagement event and commented that the event was facilitated to provide feedback and understanding of the proposed scheme.

The Chair pointed out that the reduction of speed limit was a requirement of having a raised crossing.

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

- a) 30mph speed limits on the approaches to the junction, namely: B4100 Banbury Road, B4100 Bicester to Aynho road, A4095 Lords Lane, and A4095 Southwold Lane,
- b) 30mph speed limit on Fringford Road, and
- c) Flat top road hump across Fringford Road at its junction with Southwold Lane

#### **180/22 WEST HENDRED A417 - PROPOSED 30MPH SPEED LIMIT**

(Agenda No. 13)

The report presented responses to a consultation on a proposal to lower part of the 40mph speed limit on the A417 Reading Road. The proposals would see a 30mph speed limit introduced either side of its junction with the Greenway from the current 50mph speed limit west of that junction.

Councillor Sally Povolotsky addressed the meeting and spoke in favour of the scheme.

The Chair noted the large number of responses to the consultation and thanked Councillor Povolotsky, the Parish Council and bus companies for their active support.

Officers informed the Chair that the speed limit could be implemented by the end of the month.

The Cabinet Member for Highway Management **APPROVED** as advertised the 30mph speed limit on the A417 Reading Road either side of its junction with The Greenway in West Hendred.

#### **181/22 WATCHFIELD - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 14)

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

Officers informed the Chair that there were several objections to the lower speed limit on Majors Road. As a strategic route with no properties with frontage to the road, it was subsequently left as a 30mph speed limit road.

The Chair noted that this was another example of officers taking into consideration consultation responses and applying policy in a consistent way.

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

#### **182/22 TOWERSEY - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 15)

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

The Chair noted that policy had been consistently applied.

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

#### **183/22 NUNEHAM COURTENAY - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 16)

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

Edmund Tresham from Thames Travel addressed the meeting and spoke against the proposed 20mph speed limits for Nuneham Courtenay and agenda item 18 Drayton (Abingdon).

Following the speakers' remarks on the inequalities assessment, the Chair asked officers for comments on the impact on bus services. Officers confirmed that the implication in the report was that it would not affect bus services and drew the Chairs attention to paragraph 11 of the report and the results of a seven-day speed survey undertaken in 2022. Officers felt that based on the information available, the impact of a 20mph speed limit on bus services would be minimal.

In response to the speakers' comments on the sustainability assessment, officers explained that the sustainability issue did justify the change in speed limits and Nuneham Courtenay Parish Council had raised concerns over safety. These concerns were in regard to access to properties, pedestrians crossing the road, several footpaths that went from one side of the road to the other and bus stops that required pedestrians to cross the road.

The Chair noted that none of the proposed schemes were considered unless the Parish Council had actively asked for and supported them.

The Chair commented that Oxfordshire County Council did not implement blanket 20mph zones and that officers worked hard on the details of every proposed change of speed limit and in close consultation with the bus companies.

The Chair asked the speaker what the implication on bus services would be if the scheme was approved.

The speaker explained that they may have to remove one of the pairs of stops to balance out the reduction in speed.

The Chair felt that officers had made a convincing and logical argument as to why the proposed scheme was justified.

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

The Chair requested that officers discussed the practical implications of the agreed recommendation and its effect on bus services with the bus companies.

#### **184/22 NEWINGTON - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 17)

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

The Chair read out a written statement from Newington Parish Council.

Officers informed the Chair that there had been no objections to the proposed scheme.

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

#### **185/22 DRAYTON (ABINGDON) - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 18)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Drayton (Abingdon).

Chris Macdonald-Bradley addressed the meeting and expressed concern about the public consultation process.

The Chair responded to concerns raised by the speaker and said that the process was correct in law and as set out in the Council's Constitution. The justification for the 20mph scheme was set out in the policy adopted by Full Council and a budget had been allocated to it. The Council, in policy terms, accepted the findings of numerous studies which indicated that 20mph speed limits made communities safer. The policy



was discussed and debated in public with full opportunity for the public to contribute. The Chair went on to say that the consultation process was sound.

Officers stated that the 20mph schemes were only put in place when the local Parish Councils had requested them and where the Parish Council had the general and broad support of the local community.

The Chair referred to paragraph 10 of the report and stated that there had been legitimate concerns from the bus companies to some of the previously proposed 20mph speed limit schemes. In December there had been five schemes deferred after objections from the bus companies. Officers had undertaken a significant programme of re-design of those schemes, in close consultation with the bus companies. The Chair stated that they had been a good example of collaborative working. In this case, officers had put forward a scheme that the bus companies still had objections to.

The Chair referred to paragraph 13 of the officers' report and the officer's response to the bus companies' objections.

The Chair and officers discussed the possibility of reducing the extent of the 20mph speed limit area to consider the concerns of the bus companies.

The Chair thanked the Parish Council and Councillor Webber for their input into bringing the concerns of the residents forward and campaigning for the proposed 20mph speed limit over a long period of time.

The Chair referred to the traffic calming proposals which were part of the Drayton Neighbourhood Plan and commented that these proposals would need to be taken into consideration when deciding the proposed 20mph speed limit.

The Cabinet Member for Highway Management **APPROVED** the 20mph scheme as outlined in Annexes 3A & 3B excluding the B4017 except on the B4017 between Kiln Lane and Newman Lane.

The Chair stated that approval of the recommendation was intended to be a solution for the present time and requested that the scheme be kept under review with the intention of implementing the full 20 mph scheme in Drayton as soon as possible within the context of the Drayton Neighbourhood Plan traffic calming proposals and wider bus journey time initiatives within Oxford.

## **186/22 LYNEHAM - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 19)

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

The Chair read out a written statement from Lyneham Parish Council.

Officers informed the Chair that the Parish Council had originally asked for the entire main road to have a 20mph speed limit and officers had informed them that the lower

limit would not be appropriate along all of it. A compromise had been put forward to the Parish Council. However, if the whole of the main road could not have the 20mph limit, the Parish Council would prefer the speed limit to remain at 30mph.

Officers explained that there were no property frontages along the road and advised the Chair that if the Parish Council no longer wanted the reduced speed limit, the main road could remain at 30mph with a loop in the village reduced to 20mph.

The Chair requested that officers clarify with the Parish Council their views on the proposed scheme.

The Cabinet Member for Highway Management **DEFERRED** the introduction of 20mph speed limits in Lyneham as advertised.

#### **187/22 LITTLEWORTH - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 20)

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

Tony Woodward, Chair of Littleworth Parish meeting, addressed the meeting and spoke in favour of the proposed speed limits.

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

#### **188/22 EAST HAGBOURNE RESIDENTIAL DEVELOPMENT OFF MAIN STREET - PROPOSED 20MPH SPEED LIMIT**

(Agenda No. 21)

The report presented responses to a statutory consultation on the proposed introduction of a 20mph speed limit in the 'Deanfield Green' residential estate, north of Main Road at the western end of East Hagbourne.

The Chair noted that there were 3 responses.

Officers informed the Chair that it was a new development and a Traffic Regulation Order had been obtained for the signage.

The Cabinet Member for Highway Management **APPROVED** as advertised the 20mph speed limit in the 'Deanfield Green' residential estate, East Hagbourne

#### **189/22 BLOXHAM - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 22)

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

The Chair noted the support of the Parish Council and that amendments had been made following consultation with them.

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

## **190/22 OXFORD: VARIOUS LOCATIONS IN NORTH OXFORD- PROPOSED PARKING PERMIT ELIGIBILITY AMENDMENTS**

(Agenda No. 23)

The report presented responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes and the associated conditions within the planning permissions granted by Oxford City Council.

The Chair confirmed with officers that that the proposals were in line with the new regulations and Blue Badge holders were exempt from the permit restrictions.

The Cabinet Member for Infrastructure and Development Strategy **APPROVED** the following proposals in respect of eligibility for parking permits as advertised:

- a) Summertown – allow Grove House, St James Row, No.3 Grove Street to be eligible for one resident's parking permit and residents' visitors' parking permits,
- b) Jericho – allow No.1 Canal Street to apply for resident's parking permits & residents' visitors parking permits,
- c) Cutteslowe - exclude No.37 Templar Road from eligibility for resident's parking permits and residents' visitors' parking permits,
- d) North Summertown – exclude the five new dwellings at No.4 Bladon Close from eligibility for resident's parking permits and residents' visitors' parking permits.

..... in the Chair

Date of signing .....

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Divisions affected: *Ploughley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **CHESTERTON & LITTLE CHESTERTON – PROPOSED MOTOR VEHICLE PROHIBITION**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following as advertised:
  - a. 'Prohibition of Motor Vehicles' gate on the unnamed road running through Little Chesterton at the point of the proposed speed 20mph limit change.

#### **Executive summary**

2. In order to prevent traffic `rat-running` through the village it is proposed to introduce a gated 'Prohibition of Motor Vehicles', which will prevent all motor traffic from passing as shown in **Annex 1**. Exemptions to the restriction will include emergency vehicles and other essential service vehicles, which will have keyed access.
3. Following consideration of the report put before him at the Cabinet Members Decision meeting on the 7th September, the Chair asked officers to comment on the objection raised by respondent number 4 regarding the gated prohibition of vehicles on the unnamed road.
4. Officers advised at the time that if there were residual concerns limiting access, there may be other restrictions that could be put in place to allow local access only.
5. The Chair decided to defer a decision on the 'Prohibition of Motor Vehicles' gate at the September meeting to further address the issue of local access. Officers have provided updated comments in response to this request.

#### **Financial Implications**

6. Funding for consultation on the proposals has been provided by the Area Traffic Team.

## Equality and Inclusion Implications

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

## Sustainability Implications

8. The proposals would help facilitate walking and cycling and the safe movement of traffic.

## Formal consultation

9. Formal consultation was carried out between 29 June and 28 July 2023. A notice was published in the Bicester Advertiser newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Chesterton Parish Council, Cherwell District Council, and the local County Councillor representing the Ploughley division. Letters were also sent to approximately xx adjacent properties, and public notices placed on site in the immediate vicinity of the proposals.
10. Four responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit	1	-	3	-	4
40mph speed limit	1	1	2	-	4
Prohibition of Motor Vehicles	2	-	2	-	4
20mph speed limit on the The Green	1	-	3	-	4

11. Additionally, two emails were also received, comprising of one in support, and one raising concerns. Cherwell District Council also emailed outlining that they had no observations to make in regard to the proposed speed limits.
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. Thames Valley Police raised concerns in relation to all aspects of the proposals; specifically stating that the introduction of the gated closure could affect

emergency response times to the area, as well as possibly leading to anti-social behaviour and fly tipping.

14. The small risk of fly-tipping is acknowledged but Officers feel this is outweighed by the much greater risk of excessive rat-running once Great Wolf and Bicester Sports Association are under construction/operational.
15. The closure point will be constructed to facilitate free use by pedestrians, cyclists and wheelchair users, whilst enabling swift access when necessary for those authorised/exempted vehicles.
16. Emergency services are based in Bicester and their quickest route to Little Chesterton will still be via Chesterton village itself.
17. Closure of the road through Little Chesterton would inconvenience residents who currently use it as a short-cut northbound from the A41 to Chesterton, but Officers consider that alternative routes are straightforward.

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

18. The parish reports that the amount of litter dumped from rat-running cars so far in 2024 already amounts to 432 full bin liners so they are more focused on that issue than the prospect of fly-tipping, none of which has been recorded for over 18 months. Following current improvements Little Chesterton Road as far as Grange Farm will become substantially busier, which will be a deterrent to fly-tipping.
19. A recent trial run demonstrates that the inbound (westbound) journey time would only increase by about 21 seconds and there is no logical destination going eastbound other than the A41 northbound. Residents of Little Chesterton itself support the proposal.

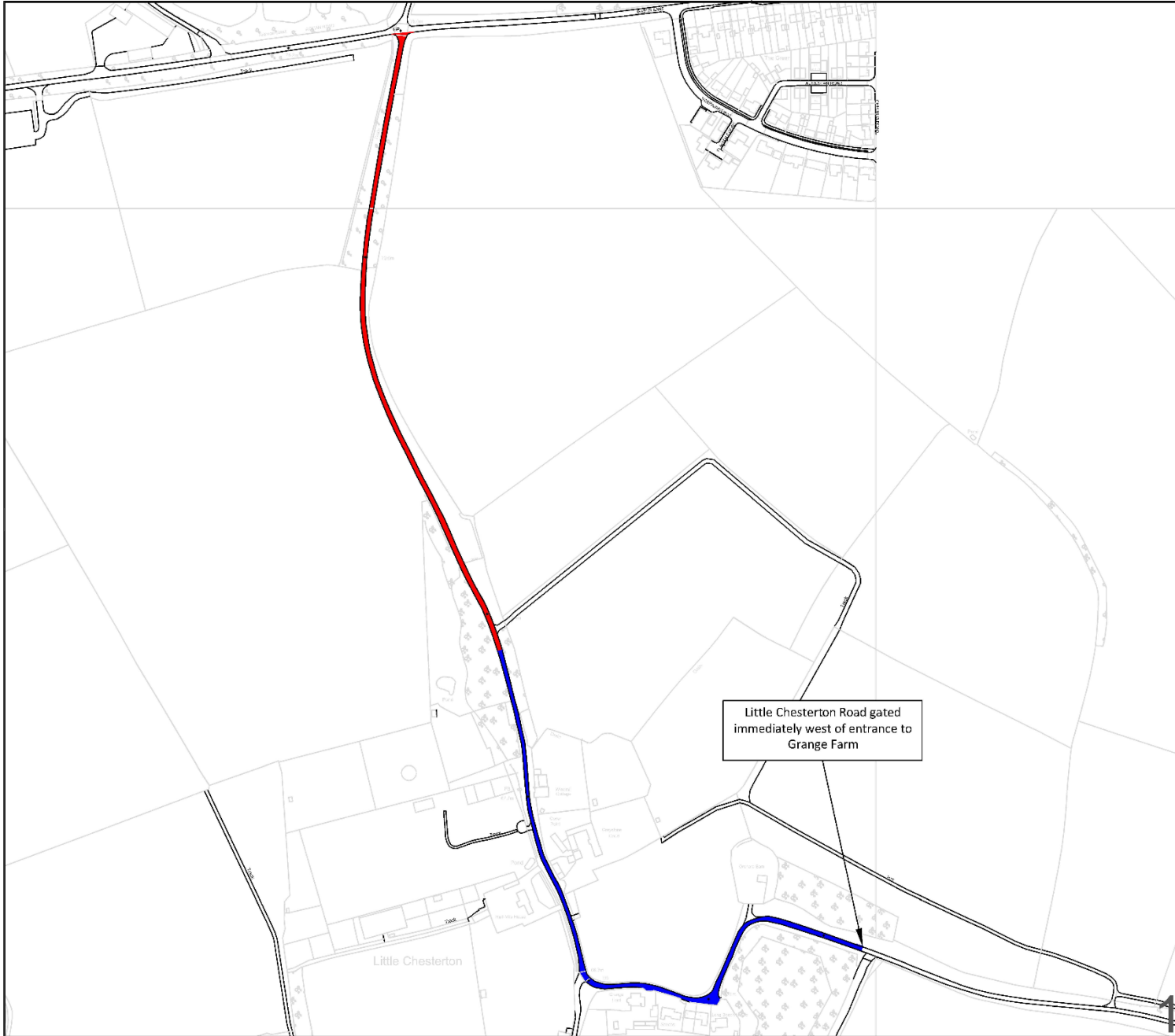
Bill Cotton  
Corporate Director, Environment and Place

#### **Annexes**

Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers: Dave Catling

November 2023



Drawing No.

**NOTES**

- DO NOT SCALE FROM THIS DRAWING.
- VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION.
- REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, SCHEDULE "XXXXXXXXXX" AND STANDARD DRAWINGS "XXXXXXXXXX".

**KEY**

- Proposed 40MPH
- Proposed 20MPH Zone

**LOCATION PLAN**  
NTS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
Owen Jenkins  
Director of Communities Operations  
Oxfordshire County Council  
County Hall  
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Project title  
**Proposed Speed Limit Change**

Drawing title  
**Little Chesterton Speed Limits and Gate**

Drawing Status  
**Consultation**

Scale @ A3	Drawn by	Checked by	Approved by
NTS	LN	DC	XXXXXX
	Date drawn 15/03/2023	Date checked 15/03/2023	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision



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

	<ul style="list-style-type: none"> <li>• road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>In relation to the Prohibition of Motor Vehicles restriction - I am not convinced by the statement of reason unless there are other factors that have not been shared why this road should be gated . If it is gated what is going to happen to the section from the Gate to the A41 junction . Closing this road could affect emergency response to this area and also lead to anti-social behaviour and fly tipping .</p>
(2) Local group/organisation, (Unlimited Oxfordshire)	<p><b>Support</b> – We welcome the proposed speed limits, as they will improve safety for vulnerable road users.</p> <p>We note that the proposed gate will prevent vehicles from accessing Little Chesterton directly from the A41, that the gate will be locked, and that emergency service vehicles will carry a key. Also, that a key could be issued to drivers of vehicles used temporarily for work on the highway.</p> <p>The gate width and the gate posts would in total have to be almost the full width of the carriageway, so that the occasional large vehicle would be able to get through.</p> <p>Therefore, we would like a path to be constructed alongside the gate, for pedestrians, cyclists, mobility scooters and wheelchairs. The path will have to be constructed on the verge (at least partly), and vegetation will have to be cut back, and cut regularly to keep the path clear.</p> <p>Can you assure us that such a path will be constructed alongside the gate?</p>

<p>(3) Member of public, (Witney)</p>	<p>20mph speed limit: <b>Object</b>, 40mph speed limit: <b>Object</b>, Prohibition of Motor Vehicles: <b>Object</b></p> <p>Objection especially to the prohibition of motor vehicles as this has a serious risk of life and death on here which needs looking at again. Any waste of time with LTN related gates wastes valuable time of emergency services getting to an emergency and this will undoubtedly be on the Oxfordshire County Council if heaven forbid a postmortem finds somebody could have been still alive to this day if the prohibition gate was not either left closed by another padlock or emergency vehicle did not have one on them. Same goes for access for residents etc.</p> <p>Government has already blocked funding for this and public will be very concerned that this Council plans to continue them. Unacceptable and a huge red line. The speed limit objection to be ignored obviously but I am extremely concerned that the LTN gate will be ignored as well hence urge serious consideration to above.</p> <p>20mph speed limit on The Green: <b>Object</b></p> <p>There is no need to extend the 20 limit when already the stretch of road is away from residential area in question.</p>
<p>(4) Local Resident, (Cheserton, Fortescue Drive)</p>	<p>20mph speed limit: <b>Support</b>, 40mph speed limit: <b>Support</b>, Prohibition of Motor Vehicles: <b>Object</b></p> <p>Putting a gate onto this road will create a huge diversion to my daily commute. This road is rarely used as a rat run due to it being a thin country road. However, it is my main route to my home in Chesterton. Particularly with the great wolf work being done. Closing this road would create huge issues for the village. Currently it is my quickest way to get anywhere! With the diversion for the A4095 resulting in needing to turn right out of the roundabout next to the holiday inn which is horrendous and I have been sat there for ages at times. I support introducing the speed limits but closing it is just too extreme.</p> <p>20mph speed limit on The Green: <b>Support</b></p> <p>I have no concerns with this part of the plan</p>

(5) Member of public, (Thame, North Street)	<p>20mph speed limit: <b>Support</b>,  40mph speed limit: <b>Concerns</b>,  Prohibition of Motor Vehicles: <b>Support</b></p> <p>Safer for people.</p> <p>20mph speed limit on The Green: <b>Support</b></p> <p>Safer</p>
(6) Local Resident, (Little Cheserton)	<p>20mph speed limit: <b>Support</b>,  40mph speed limit: <b>Support</b>,  Prohibition of Motor Vehicles: <b>Support</b></p> <p>Failure of the Government appointee to rule against specific water park planning request will only encourage this road to be used as a short-cut.</p> <p>20mph speed limit on The Green: <b>Support</b></p> <p>Village needs protection from speeding drivers</p>

Divisions affected: *Charlbury & Wychwood*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **LYNEHAM: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Lyneham as amended from the advertised proposals to now exclude the through road in accordance with community wishes.

#### **Executive summary**

2. The original report considered in October presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Lyneham as shown in **Annex 1**. The only two respondents were the Police who expressed their standard concerns and the Parish Meeting Chairman who submitted a consensus view from this small community.
3. The Parish Meeting Chairman subsequently submitted an amended consensus view to the October meeting seeking the omission of the through road from any 20mph speed limits. However, the submission was deemed insufficiently clear to be confident of the Parish wishes. The Parish Meeting has now confirmed their view beyond doubt as shown in **Annex 3**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

## Formal consultation

7. Formal consultation was carried out between 22 June and 14 July 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, West Oxfordshire District Council, the local District Cllrs, Lyneham parish council, and the local County Councillor representing the Charlbury & Wychwood division.

### Statutory Consultee Responses:

8. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection.
9. The Parish Meeting chairman initially replied to the consultation reporting the consensus view supporting 20mph speed limits in the hamlet and on the whole length of the rural through road running past their community as shown in **Annex 4**. The Parish's subsequent consensus submission sought no amended speed limits on the through road. This was reported verbally at the last meeting, and their confirmed view is now shown in the updated **Annex 3**.

### Other Responses:

10. No other responses were received.
11. The statutory consultee responses are shown in **Annexes 3 & 4**, and copies of the original responses are available for inspection by County Councillors.

## Officer response to objections/concerns

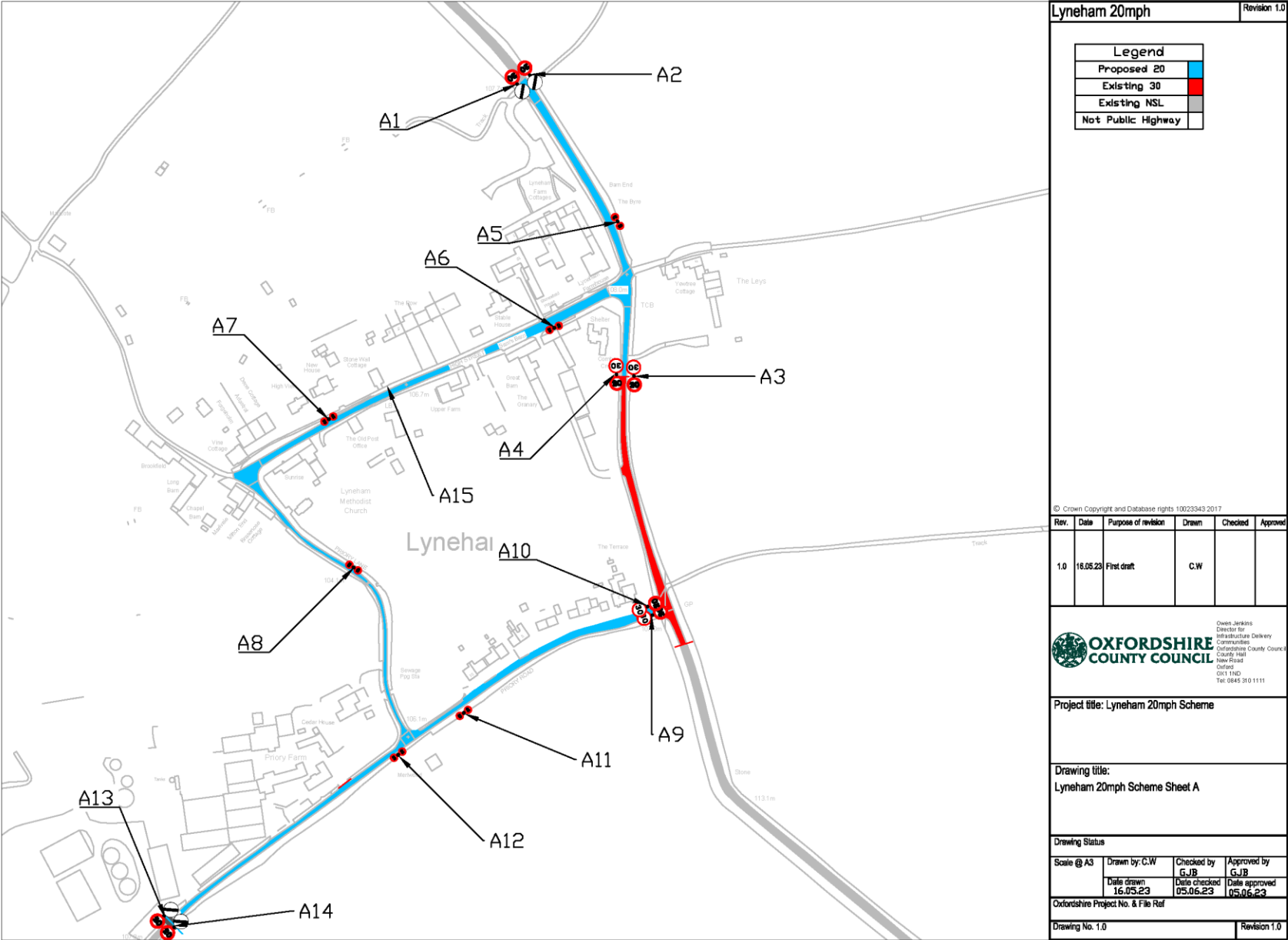
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help 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'.
13. The latest proposals place 20mph speed limits throughout the hamlet and encompass all residential accesses. In now seeking no new limits on the through road the Parish Meeting chairman stated that the original officer view is the best solution.

Bill Cotton  
Corporate Director, Environment and Place

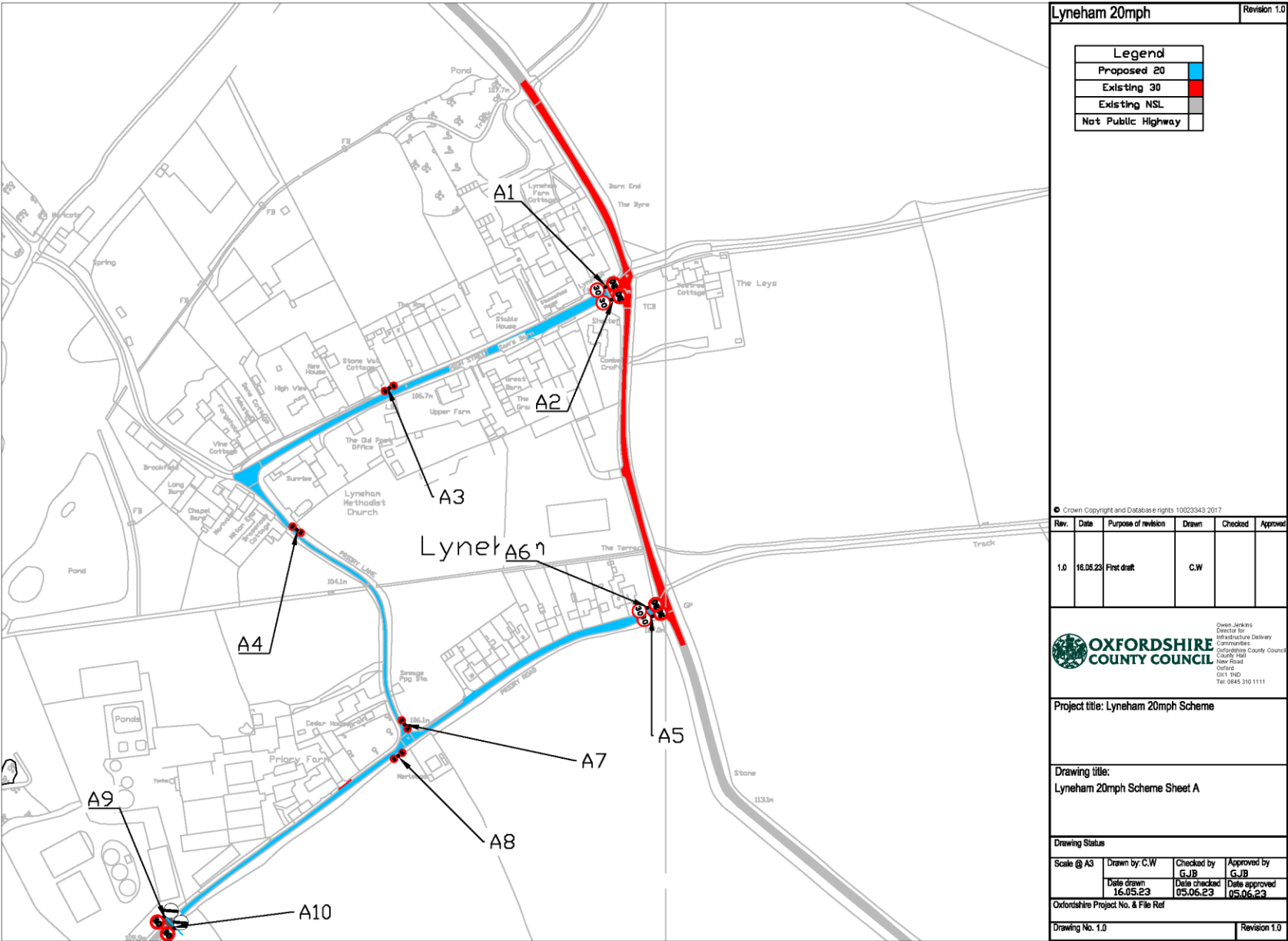
Annexes     Annex 1: Initial consultation plan  
                 Annex 2: Amended proposal plan  
                 Annex 3: Initial consultation responses  
                 Annex 4: Lyneham Parish Council original response

Contact Officers:                    Phil Whitfield 07912523497  
   Geoff Barrell 07392 318869

November 2023







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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>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) Lyneham Parish Council	<p><b>Support</b> (with <u>Concerns</u>) – see <b>Annex 4</b> for original response.</p> <p>01/11/2023 update: we would like the existing 30 through road to remain as such and the 20's implemented on the residential road/lane/street.</p>

Lyneham Parish response to 20 mph detailed proposal

OCC

Sirs,

In reference to your draft undated order.

In summary most concerned people have advised they would like to see everything now 30 reduced to 20

In detail:

Lyneham parish by way of our lawful meeting agreed to the OCC representative's offer for the existing 30 speed limit be reduced to 20mph.

We are now in receipt of the draft order and this is the response of the Parish.

Individuals may have other opinions which they can freely express.

History:

Following our Parish meeting of 2022 when the scheme was first proposed the offer was accepted by parishioners based on 30 roads within the parish reverting to 20.

We had discussed that on the through road, transitions would be in place to avoid the unworkable cliff edge of 60 down to 20

Speeding is of concern and exacerbated on the through road by entry from the smooth flowing downhill sections of road.

Following the acceptance of our 20 request, OCC proposed to limit the scope to residential roads only.

Parishioners we're canvassed and overwhelmingly supported that scheme.

At our 2023 parish meeting the OCC representative advised the intention "was" for 30 to be reduced throughout in order to mitigate some current issues particularly the obscured junction at the top of the High street.

1. Wherever the 20 was adopted we had understood it would provide a quieter safer and calmer environment.
2. Reduce the risks for pedestrians where paths or verges are not available.
3. Help bus users, cyclists, and horse riders sharing the road space.
4. Aid motorists joining the through road where hedges and verge obstructions pose an increased risk.
5. Allow a meaningful deployment of speed indicator devices.
6. This might provide a saving on resources, insurance companies and not least the highway authority furniture repair bills.

We make the following observations:

Nobody wants to see more verge clutter so it's all the more important we rationalise and correct the old warning signs which do not comply with the TSM.

This is a hangover from the days when the road was unrestricted and is just plain wrong.

Will you take this opportunity to rid us of them?

I have provided details in the past about their erroneous application of which I'm sure you are aware.

If not I can forward again or raise individually on fix my street.

To critique the current scheme offer I have relied on DoT 1/13 sections 3a,4 and 5 guidance.

There is no issues with the proposal for the residential streets

The through road's current 412 m length of 30mph has a transit time of 30 seconds.

At 40 this can be reduced by 7 seconds and at the required 20 it will take 45 seconds.

A theoretical time deficit of 15 seconds on the current situation IF the whole length is 20.

It seems inconceivable this can be considered a hardship .

With regard to the proposal it's all the more surprising that you would want to shave off

412-239 = 173m with the balance remaining at 30 to save just 6- 7seconds .

It complicates our aimed reduction of 10mph encouraged by a speed indicator which the Parish is having to fund .

#### Schedule 1

( a)169m agreed

An improvement would have been a transition from the existing 60 to 40 OR the existing 30 be retained for a length by moving towards Kingham.( see sketch)

Reason - this is a downhill approach into the existing 30 where Speedwatch experienced has shown particularly poor compliance .

The existing 30 signs and village name obstruct the sight line for the vehicles using Lyneham cottages and reduces verge cutting to hand operations.

(b) 70m this makes no sense ,agreed the length is a suitable distance from the hazard but falls short of our expectations.

Reasons:

1. There has been a serious RTI with a vehicle emerging from the Ley's car park which the police attended.
2. The remaining length has no usable verge or footpath and is used daily by pedestrians , school children and others making their way to the bus pick up point or to the bridleway for walks.
3. The speed limit should not be a solution to highway obstructions.
4. Adjacent properties would be quieter .
5. A reduction in risk would help integrate Priory road and the High street into the parish community and encourage exercise and community events.

This photograph below shows a cone where the proposed 20 would start and is inconsistent with the wrongly re-applied SLOW marking ( after the recent resurfacing)and the incorrectly plated sign both of which are 110m from the junction.



The total 20mph length you propose would therefore be  $169+70 = 239$  when the department of transport guidance calls for 400m or exceptionally 300m .

It also calls for it not be used to address specific hazard issues.

Your proposal falls short of meeting those criteria.

The total existing 30 through route is 412m.

C&D are both agreed.

Schedule 2

The existing 30 we had understood would be reverting to 20 , it is as you state 16m from the junction, that's too close and would obviously be better displaced further away or again a transition from 60 to 40 or 30 prior to the bend.

Once again the existing sign obstructs the Priory road junction sight line and reduces verge cutting to hand operations.

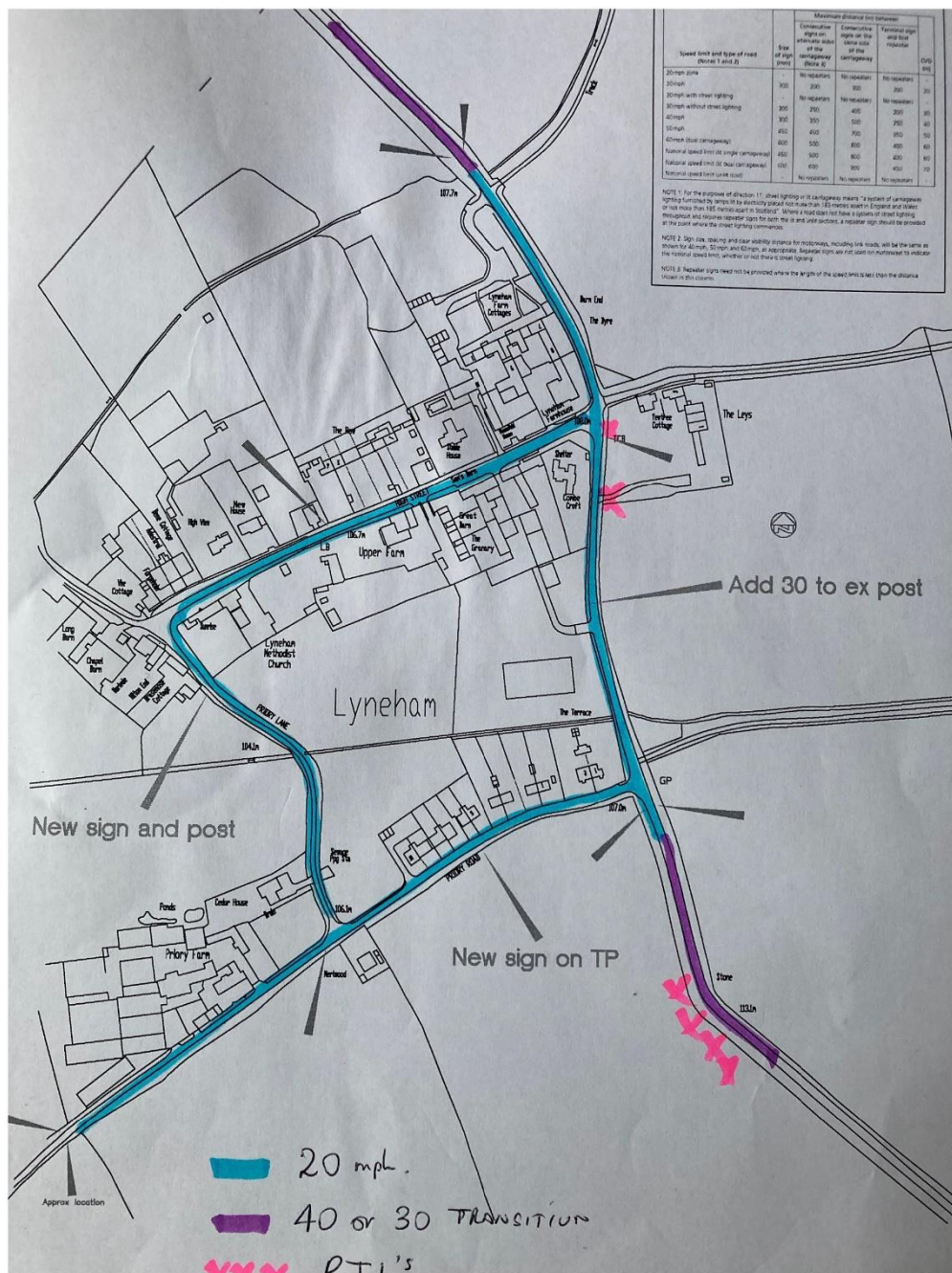
The high speed approach has seen countless accidents for vehicles leaving the road at the bend and taking out the chevrons .

It's preceded erroneously by a signpost as a double bend - it's not

It's a single bend if supplemented with a reduce speed it might help.

Our preference would be as below





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Divisions affected: *Ploughley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **UPPER HEYFORD: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Upper Heyford 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 Upper Heyford by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 14 September and 06 October 2023. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Upper Heyford & Heyford Park parish councils, and the local County Councillor representing the Ploughley division.

### **Statutory Consultee Responses:**

7. Thames Valley Police were the only statutory consultee to respond, they reiterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection.

### **Other Responses:**

8. 55 online responses were received; all from local residents except for a local councillor and two members of the public, one of whom supported the proposals and one objected. One respondent was logged as having no opinion but was considered an objection and one who expressed concerns was deemed in support. The overall position was of 45 in support, one expression of concern that the more open roads where speeds were highest were omitted, and 9 objections.
9. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category,

<b>View/Opinion</b>	<b>Number of responses</b>
Not needed and will make no difference	7
Waste of money	4
Unenforceable	3
Limit will be ignored	2
Increase in accidents from overtaking	1

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

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	6 (11%)
Yes - cycle more	2 (4%)
No	46 (83%)
Other	1 (2%)

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

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

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

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Phil Whitfield 07912523497 Geoff Barrell 07392 318869
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November 2023



**Sheet A**

**Revision 1.0**

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	12.06.23	First draft	C.W		

**OXFORDSHIRE**  
**COUNTY COUNCIL**

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**Project title:** Upper Heyford 20mph Scheme

**Drawing title:**  
Upper Heyford 20mph Scheme Sheet A

**Drawing Status**

Scale @ A3	Drawn by: C.W	Checked by GJB	Approved by GJB
	Date drawn 12.06.23	Date checked 27.06.23	Date approved 27.06.23

Oxfordshire Project No. & File Ref

**Drawing No. 1.0**

**Revision 1.0**

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Member of public, (Kirtlington, Heyford Road)	<p><b>Object</b> – This is waste of money if it is not enforced.</p> <p>Travel change: <b>No</b></p>
(3) Local resident, (Upper Heyford, Mill Lane)	<p><b>Object</b> – 30 mph is quite slow enough.</p> <p>Travel change: <b>No</b></p>
(4) Local resident, (Upper Heyford, Mill Lane)	<p><b>Object</b> – There is already 20 limit at Heyford Park. When car's travelling at 20 they are being overtook by electric bikes and scooters, which is a bigger accident waiting to happen. 30 around our village is fine</p> <p>Travel change: <b>No</b></p>
(5) Local resident, (Upper Heyford, Orchard Lane)	<p><b>Object</b> – Will slow down traffic unnecessarily for a perceived, but not real threat.</p> <p>Travel change: <b>No</b></p>

(6) Local resident, (Upper Heyford, Orchard Lane)	<p><b>Object</b> – Impossible to ‘police’ . Drivers ignore and exceed the 30mph limit as is. The main Somerton Road is a straight through - traffic calming rather than an easily ignored limit’ would be more effective. The 3 village roads are naturally narrow with parked cars etc meaning it’s very hard to do over 20mph. Basically I see it as a pointless unenforceable waste of money</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Upper Heyford, Somerton Road)	<p><b>Object</b> – It's not necessary. And I like the village as it is and probably will not make a difference</p> <p>Travel change: <b>No</b></p>
(8) Local resident, (Upper Heyford, The Green)	<p><b>Object</b> – 0. 20mph is too slow. It is a massive reduction from 30mph. Why not lobby government for a 25mph limit?</p> <ol style="list-style-type: none"> <li>1. A 20 mph speed limit zone is unlikely to slow down a lot of cars;</li> <li>2. The 20 mph limit itself is flawed – unregistered vehicles like electric bikes and cycles can go faster, and do. It is also flawed because large numbers of people are ignoring it – and thus not accepting it (a prerequisite for most law)</li> <li>3. Just because there is funding from the local council for a 20 mph zone doesn’t mean we should have one – this appears to be what’s driving the proliferation of 20mph zones;</li> <li>4. Can the funding be used for speed humps?</li> <li>5. Can we compromise and leave the speed limit at 30 mph on the Somerton Rd (with speed humps away from houses) and have 20mph on the remaining roads in the village? Or start the 20mph on Somerton Road at Camp Road rather than at the start of Station Road where the current 30mph is. So the speed limit from Lower Heyford would go from 60mph to 30mph at the point Station Road turns into Somerton Road, and then 30mph to 20mph at the junction of Somerton Road and Camp Road.</li> <li>6. Has the camera worked on Somerton Road? I think some cars still go much faster than 30 mph;</li> <li>7. 20mph zones have a ripple affect on other speed limits, with more 50mph and 40mph signs dotting the Oxfordshire countryside;</li> <li>8. I spoke to a Liberal Democrat councillor recently (manager of Screwfix in Bicester) and he justified the 20mph zones by saying safety would be improved. Obviously, it would, but by how much? Has this been measured? We appear to be going back to the start of motoring, with someone walking in front of a car with a red flag...</li> </ol> <p>Travel change: <b>No</b></p>

(9) Local resident, (Upper Heyford, Orchard Lane)	<p><b>Object</b> – I think 20 is too slow. When driving condition are such that 20 would be more suitable, sensible drivers would adjust their speed accordingly. Bad/ fast drivers tend to ignore the speed limits anyway. Although I suspect most people would be favour of a 20mph limit in principle, the reality is, from my experience following people through 20 zones they almost always ignore it.</p> <p>Travel change: <b>No</b></p>
(10) Local resident, (Upper heyford, Orchard Lane)	<p><b>Concerns</b> – I am supportive, but unless it's policed it gets abused and as a resident can't rely on it. Examples are in Heyford park where it us constantly abused, and people do not get penalised. We pay taxes, we need our share of police speed camera support.</p> <p>Travel change: <b>No</b></p>
(11) Local resident, (Upper Heyford, College Square)	<p><b>Concerns</b> – I cannot put my full support if the whole of the village is not going to be 20mph this comment ~Sections of existing 30mph speed limit will remain on Somerton Road &amp; Camp Road leading northwards and eastwards out of the village, with Officers having taken the current road environment &amp; traffic usage into account.~ concerns me as this is we're the majority of the speeding occurs</p> <p>Travel change: <b>No</b></p>
(12) Local resident, (Upper Heyford, Somerton Road)	<p><b>Support</b> – I've lived in somerton road all my life and I can't understand how the speed limit can be kept at 30 mph north to south the last 10 or so years it's became a race track it's only a matter of time before someone is killed or seriously injured I hope this is taken into account</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>



(13) Local or County Cllr, (Upper Heyford, Allens Lane)	<b>Support</b> – Reducing speed limits will ultimately slow down speeds  Travel change: <b>No</b>
(14) Local resident, (Upper heyford, Camp Road)	<b>Support</b> – Safety  Travel change: <b>No</b>
(15) Local resident, (Upper Heyford, High Street)	<b>Support</b> – Volume of traffic through the village has increased tremendously over past few years bringing with it some very fast drivers!  Travel change: <b>No</b>
(16) Local resident, (Upper Heyford, High Street)	<b>Support</b> – Cars and tractors speeding through the village even more marked now that other neighbouring villages have reduced to 20. Safety considerations should be paramount.  Travel change: <b>No</b>
(17) Local resident, (Upper Heyford, High Street)	<b>Support</b> – Significant increase in the amount of traffic since the airbase has been developed for housing, and subsequent increase in speeding.  Travel change: <b>No</b>
(18) Local resident, (Upper Heyford, High Street)	<b>Support</b> – People travelling along the top of the village (Somerton Road) are consistently breaking the 30mph speed limit and with the presence of the park, playing fields, village hall and pub located in this road there is a necessity to ensure that vehicles are travelling at a much safer speed for pedestrians. Furthermore, several visitors to the canal walk down from Heyford Park and cross Somerton Road for access.  Travel change: <b>No</b>

(19) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – I have real worries about the number of cars that speed along the main road in UH, when there are houses on one side, no proper footpath and a playground and playing field on the other side. Unless we reduce the speed limit I worry that a child will be injured or worse</p> <p>Travel change: <b>Other</b> I would like to cycle more - but there are too many dangerous potholes on all the roads near us - it is not just about reducing speed limits. Cycling is so dangerous at the moment</p>
(20) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – Need traffic to slow down on the narrow village roads</p> <p>Travel change: <b>No</b></p>
(21) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – Children crossing road to go to playground</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(22) Local resident, (Upper Heyford, Mill Lane)	<p><b>Support</b> – The driving speeds through the village are frequently in excess of the limits, sometimes ridiculously so, including - surprisingly - down the High Street and Mill Lane. The traffic within the village has increased in both volume and speed quite considerably since the growth of Heyford Park.</p> <p>As the main Somerton Road is effectively straight, and visibility is - seemingly to drivers - good, there's little discouragement to drive appropriately for a village environment, one mostly without footpaths (except in its centre). I should mention that I was on the Mid-Cherwell Neighbourhood Plan Traffic and Transport Working Group, looking T&amp;T throughout the surrounding area. Upper Heyford were awarded a lead/demonstration traffic calming/mitigation project grant, which was eventually cancelled through insufficient additional funding.</p> <p>Travel change: <b>No</b></p>

(23) Local resident, (Upper Heyford, Mill Lane)	<p><b>Support</b> – The village is a straight run between Somerton and Lower Heyford. Our SID has recorded speed of up to 75mph in the middle of the day travelling from Somerton direction. Our PC would be happy to share the speed data that has been recorded. We are one of the last villages in the area that is not a 20Mph zone.</p> <p>Travel change: <b>No</b></p>
(24) Local resident, (Upper Heyford, Mill Lane)	<p><b>Support</b> – When walking my dog and crossing the road I feel cars pass quickly</p> <p>Travel change: <b>No</b></p>
(25) Local resident, (Upper Heyford, Mill Lane)	<p><b>Support</b> – It is essential for safety reasons</p> <p>Travel change: <b>No</b></p>
(26) Local resident, (Upper Heyford, Mill Lane)	<p><b>Support</b> – I have witnessed far too many motorists breaking the current limit of 30mph on camp rd. many heading towards the Heyford base. Not only do I support the reduction to 20mph but also to add further measures to slow the through traffic down.</p> <p>Travel change: <b>No</b></p>
(27) Local resident, (Upper Heyford, Mill Lane)	<p><b>Support</b> – Vehicles entering the village from Somerton travel too fast making it dangerous to access the playground and village hall.</p> <p>Travel change: <b>No</b></p>
(28) Local resident, (Upper Heyford, Mill Lane)	<p><b>Support</b> – All local villages have a 20 mph limit so we should have the same limit</p> <p>Travel change: <b>No</b></p>

(29) Local resident, (Upper Heyford, Orchard Lane)	<p><b>Support</b> – People speed dangerously through the village</p> <p>Travel change: <b>No</b></p>
(30) Local resident, (Upper Heyford, Orchard Lane)	<p><b>Support</b> – There are many children using the village playgrounds and visibility coming out of the side roads is compromised</p> <p>Travel change: <b>No</b></p>
(31) Local resident, (Upper Heyford, Orchard Lane)	<p><b>Support</b> – 20mph exists in many surrounding villages and towns. despite the 30mph limit in upper heyford drivers regularly exceed 40mph as evidenced by the speedwatch carried out some time ago without any action from the county council or police. A 20mph limit should reduce speeding to at least the existing limit</p> <p>Travel change: <b>No</b></p>
(32) Local resident, (Upper Heyford, School Lane)	<p><b>Support</b> – The Somerton Road has many potential hazards for drivers, including the playing field, village hall, allotments, pub, three road junctions into the village and of course Camp Road. The 20MPH limit therefore seems appropriate and is in line with other nearby villages.</p> <p>Travel change: <b>No</b></p>
(33) Local resident, (Upper Heyford, Somerton Road)	<p><b>Support</b> – I am concerned that the 30mph limit will remain on the Somerton road Northwards out of the village. Cars regularly pass my driveway well in excess of 30mph, making it highly unsafe when our family exits the driveway by car, bike or on foot; not to mention extremely noisy. I sincerely hope that this will be reconsidered and the 20mph speed limit extended to cover the full length of the village.</p> <p>Travel change: <b>No</b></p>

(34) Local resident, (Upper Heyford, Somerton Road)	<p><b>Support</b> – People drive very fast through the village on Somerton road. Traffic calming measures like Somerton has (one lane gates) would also be good at entrance to the village from the north and before camp road on the south</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(35) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – Drivers are going too fast in and around our village so infact we need traffic calmers too inorder to slow down drivers..</p> <p>Travel change: <b>No</b></p>
(36) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – Safety</p> <p>Travel change: <b>No</b></p>
(37) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – Narrow road with vehicles constantly driving too fast</p> <p>Travel change: <b>No</b></p>
(38) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – Because drivers race along Somerton Road. One day there will be an accident!</p> <p>Travel change: <b>No</b></p>
(39) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – We live right by the high street and many cars drive faster than 30mph. A mixture of villagers and visitors</p> <p>Travel change: <b>No</b></p>
(40) Local resident, (Upper Heyford, High Street)	

	<p><b>Support</b> – The proposed 20mph limit appears to stop west of the village hall on Somerstown Road and yet housing continues to the current 30 limit. The Kirtlington 20 limit covers the entire built up area of the village so shouldn't all the houses facing Somerton Road be covered by the 20 limit?</p> <p>Travel change: <b>No</b></p>
(41) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – Speeds along Somerton Road especially are excessive, despite the speed measuring sensor that does slow people down. 20mph - if enforced - would help to reduce this</p> <p>Travel change: <b>No</b></p>
(42) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – We are a small village with narrow roads in the village itself and a children's playground adjacent to a through road (Somerton Road). All the safety evidence shows risk of accident harm is substantially reduced at 20mph rather than 30mph</p> <p>Travel change: <b>No</b></p>
(43) Local resident, (Upper Heyford, High Street)	<p><b>Support</b> – Vehicles and motorcycles constantly driving too fast on village roads</p> <p>Travel change: <b>No</b></p>
(44) Local resident, (Upper Heyford, Mill Lane)	<p><b>Support</b> – Speeding is so bad in our village 20mph is a must</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(45) Local resident, (Upper Heyford, Mill Lane)	<p><b>Support</b> – As a resident of Mill Lane all too often people speed down our little road as well as along the main road at the top. It's not very safe to cross the road to the park or towards the bus stop and camp road at times. Most drivers drive over 30. They need to drive more slowly before someone gets knocked over.</p> <p>Travel change: <b>No</b></p>

(46) Local resident, (Upper Heyford, Mill Lane)	<b>Support – Noise</b> Travel change: <b>No</b>
(47) Local resident, (Upper Heyford, Mill Lane)	<b>Support –</b> I notice a lot of villages are now 20mph and this is great news as the lower limit will help towards safeguarding children, residents and slow the speeders down. However, I would like to see these new restrictions policed better. There are still lunatic drivers breaking limits and getting aggressive with those that oblige by the new limits. Travel change: <b>Yes – walk/wheel more</b>
(48) Local resident, (Upper Heyford, Mill Lane)	<b>Support –</b> I have young children and some of The junctions cars (and tractors) really speed Through The village Travel change: <b>Yes - cycle more</b>
(49) Local resident, (Upper Heyford, New College Square)	<b>Support –</b> I support the proposal because the children have to cross a main road to get to the village playground and as such the traffic speeds should be restricted Travel change: <b>No</b>
(50) Local resident, (Upper Heyford, Somerton Road)	<b>Support –</b> Desire to reduce excessive speeding in the village Travel change: <b>No</b>

<p>(51) Local resident, (Upper Heyford, Somerton Road)</p>	<p><b>Support</b> – I live right on the main road through upper heyford and the allotments are opposite. The speed at which all vehicles go through is extremely fast. Particularly farm vehicles. I think with a 20 limit this will bring that speed down to a safer level and also reduce the noise pollution from the engines as cars and tractors roar through</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(52) Local resident, (Upper Heyford, Somerton Road)</p>	<p><b>Support</b> – I live on Somerton Road and listen to cars speeding through the village day and night. Very much support a lower speed limit.</p> <p>Travel change: <b>No</b></p>
<p>(53) Member of public, (Upper Heyford, Heyford Park)</p>	<p><b>Support</b> – Because it makes sense to have a 20mph it's a small village with cars parked on sides of roads and no footpath for a big park of the village</p> <p>Travel change: <b>No</b></p>
<p>(54) Local resident, (Upper Heyford, Somerton Road)</p>	<p><b>Support</b> – I live on Somerton Road, Upper Heyford - and through traffic from Somerton to Lower Heyford (and vice versa) often exceeds the 30mph limit (including farm traffic) I support a lower speed limit - however I am sceptical because the current 30mph limit is simply not enforced, and I fear that just lowering limit alone will not help unless it is enforced with some random visible traffic police presence</p> <p>Travel change: <b>No</b></p>
<p>(55) Local resident, (Upper Heyford, Mill Lane)</p>	<p><b>Support</b> – I walk my dog around the village multiple times a day, take my daughter to the school bus stop on the main road and take both kids to the playground so regularly have to cross the main road and the speed at which people drive through our Village is frightening as a parent. The thought of what could happen does not bear thinking about. The proposal to reduce the speed to 20mph will at least encourage drivers to slow to a more acceptable speed and reduce the risk of a fatality occurring in our lovely village.</p>



	<p>I find it very difficult to understand why almost every other village around us is already at 20mph which are supported by other aids to reduce speed and our village remains at 30mph with nothing to encourage/ remind drivers of the need to drive safely through our village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(56) Local resident, (Upper Heyford, Orchard Lane)</p>	<p><b>No opinion</b> – I have lived in Upper Heyford for 18 years with the speed limit at 30 mph. We have safe areas for children away from the traffic on the main Somerton Rd. I do not see a 20mph speed limit as a priority as there are many more pressing issues to address</p> <p>Travel change: <b>No</b></p>

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Divisions affected: *Wheatley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **TIDDINGTON: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Tiddington 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 Tiddington by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 07 September and 29 September 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, Tiddington parish council, and the local County Councillor representing the Wheatley division.

### **Statutory Consultee Responses:**

7. Thames Valley Police and Tiddington Parish Council responded to the consultation. The Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. The Parish Council expressed support for the proposals but also seek a 20mph limit on the A418 as they state that it splits the village and many parishioners, including school children, need to cross the road regularly. In addition they ask that the speed limit on the A40 though Milton Common is reduced from 40mph.

### **Other Responses:**

8. A single online response was received and while stating support the respondent mirrored the parish council in seeking a lower limit on the A418.
9. The consultation responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

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

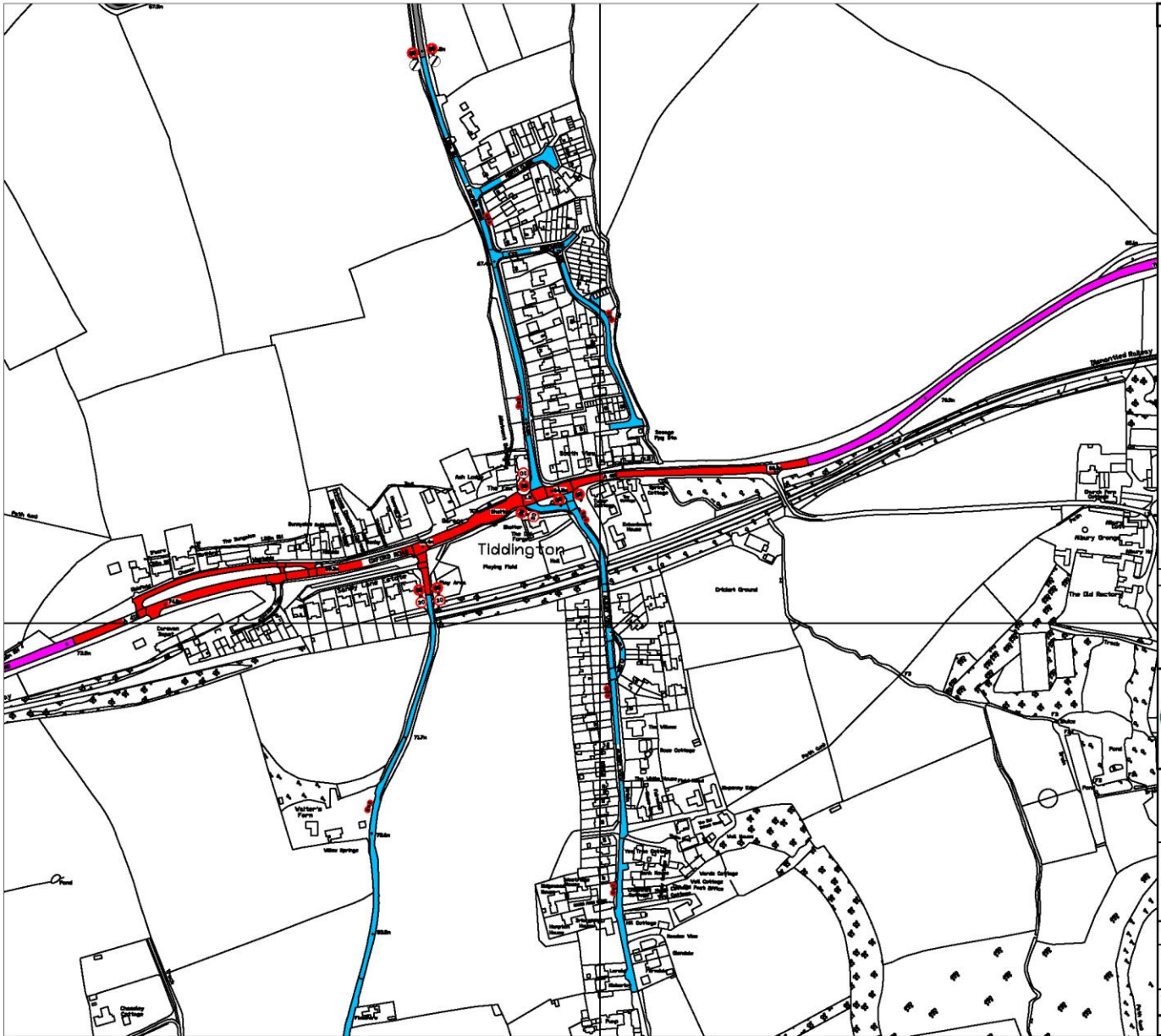
10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help 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. Officers consider the exiting 30mph speed limit on the A418 through Tiddington to be a realistic compromise given its strategic nature and that most dwellings are set back from the road. The A40 in Milton Common is in the parish of Great Milton and while officers believe there may be a case for the limit to be reduced over a short section this is not deemed critical and has not been sought within the Great Milton consultation.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1 & 2: Consultation plans Annex 3: Consultation responses
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Contact Officers:	Phil Whitfield 07912523497 Geoff Barrell 07392 318869
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November 2023



Tiddington Overview 1

Revision 1.0

Legend

Proposed 20	Blue
Existing 30	Red
Existing 50	Magenta
Existing NSL	Grey
Not Public Highway	White

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	30.06.20	Proposed 1	C.R.		

**OXFORDSHIRE COUNTY COUNCIL**  
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Director for Infrastructure Delivery  
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Project title: Tiddington 20mph Scheme

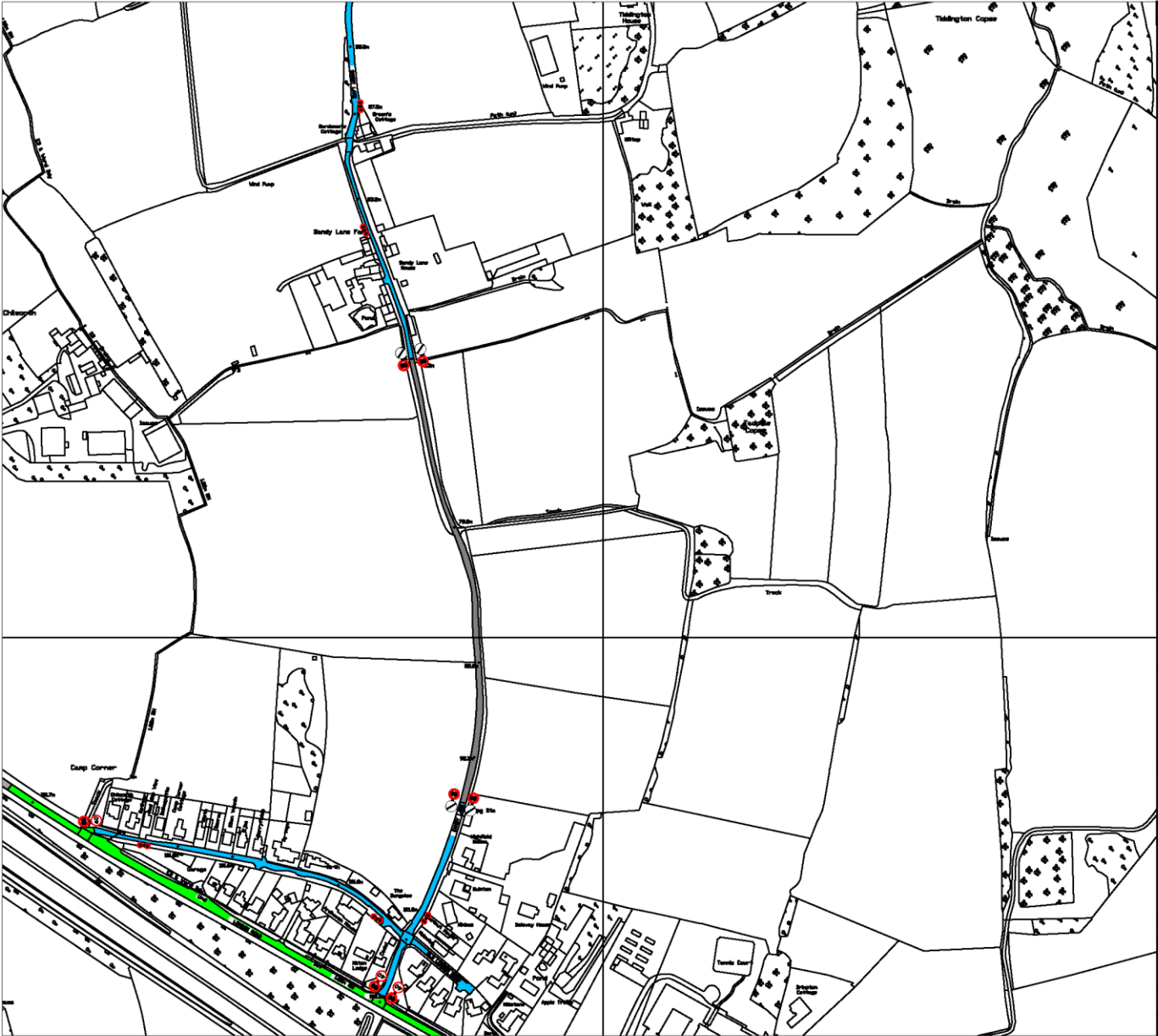
Drawing title:  
Tiddington 20mph Scheme Overview 1  
Northern Half

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: G.J.B.	Approved by: G.J.B.
	Date drawn: 10.02.23	Date checked:	Date approved:

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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Tiddington Overview 2

Revision 1.0

Legend

Proposed 20	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	30.06.20	Proposal 1	C.R.		

Oxfordshire

County Council

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Director for

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Tel 0845 310 1111

Project title: Tiddington 20mph Scheme

Drawing title:

Tiddington 20mph Scheme Overview 2

Southern Half

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by	Approved by
		G.J.B.	
	Date drawn	Date checked	Date approved
	10.02.23		

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

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

	<ul style="list-style-type: none"> <li>• road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2)Tiddington with Albury Parish Council	<p><b>Support</b> – fully support the proposed 20mph speed limits within the Parish.</p> <p>We would, also however, like to request that through the Tiddington village on the A418, the speed limit is also reduced to 20mph from 30mph. Due to the village being split by the A418, we have many of our parishioners, including school children, who need to cross the road on a regular/ daily basis.</p> <p>In addition we would also like to request that the speed limit on the A40 though Milton Common is reduced from 40mph. Although we have recently installed Safety Cameras along this stretch, the cars, and especially the many lorries who use this road, can do so at great speed, making it quite dangerous for pedestrians and those crossing the road, including school children.</p>
(3) Local resident, (Milton Common, London Road)	<p><b>Support</b> – To make the roads safer to use - however I am disappointed that the A40 through Milton Common is to remain at 40mph and do not understand why the residents here are treated differently. As a resident who walks these roads the speed and closeness of cars and lorries that exceed this speed is frightening and to not even take the opportunity to reduce back to 30 mph as it used to be is sad.</p>



Divisions affected: *Woodstock*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **TACKLEY: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Tackley 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 Tackley by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 14 September and 06 October 2023. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Tackley Parish Council, and the local County Councillor representing the Woodstock division.

### **Statutory Consultee Responses:**

7. Thames Valley Police, the Local Member, and Parish Council responded to the consultation. The Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. The Parish Council support the proposals but suggests they be extended to include Church Hill on the south-western approach to the village; this view is supported by the Local Member.

### **Other Responses:**

8. Eight emails and online responses were received; four were supportive of the proposals, with four objections. All objectors cited the proposals as unnecessary with no accident justification; two also suggested enforcing the existing limit instead including with physical calming, and 1 was concerned at the effect it would have on bus timetables. Perversely one of the objectors suggested that any 20mph limit should include Church Hill. One respondent was concerned that the new development will be excluded but all new residential developments across Oxfordshire will be signed as 20mph limits.
9. The consultation responses are shown in **Annex 2**, 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 help 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. A modest level of public engagement concluded an equal balance of support and objection. A call from the parish council and local member to include Church Hill within the proposed 20 mph limit is acknowledged, however officers suggest the section of around 400m is predominately rural with the only activity being the church entrance. A 20 limit here would dilute the effect within the core village and remove the potential of a strong gateway feature at the entrance to the main village.

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


November 2023



Drawing No. \_\_\_\_\_


Notes:

 Proposed 20mph limit

 Existing 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**

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Project title

Tackley 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB

Date drawn	Date checked	Date approved
16/06/23	21/06/23	21/06/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Tackley Parish Council	<p>Tackley Parish Council would like it noted that on the consultation meeting on Friday the 6th October that we as a village are quite concerned at the Bus company stating it would effect there time table on Church Hill if it was 20mph,</p> <p>I would like to point out that on reviewing the speed that they do at present it is not 30mph and rather lower than that as the other day I came into Tackley on Church hill and the bus was coming up the hill towards me and needed to be on my side of the road to avoid the Church wall that edges on to the road and at that point it is a chicane and we both needed to stop as the bus would of hit me head on, so I do think this needs to be reviewed as it makes a complete waste of time if this is not considered,</p> <p>Remember this is about safety!</p>
(3) Local resident, (Tackley, Roman Place)	<p><b>Object</b> – We have all now had experience of the irrationality when driving through other villages at unnecessarily slow speeds, and the near impossibility to consistently drive below 20mph.</p> <p>It appears to me that the plague of 20 limits is a result of group think and dogma rather than logic and evidence. The only fact that seems to be quoted is the truism that if you hit someone at 30 they will be much more seriously injured than if you hit them at 20, but nobody has ever demonstrated that this is in any way relevant to the debate.</p> <p>The problem in Tackley is speeding on Rousham, Medcroft and Church Hill, so I would suggest that a significant increase in safety in Tackley could be achieved by enforcing the 30 by active or passive means, such as pillows,</p>

	<p>bumps or average speed cameras. If the 20 is not enforced, then you will have achieved nothing as the same people will continue to exceed the speed limit in these areas, which again we can see is quite blatant in the other villages around us.</p> <p>The main unintended consequence is the stretching of the bus timetable (by about 30% I believe), which makes the bus service more expensive for the operator and less efficient, leading to an increase in road traffic by those like myself who would rather use the bus, but now prefer the car as the bus service doesn't work.</p>
(4) Local resident, (Tackley, Ashwell Bank Lane)	<p><b>Object</b> – I disagree with this proposal. I do not believe that this is needed within Tackley and there should be no change to the current national speed limit in residential areas.</p> <p>Tackley is not a thoroughfare for traffic. The majority of the people who are using the roads within Tackley are residents of Tackley and respect the village by naturally driving in a courteous manner.</p> <p>There are enough natural bends within the road and parked cars which prevents people from speeding.</p> <p>I have never felt unsafe walking on the pavements related to any transportation including the bus on the road.</p> <p>Tackley is a long village and it is impossible for drivers to be able to stay below 20 mph.</p> <p>There are no hazardous areas on the proposed plan to implement a new speed limit e.g., schools, shops.</p> <p>The idea of 20 mph is to encourage people to leave their cars and get on that bike or public transportation. This it's not applicable to a village where there is reduced public transportation and for anyone to be able to go anywhere you have to go by car.. If anything, the money should not be spent on changing signs across the county from 30 to 20 but improving the transportation system to people who do not live in the main cities and towns of Oxfordshire. We have no trains on Sundays. The bus times do not work for a lot of people travelling to school and work. The bus and train fares are extremely high and it is cheaper for a family to travel by car. The public transportation does not connect to local areas e.g., Woodstock or Bicester without having to change making it expensive and impractical.</p> <p>There are numerous bike riders within the village who cycle for recreation including a club and there are riders who cycle through the village on a regular basis indicating that they feel safe and therefore speed does not need to be reduced.</p> <p>By County using funds to improve transportation within villages would have a greater effect on air pollution than by reducing the speed.</p>
(5) Email response, (unknown)	

	<p><b>Object</b> – disagree with this proposal. I do not believe that this is needed within Tackley and there should be no change to the current national speed limit in residential areas.</p> <p>Tackley is not a thoroughfare for traffic. The majority of the people who are using the roads within Tackley are residents of Tackley and respect the village by naturally driving in a courteous manner.</p> <p>I have never felt unsafe walking on the pavements related to any transportation including the bus on the road.</p> <p>Tackley is a long village and it is impossible for drivers to be able to stay below 20 mph. This is especially on Churchill Hill where there is a long stretch with nothing but sheep pens on either side (no house)</p> <p>There are no hazardous areas on the proposed plan to implement a new speed limit e.g., schools, shops.</p> <p>The idea of 20 mph is to encourage people to leave their cars and get on that bike or public transportation. This it's not applicable to a village where there is reduced public transportation and for anyone to be able to go anywhere you have to go by car.. If anything, the money should not be spent on changing signs across the county from 30 to 20 but improving the transportation system to people who do not live in the main cities and towns of Oxfordshire. We have no trains on Sundays. The bus times do not work for a lot of people travelling to school and work. The bus and train fares are extremely high and it is cheaper for a family to travel by car. The public transportation does not connect to local areas e.g., Woodstock or Bicester without having to change making it expensive and impractical.</p> <p>By County using funds to improve transportation within villages would have a greater effect on air pollution than by reducing the speed.</p>
(6) Local Cllr, (Tackley, Church Hill)	<p><b>Concerns</b> – Personally if 10 seconds is going to make a difference on Churchill to their time table on a hill with a chicane and a concealed high dry stone wall to the road side and a 90 degree bend at the end with a bus then they are not in total control of their vehicle if they needed to avoid an incident. Its difficult to do 30mph with a car let along a wide long bus! I'm sure they don't do 30 mph now, This is the bus company trying to flex their muscles against the Council. More Bikes and people walking their dogs going up and down Churchill hill over the last three years has increased.</p> <p>I don't need to tell you the statistics of hitting a person at 30mph in a bus would kill them, at 20mph the statistics they stand a chance of broken limbs and bruises! do they want this on the hands!</p>



	<p>The reason I'm telling you this information is that i run a company called Recare, and Rebotics, of which we supply mobility products and high end Exoskeletons for people that have had such accidents in life, also over 43 years in this industry i have been part of the Crash testing of mobility products within Wheelchair accessible vehicles and to see what 10 mph makes is a lot of difference in being able to stop to avoid an accident.</p> <p>I'm sorry but if this is not 20mph through the complete village the whole 20mph scheme is a total waste of time!</p> <p>I would like to be present at the next consultation meeting please! so please keep me posted.</p>
(7) Local resident, (Tackley, Medcroft Road)	<p><b>Concerns</b> – I do not share the County Council's enthusiasm for replacing the 30mph with a 20mph limit, but must accept the policy is already implemented around the County. I firmly believe that our biggest problem is speeding vehicles but this will not be solved by adjusting the limit ! Any limit requires an effective method of enforcement and there seems to be little evidence that this is intended.</p> <p>I also cannot understand the decision to maintain the 30mph on a section of church hill, given the various activities associated with the church ( weddings, funerals and services etc ) where the existing road configuration is currently hazardous.</p>
(8) Member of public, (Tackley, Rousham Road)	<p><b>Support</b> – With an increase in population and traffic in the village due to the two new developments over the last few years, reducing the speed of traffic in the village will increase safety for the many pedestrians walking around.</p>
(9) Local resident, (Tackley, Ashwell Bank Lane)	<p><b>Support</b> – We support the proposed Traffic Order subject to the following matter being resolved. Ashwell Bank Lane and its side roads has been omitted from the Order. It is a new estate that has been the subject of complaints by residents regarding speeding.</p> <p>We are worried that the Order signage in the village will imply that in the absence to the contrary Ashwell Bank Lane will become only subject to the national speed limit. That would be a dangerous nonsense.</p>
(10) Local resident, (Tackley, Chaundy Road)	<p><b>Support</b> – While most people drive through the village at a sensible speed, there are some who do not, regrettably, including some locals.</p>

	I know from my time running the Highways and Traffic division with Oxford City Council and the research I saw then, that reducing traffic speeds both reduces the likelihood of accidents in the first place because drivers have more time to react to a developing situation, but also reduces potential injuries or vehicle damage because of the lower impact speeds.
(11) Email response, (unknown)	<b>Support</b> – The roads in the village are unsuited to speeds above 20mph.

Divisions affected: *Hanborough & Minster Lovell*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **RAMSDEN: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Ramsden 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 Ramsden by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 21 September and 13 October 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, West Oxfordshire District Council, the local District Cllrs, Ramsden parish council,

Finstock parish council, and the local County Councillors representing the Hanborough & Minster Lovell and the Charlbury & Wychwood divisions.

### **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. The Parish Council also supported the proposals.

### **Other Responses:**

8. 18 further responses were received; all except for a single member of the public expressing concerns were from local residents 14 of whom supported the proposals, two expressed concerns and one objected. Two of those not in support suggested the limit would be ineffective while one expression of concern centred around the need for further extension of the proposals on some routes and conversely another concern was centred on the need for the proposals to be restricted to the core village.
9. 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	8 (42%)
Yes - cycle more	1 (5%)
No	9 (48%)
Other	1 (5%)

10. The consultation 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 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 help 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. While there was a modest level of engagement, clear support was shown for the proposals with a single objection. Officers believe the current proposals encompass the core village with gateways at logical locations on each approach and no benefit would derive from further amendment.

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

November 2023



Drawing Status			
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Drawing No. 1.0			Revision 1.0

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Ramsden Parish Council	<p><b>Support</b> - Other than these comments Parish Council is supportive of the proposals.</p> <ol style="list-style-type: none"> <li>1. Omit repeater sign B7 on Wilcote Lane</li> <li>2. Add the "unrestricted speed " zone on Skippett Lane to the 20 mph zone in both the Ramsden and Finstock plans.</li> </ol>
(3) Local Resident, (Ramsden, High Street)	<p><b>Object</b> - Drivers who will obey the new limit will generally already be driving with care, whilst those who will not, will ignore the lowered limit. The worst offenders are the delivery drivers and it is most unlikely they will alter their driving habits.</p> <p>Travel change: <b>No</b></p>
(4) Local Resident, (Ramsden, High Street)	<p><b>Concerns</b> - 20 mph will have no effect on perpetrators of the speeding .. usually occurring early in the morning . Especially as the council have no powers to have it inforced.</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Ramsden, Wilcote Lane)	<p><b>Concerns</b> - Fully support, but it needs to extend further up Akeman Street. It is currently shown as stopping right outside the village playing field, by the entrance to the car park, where cars are exiting with very limited visibility. At</p>



	<p>least a further 100m would be safer.</p> <p>It also seems a shame not to join up the Ramsden zone with the Finstock Zone, given that nobody should be driving faster than 20 on that road anyway. That lane is used frequently by walkers and cyclists, and is little more than a footpath. Any car driving along forces pedestrians to squeeze up against the bank. Drivers should definitely not be given the impression they can drive faster. It should also extend further up the High Street towards the Witney Road, to get past the final dwelling in the village (Cherry Tree Cottage).</p> <p>Travel change: <b>No</b></p>
(6) Member of public, (Stonesfield, Slate Crescent)	<p><b>Concerns</b> - The centre of Ramsden is difficult to drive at more than 20mph currently as it is narrow and there are parked cars. However the proposed extent of the 20mph limit is too far along the road towards the Delly End / Wilcote junction and also beyond the houses in the road going west from the church.. I think the 20mph limits should be applied in a limited way.</p> <p>Travel change: <b>No</b></p>
(7) Local Resident, (Hailey, Delly End)	<p><b>Support</b> - Reduction in accidents and in injuries from RTAs, lower pollution, reduced noise and disruption to residents and visitors. Protection of verges and street furniture, and fewer incidents of damage to parked vehicles. Safer and easier passage for cyclists, pedestrians and hikers.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(8) Local Resident, (Ramsden, High Street)	<p><b>Support</b> - Many people race through the village as a rat run with no consideration for local residents. It's unsafe for both people and their pets. One elderly man I know who is currently receiving chemotherapy had to jump out of the way of a car moving over 50pmh and he tripped and broke his hip. The driver didn't even stop. There is increasing traffic through the village and a 20mph limit would help drivers respect the fact they are moving through a residential neighbourhood. There are also young children in the village who are at risk from fast moving cars.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(9) Local Resident, (Ramsden, High Steet)	<p><b>Support</b> - Feel 20mph is more appropriate for a residential road where pedestrians have to walk down the carriageway because there is little in the way of pavements. There is also no lighting.</p> <p>Travel change: <b>No</b></p>
(10) Local Resident, (Ramsden, High Street)	<p><b>Support</b> - 20 is sufficient for the conditions in the village with many houses directly on the road and no pavements.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (Ramsden, High Street Ramsden)	<p><b>Support</b> - There is no footpath through most of the village and the road is relatively narrow. As a frequent pedestrian, a limit of 30 mph is too fast for cars to be passing by. 20mph will create a safer environment and reduce noise.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(12) Local Resident, (Ramsden, Lower End)	<p><b>Support</b> - Through traffic often passes through Ramsden at a high speed. The pavements are not continuous and speeding cars present a real danger to pedestrians and a risk of damage to resident's parked cars.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(13) Local Resident, (Ramsden, Lower End)	<p><b>Support</b> - We live on lower end where there are no parked cars to slow down traffic, and a blind corner. Cars launch themselves from the memorial down the road, and also when entering the village in the opposite direction. We have had a number of near misses when exiting our drive on foot (there are no pavements) and also exiting by car. Plus walking down the road by the corner is hazardous.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(14) Local Resident, (Ramsden, Mount Skippett)	<p><b>Support</b> - Given the almost complete absence of pavements, cars travelling at the current speed limit of 30 mph endanger the lives of pedestrians.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(15) Local Resident, (Ramsden, Mount Skippett)	<b>Support</b> - Safety  Travel change: <b>No</b>
(16) Local Resident, (Ramsden, Wilcote Lane)	<b>Support</b> - Whilst I support the proposal in principle - I have a number of concerns about the details. In particular the 20MPH limit should begin at the junction of the Hight Street and the B4022 and proposed number and siting of the 20MPH signs which are excessive and intrusive for a village of this size, situated within a Conservation Area.  Travel change: <b>No</b>
(17) Local Resident, (Ramsden, Akeman Street)	<b>Support</b> - Living along Akeman Street, many vehicles speed along the narrow road especially by the play park. Many walkers, cyclists and horse riders use the old Roman Road because of its historic past and because it is a lovely thoroughfare. Reducing the speed limit will hopefully encourage drivers to drive slower and safely, without putting anyone at risk.  Travel change: <b>Yes – walk/wheel more</b>
(18) Local Resident, (Ramsden, High Street)	<b>Support</b> - The High Street is increasingly busy with passing traffic. Most cars drive well over 30 and show little thought for pedestrians (there are no pavements). 20 is fast enough and even if many drivers will not keep to a 20mph limit it will tend to reduce their speeds.  Travel change: <b>Yes – walk/wheel more</b>
(19) Local Resident, (Ramsden, Wilcote Lane)	<b>Support</b> - Too many cars are travelling unsafely fast through the village  Travel change: <b>No</b>

<p>(20) Local Resident, (Ramsden, Pond Lane)</p>	<p><b>Support</b> - Some motorists travel much too fast through our village ... especially it seems, those non-residents, who use the High Street as a short-cut. A 20 mph speed limit (if clearly signed and enforced) would help to slow them down. Not only would this be safer for pedestrians, animals and other vehicles, it would also be environmentally preferable.</p> <p>Travel change: <b>Yes - cycle more</b></p>
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Divisions affected: *Hanborough & Minster Lovell*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **MINSTER LOVELL: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Minster Lovell 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 Minster Lovell by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 11 October and 03 November 2023. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Minster Lovell parish

council, and the local County Councillor representing the Hanborough & Minster Lovell division.

### **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. Oxford Bus Company support the proposals.

### **Other Responses:**

8. Nine online responses were received with three local residents expressing support but four along with two members of the public in objection. One member of the public was very forthright in their condemnation, but other views were more measured with two suggesting the proposals were not needed and a waste of money. Concerns over congestion, pollution, and slower journeys as well as a preference to instead enforce the existing limits were expressed once by a respondent.
9. The consultation responses are shown in **Annex 2**, 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 help 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. Online objectors outnumbered supporters by 2 to 1, albeit with a modest level of engagement.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Phil Whitfield 07912523497 Geoff Barrell 07392 318869
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November 2023

Drawing No.

Notes:

- Proposed 20mph limit
- Existing 30mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title  
  
Minster Lovell 20mph

Drawing title  
  
General Layout

Drawing Status			
Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 02/10/23	Date checked 02/10/23	Date approved 02/10/23

Oxfordshire Project No. & File Ref	
Drawing No.	Revision

Sheet A

Sheet B

Sheet C

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



	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Managing Director (Go Ahead Group)	<b>Support</b> – We have no issues with the proposals, as shared and are happy to support them.
(3) Member of public, (Abingdon, South Avenue)	<b>Object</b> - Utterly ridiculous, it increases congestion which this Marxist council wants to put across its extremism anti motorist ideas. Why are you hell bent on bringing Oxfordshire to a standstill? Let's hope you are voted out very soon comrades!
(4) Local resident, (Minster Lovell, Burford Road)	<b>Object</b> - Dont fix what is not broken, if you want to do something enforce the 40mph. 75% of the vehicles do closer to 60mph through the 40mph and there has never been a speed camera van there is 23 years.
(5) Local resident, (Minster Lovell, Ripley Avenue)	<b>Object</b> - The change is unnecessary
(6) Local resident, (Minster Lovell, Ripley Avenue)	<b>Object</b> - Waste of money. Better spend on important things
(7) Member of public, (Minster Lovell, Upper Crescent)	<b>Object</b> - 20 mph does not help environment it causes the cars to be driven in low gears causing more fuel waste going into the air absolute waste of money with all new signs. Mend the pot holes instead the roads are shocking

(8) Local resident, (Minster Lovell, Upper Crescent )	<b>Object</b> - It's a blank 20 doesn't take into account the main roads and commuters
(9) Local resident, (Minster Lovell, Ripley Avenue)	<b>Support</b> - Pedestrian safety
(10) Local resident, (Minster Lovell, Brize Norton Road)	<b>Support</b> - cut down on road noise and safer due to very narrow path . Buses and lorries mount the path to pass . Been hit by a van wing mirror whilst walking along Brize Norton road . The van didn't stop . Dangerous road .
(11) Local resident, (Minster Lovell, Wenrisc Drive)	<b>Support</b> - We would like to see the 30 mph restrictions all reduced to 20mph. Both from safety and noise. The reason we would also like to see the main road through minster 20 as well is pedestrian safety when walking along the footpath. Due to the width of the road vehicles travel close to path, some with wing mirrors that overhang the path, and when there is loud noise from a trailer or skip lorry chains it is startling and could lead to an accident. The volume of traffic through the village is now very high and most travelling too fast

Divisions affected: *Sutton Courtenay & Marcham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **MILTON (ABINGDON): PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Milton (Abingdon) 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 Milton by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 06 September and 29 September 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, Milton parish council, and the local County Councillor representing the Sutton Courtenay & Marcham division.

### **Statutory Consultee Responses:**

7. Thames Valley Police were the only statutory consultee respondent; they reiterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection.

### **Other Responses:**

8. Three online responses and an email were received. A member of the public stated support, but their response suggested they considered the proposals to be unnecessary. The three local resident objections centred around the proposals: being unnecessary (two mentions), no accident reduction justification (two), increased pollution (one), and will not be respected (one).
9. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

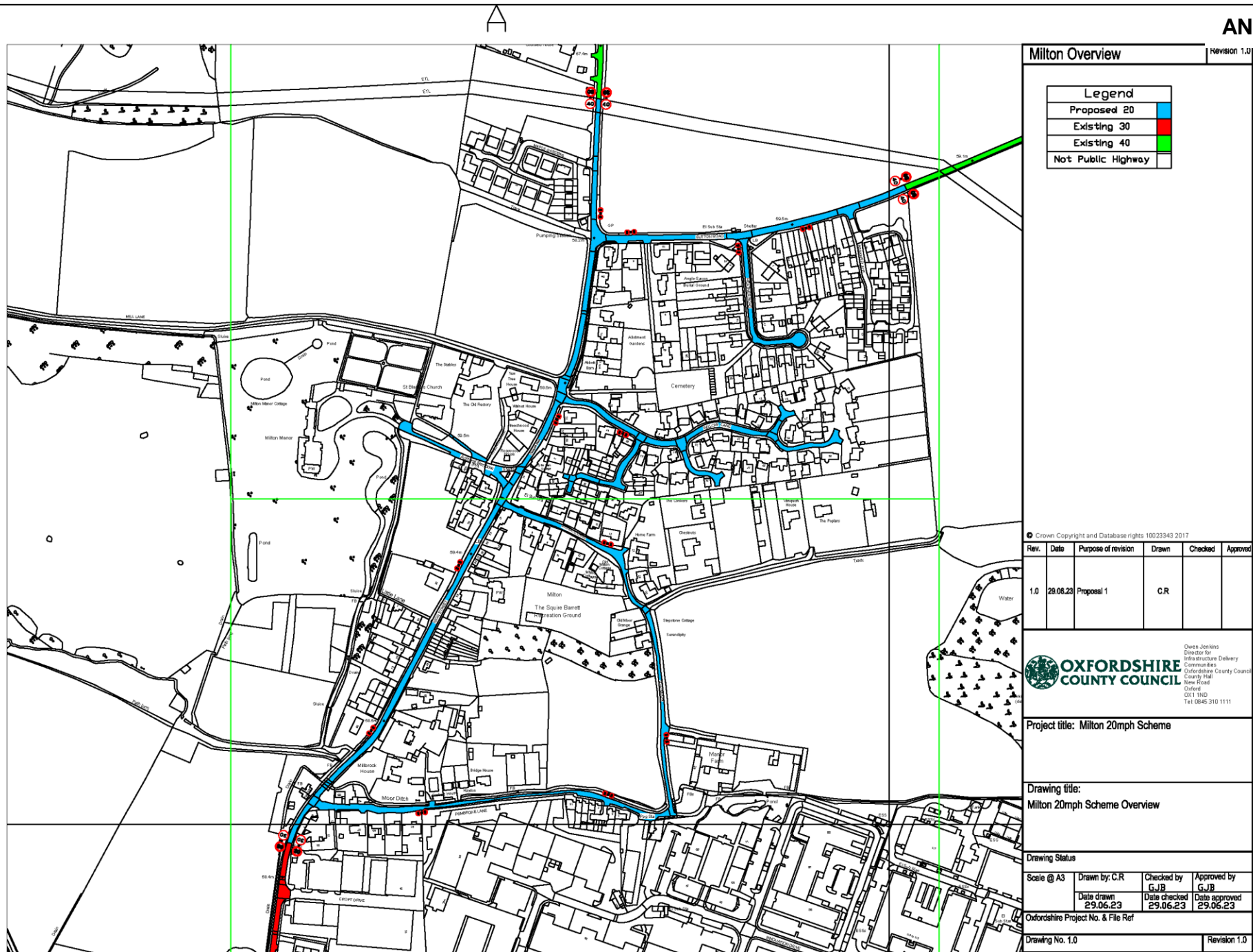
10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The single objector considered the proposals to be anti-motorist with no accident reduction benefits. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Phil Whitfield 07912523497 Geoff Barrell 07392 318869
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November 2023



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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Email response, (unknown)	<p><b>Object</b></p> <ol style="list-style-type: none"> <li>1. This will not have a lowering of emissions effect – modern vehicles will use more fuel going at this reduced speed than if it was 30 or 40 mph. Example petrol VW Golf at 30mph av. 50+mpg at 20mph av. 35mpg.</li> <li>2. Pembroke Lane, School Lane, Willow Lane Heather Road etc make 20mph – this makes sense!</li> <li>3. On the grounds of safety I have lived in Milton for 50+ years and can think of only one instance of an injury certainly no fatality to a pedestrian.</li> <li>4. Parking on the pavement is a far more serious concern</li> <li>5. Milton is used as a rat run for all manner vehicles HGV's etc there is a weight limit through the village – but is not adhered to – and a performance to report vehicles when there are so many flouting the law!</li> <li>6. A recent traffic survey undertaken on behalf of myself showed the following OX144EL Average speed over a period 17th - 23rd March – Northbound av. 24.7mph – 15,958 vehicles 3176 over 31mph Southbound av. 26.5mph – 15427 vehicles 2782 over 31mph 15 artic vehicles 11 three axle rigid 35 two axle six tyre Light goods av. 155</li> </ol> <p>I doubt very much that the av. speed would be reduced by much!</p>

(3) Local resident, (Milton, Willow Lane)	<b>Object</b> – 30 mph is fine. Most of the time you have to go slow because of all the cars parked along the High Street.
(4) Local resident, (Milton, Willow Lane)	<b>Object</b> – No evidence that number of accidents and injuries will result from arbitrary speed limit reduction.
(5) Local resident, (Drayton)	<b>Support</b> – So many cars park on the street that its impossible to do more than 20 though the village anyway.



Divisions affected: *Hanborough & Minster Lovell*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **LEAFIELD: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Leafield 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 Leafield by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 06 September and 29 September 2023. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Leafield parish council, and

the local County Councillor representing the Hanborough & Minster Lovell division.

### **Statutory Consultee Responses:**

7. Thames Valley Police and Leafield Parish Council responded to the consultation. The Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. The Parish Council expressed support for the proposals.

### **Other Responses:**

8. 127 online responses and an email were received. 10 expressions of concern were re-allocated, with two in support and eight objecting. The summary of respondents is outlined in the table below:

<b>Local Resident</b>		<b>Member of Public</b>		<b>Business</b>	
Supporters	Objectors	Supporters	Objectors	Supporters	Objectors
59	30	5	28	1	1

9. The following table is a summary of the objections and concerns raised, with the views of some respondents covering more than one category:

<b>View/Opinion</b>	<b>Number of responses</b>
Not necessary	35
Waste of money	18
Increased pollution	17
More dangerous due to road rage / lack of concentration	11
No safety justification	10
Will not be respected	10
Only outside schools, residential streets and in accident spots	9
Will be detrimental overall	6
Will not be enforced	5
Increased congestion	4
Bad for commerce	2
Too many limits will dilute effectiveness	2
No alternative transport available	1
Increased sign clutter	1

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

Travel Change	Number
Yes – walk/wheel more	17 (13%)
Yes - cycle more	10 (8%)
No	93 (73%)
Other	7 (6%)

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

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

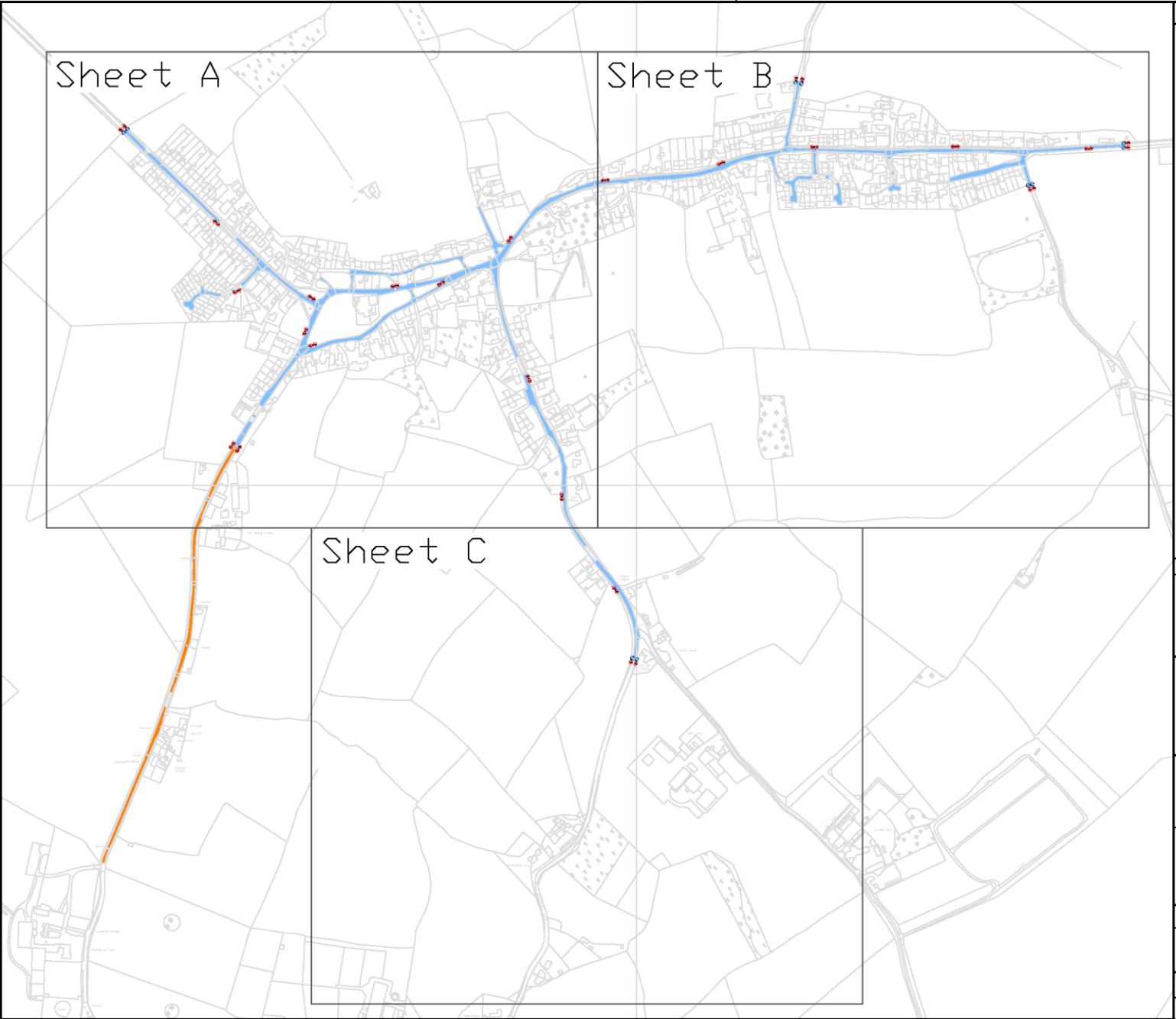
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help 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'.
13. A high level of responses were equally balanced with 65 plus the parish council in support and 59 objecting. An unusually high 25% of respondents were members of the public. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses

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Drawing No. \_\_\_\_\_

Notes:

- Proposed 20mph limit
- Existing 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

Leaffield 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Leafield Parish Council	<p><b>Support</b> – Leafield Parish Council wishes to advise that it supports the proposed 20 mph speed limits as shown in the plans.</p>
(3) Member of public, (Abingdon, Bowyer Road)	<p><b>Object</b> – I do not feel that any benefit is gained changing to 20mph in fact it increases pollution &amp; with regards to road safety it is the responsibility of the road user to be observant at all times along with pedestrians &amp; cyclists, horse riders.</p> <p>Travel change: <b>No</b></p>
(4) Member of public, (Bicester, Waveney Close)	<p><b>Object</b> – Too many inappropriate 20 speed limits are being put in in Oxfordshire. They do NOT make the roads safer as drivers tend to ignore them Jen they seem inappropriate which cancels out the areas where 20 is really needed. Why not use a 25 limit where you need to slow traffic and only use 20 where it is dangerous to go faster. Too many blanket 20 limits in villages are counter-productive and I hav heard that in some places traffic is going faster than before the limit was changed.</p> <p>PLEASE - only use 20 where it is vital for safety - please consider 25 when you need traffic to go a bit slower and leave 30 on other roads.</p> <p>20 should really only be needed on narrow residential roads and cul-de-sacs and where a road is narrow and winding and going faster would be dangerous.</p> <p>Too many 20 limits where they are not essential just frustrate drivers who will, unfortunately, tend to ignore them.</p>

	Travel change: <b>No</b>
(5) Member of public, (Bicester, Whimbrel Close)	<p><b>Object</b> – We've managed fine with 30mph. Pollution is worsened by these twenty zones dotted around. People won't obey them anyway except in built up areas with poor visibility or outside schools. The reason people don't obey the new ones going up everywhere is because they're totally unnecessary.</p> <p>Travel change: <b>No</b></p>
(6) Member of public, (Chinnor, Mill Lane)	<p><b>Object</b> – 30 mph limit is absolutely fine - 20 mph will cause more pollution and traffic</p> <p>Travel change: <b>No</b></p>
(7) Member of public, (unknown)	<p><b>Object</b> – manual-transmission cars travelling at 20mph will do so in a lower gear. Engines work less efficiently at low speeds, creating more pollution from partially-combusted hydrocarbons.</p> <p>Travel change: <b>Other</b> go elsewhere</p>
(8) Member of public, (Deddington, Nether Worton Road)	<p><b>Object</b> – Not sure it is really necessary. The police need to be spending their time catching those involved in rural crime</p> <p>Travel change: <b>No</b></p>
(9) Rather not say, (Didcot)	<p><b>Object</b> – Please stop trying to enforce these ridiculous 20mph speed limits, Steventon already has one in place, absolutely not necessary.</p> <p>You lot won't be happy until all cars are forced off the roads and won't listen to opposing views.</p> <p>Fine outside of schools for instance, but only in small areas and at times when needed.</p> <p>Fed up with this Country and County, how about sorting out the pot holes first!!!</p>

	Travel change: <b>No</b>
(10) Local Resident, (Ducklington)	<p><b>Object</b> – 20 mph limits should be for school roads and known accident hotspots or tight village roads. Not everywhere which people either ignore or creates harassment by other drivers where complied with.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (Field Assarts, The Ridings)	<p><b>Object</b> – No need for speed limit so low. Lower speed limits are causing the country to grind to a halt. Also lower speeds are more dangerous as drivers don't concentrate at lower speeds and are distracted by their radio or things in the car and just have to concentrate less and spend time focusing on the speedo as hard to keep to 20 miles. I have seen an increase in accidents in 20 limits. Also difficult to overtake cyclists so you spend more time trying to overtake on the wrong side hence more dangerous. People get frustrated and drive too close to slow cars and most ignore the speed limit. This is NOT a safety action this is a money making scheme. It also increases emissions and reduces mpg. How many accidents have there been in Leafield due to speed? We have lived in the area for 16 years and never seen an accident. The large number of parked cars makes it difficult to do 30 anyway and this is more dangerous than the 30 limit.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident, (Field Assarts)	<p><b>Object</b> – Reductions of speed limits throughout Oxfordshire to 20mph are ridiculous. Modern cars have perfectly good brakes to be able to stop effectively from 30mph. Gearing means at 20mph a car is often required to be in a lower gear meaning increased noise, fuel consumption and therefore emissions. Drivers spend more time worrying about their speed and therefore spend more time being distracted by looking at the speedometer. Leafield itself has so many parked cars on the road that even 30mph is difficult to achieve at times.</p> <p>Cyclists are often travelling at the same or greater speed as cars so overtaking becomes almost impossible. In all the time I have lived locally I have not seen any accidents in the village. What is this going to achieve other than lengthening journey times and raising emissions?</p> <p>This will not encourage people to walk or cycle more as we are in a remote location.</p> <p>Travel change: <b>No</b></p>



(13) Local Resident, (Finstock, Witney Road)	<p><b>Object</b> – Having travelled through many locations that are already at 20mph it only annoys people further causing them to either ignore the speed and tailgate others or for them to accelerate harder when leaving the zone. A waste of time and money with the 20mph zones. Unless outside a school.</p> <p>Travel change: <b>No</b></p>
(14) Local Resident, (Finstock, High Street)	<p><b>Object</b> – There are sufficient parked vehicles on this stretch of road to make a reduction in the speed limit superfluous. Either there are parked cars, in which case you will be driving at 20 or less, or it is clear and 30mph is safe.</p> <p>Travel change: <b>No</b></p>
(15) Member of public, (Freeland, Hurst Lane)	<p><b>Object</b> – 20 mph speed limits create additional particulate emissions which are principal cause of spectacular growth in Alzheimer's which is already expected to kill 1 in 3 of us. They can only reduce accidents if there are any and county councils own research only related to urban, not rural areas where there are considerably more traffic hazards, parking lorries, hidden turns more pedestrians etc. Every motoring orgn in country views them as bad idea yet the council seems to think it knows best. It feels like bullying to me with even the so called consultation exercise being manipulated to favour a supporting vote (i.e. "do you agree" rather than "what do you think about")</p> <p>Travel change: <b>No</b></p>
(16) Member of public, (Goring, Gatehampton Road)	<p><b>Object</b> – Because I live in Oxfordshire and will be affected by changes to the speed limits in the county.</p> <p>Travel change: <b>No</b></p>
(17) Member of public, (Goring, Wallingford)	<p><b>Object</b> – The introduction of 20mph limits are extending beyond the bounds of what is reasonable and required on safety grounds.</p> <p>Travel change: <b>No</b></p>

(18) Member of public, (Grove, Cane Lane)	<b>Object</b> – 30 is fine Travel change: <b>No</b>
(19) Member of public, (Hailey, Church Lane)	<b>Object</b> – There is no need for a change Travel change: <b>No</b>
(20) Member of public, (Henley, St Marks)	<b>Object</b> – Fed up with the council spending money on speed limits that are totally a waste of our council tax. Travel change: <b>No</b>
(21) Member of public, (Kirtlington, Bletchington Road)	<b>Object</b> – The only government detailed study of this approach was in Northern Ireland and showed it did not work. It is a waste of tax payers money Travel change: <b>No</b>
(22) Local Resident, (Leaffield, Fairspear Road)	<b>Object</b> – No benefit at all in reducing speed limit. Money would be better spent on improving dreadful condition of roads in the area. Travel change: <b>No</b>
(23) Local Resident, (Leaffield, Lower End)	<b>Object</b> – Very low history of incidents in the village involving cars (3 in nearly 20 years, no major injuries). 20mph has a big effect on the efficiency of travel and commerce. I am a firm believer that educating all road users (pedestrians, cyclists, motorists, horse riders etc) is by far the best way to make road usage safer. Travel change: <b>No</b>

(24) Local Resident, (Leaffield, Lower End)	<p><b>Object</b> – Cannot access accident/casualty numbers to support the lower limit - have lived on Lower End 46 years and not aware of any serious incidents apart from one involving my own stationary vehicle and a drunk driver - a lower speed limit would have made no difference to his idiocy The police are stretched to the limit - how are they going to enforce? They don't enforce the 30 limit - it will be just a whitewash</p> <p>Travel change: <b>No</b></p>
(25) Rather not say, (Leaffield)	<p><b>Object</b> – It 8s not necessary in Leaffield, traffic is minimal.</p> <p>Travel change: <b>Other</b> I would not frequent any business in Leaffield.</p>
(26) Local Resident, (Leaffield, The Greens)	<p><b>Object</b> – Totally not needed</p> <p>Travel change: <b>No</b></p>
(27) Local Resident, (Leaffield)	<p><b>Object</b> – I do not believe it is necessary and if anything encourages more dangerous driving because of road rage because of the in appropriately low speed</p> <p>Travel change: <b>No</b></p>
(28) Local Resident, (Leaffield, Witney Lane)	<p><b>Object</b> – Have there been any deaths or injuries on the proposed areas. Are you just doing it because a small minority have requested it. It has been 30 mph since forever or are you jumping on the bandwagon and following suit. No no</p> <p>Travel change: <b>No</b></p>

(29) Local Resident, (Leaffield, Witney Lane)	<p><b>Object</b> – I think 30 mph is fine when it is a limit adhered to. Enforce it with cameras by all means. Reducing it to 20 mph throughout the length of the village is in my view simply not necessary though I do think that , as some councils do, it should be 20mph at times when children are going to / from school .</p> <p>Travel change: <b>No</b></p>
(30) Local Resident, (Leaffield, Fairspear Road)	<p><b>Object</b> – No reason to reduce the speed, as shown in Witney, this has just increased congestion and air pollution and road rage. I would much prefer you spent the money improving the state of the roads, you could actually improve safety by installing paths around the village, especially along the village green. I've just been on holiday, through two other counties and Oxfordshire's roads are noticeably worse. Stop the 20mph roll out and fix my street instead. Thank you</p> <p>Travel change: <b>Other</b></p> <p>How could it, I live in a rural village and work different shifts through out West Oxon. How will changing the speed limit on my street affect how I drive to work except make my journey longer and more frustrating and cause engine damage.</p>
(31) Local Resident, (Leaffield)	<p><b>Object</b> – Be its ridiculous to be crawling along everywhere at 20mph</p> <p>Travel change: <b>Other</b></p> <p>No because there is no other way of getting to where you wanna go</p>
(32) Local Resident, (Leaffield, Lower End)	<p><b>Object</b> – 1. Most people living in Leaffield of working age need a car in order to commute. Cars are designed to be driven on roads, but their design speed is NOT 20mph, so to drive at this speed is uneconomical.</p> <p>2. I do not know of any traffic incidents in Leaffield since we have lived here (10 years +) that have resulted in casualties. I believe that part of the reason is the road design - the meandering 'design' of the village makes it difficult to accelerate to speeds up to 30mph. Safe driving should be part of any driver's intention when they get in the car. If anybody wishes to drive above the 30mph limit in Leaffield, then a 20mph limit will have no effect in slowing them down.</p> <p>3. My biggest objection is in the Statement of Reasons that the 20mph limit will improve air quality and reduce road noise. As I have already commented, cars are not designed to be driven at 20mph and in general the driver will need</p>

	<p>to change down a gear in order to keep the engine at high enough revs to not stall. The engine noise will therefore be similar or possibly worse than driving steadily at 30mph. I believe that road noise would be a small part of the total noise, and there would be little difference in road noise between 20 and 30mph.</p> <p>It then follows on that driving at similar or higher revs, but at a lower speed, means the emissions being produced by the car are GREATER for the same distance covered than at a higher speed in a higher gear. I have also had this conversation with a local candidate during the recent local elections and he confirmed that the 20mph limit imposition had nothing to do with improving air quality.</p> <p>4. My points above are, in general, for petrol and diesel vehicles, as these are the majority of cars on the road until electric cars become more affordable for those of us that do not earn six-figure salaries. A car is essential for work for many of us, but imposing speed limits where there is no good reason is unfair to road users - taking this to its logical 'safety' limit, at what point in the future will we be expected to have a red flag waved by somebody walking in front of the car?</p> <p>Travel change: <b>No</b></p>
(33) Local Resident, (Leaffield, Lower End)	<p><b>Object</b> – 20 speed limit should be only around schools.</p> <p>Travel change: <b>No</b></p>
(34) Rather not say, (Milton, Frog Lane)	<p><b>Object</b> – Unnecessary</p> <p>Travel change: <b>No</b></p>
(35) Member of public, (Nettlebed)	<p><b>Object</b> – All these 20 mph limits are a waste of time and money. They are not enforced, everyone ignores them. The majority do not drive fast in these areas and those that do will certainly take no notice</p> <p>Travel change: <b>No</b></p>
(36) Local Resident, (Oxford, Barracks Lane)	<p><b>Object</b> – With the drive for cleaner air. It is illogical to make a car do higher revs for a long distance. I.e, if I am travelling for 1 mile with a rev of 1000 (normal for 30pmh) for 2 minutes, that is a lot less co2 than 2200 revs (as in lower gear) for 3 minutes. More co2 production.</p>

	Travel change: <b>No</b>
(37) Member of public, (Oxford, Laburnum Road)	<p><b>Object</b> – 20mph speed limits are popping up all like a rash over the place. There are places such as housing estate road that will benefit, however I suspect the vast majority not enforced. But, to place 20mph limit on major roads or major access route is just plain stupid. It causes unnecessary hold ups for buses, results in dangerous tailgating and dangerous overtaking. This negates any perceived benefits.</p> <p>Travel change: <b>No</b></p>
(39) Member of public, (Oxfordshire)	<p><b>Object</b> – I am against all random speed limits imposed simply because a small number of residents fill in a form. If the area has had a high number of accidents, is next to a school etc then I can see the logic of reducing the speed limit. In most locations however the new limits are not observed by the majority of motorists and it is a complete waste of the council's funds that could be spent on more worthwhile things. I also hate the massive proliferation of road signage in the area which is destroying the natural beauty of this unique county.</p> <p>Travel change: <b>No</b></p>
(40) Local Resident, (unknown)	<p><b>Object</b> – No need</p> <p>Travel change: <b>No</b></p>
(41) As a business, (Ramsden, Witney road)	<p><b>Object</b> – Unnecessary restrictions</p> <p>Travel change: <b>No</b></p>
(42) Local Resident, (Shipton)	<p><b>Object</b> – more traffic pollution more noise pollution. disgusting idea traffic crawling through which emits more pollution and more noise</p>

	Travel change: <b>No</b>
(43) Member of public, (Shrivenham, Berens)	<p><b>Object</b> – Reduced speed limits increase local exhaust emissions and do not deliver increased road safety as an isolated scheme.</p> <p>Travel change: <b>No</b></p>
(44) Member of public, (Stonesfield, Longore)	<p><b>Object</b> – 20 mph is not safer for anyone. Those who go faster than 30 are certainly going to exceed 20! 20 is not good for cars and this is just an expensive way of forcing cars off the road. Motorists also have rights so stop thinking of cyclists who regularly go through my village at more than 20 with no bells!! I also object to being policed by other interfering residents who should get a life!!! Too many rules in this country and no rewards!!!</p> <p>Travel change: <b>No</b></p>
(45) Local Resident, (Stonesfield, Churchfields)	<p><b>Object</b> – No accidents on this road. Focus should be on fixing potholes which are a danger.</p> <p>Travel change: <b>No</b></p>
(46) Member of public, (Stonesfield, Cockshoot)	<p><b>Object</b> – There is good visibility along the streets I'm Leaffield. I do not believe that a 20 mph limit will make it safer. Rather it allows for drivers to lose concentration There has never been a statistical argument supporting 20 mph It will not deter anyone who already speeds through the area</p> <p>Travel change: <b>No</b></p>
(47) Member of public, (Wallingford, Ilges Lane)	<p><b>Object</b> – 20mph zones significantly increase fumes by drivers braking and driving in low gear. 25 would be a good compromise.</p>

	Travel change: <b>No</b>
(48) Local Resident, (Wallingford, Station Road)	<p><b>Object</b> – There is not enough evidence that the proposed speed limit makes our streets safer and less polluted. It actually does the opposite because drivers get flustered and drive even faster.</p> <p>Travel change: <b>No</b></p>
(49) Local Resident, (Watchfield, Beverley Road)	<p><b>Object</b> – Show me the evidence of speeding at this location</p> <p>Travel change: <b>No</b></p>
(50) Member of public, (Witney, Edington Road)	<p><b>Object</b> – Blanket 20mph speed limits are causing worse driving behaviour. Dangerous overtaking manoeuvres have been observed on numerous occasions in Witney where the blanket 20mph has been in place for some time now. The 20mph limit is generally ignored and does not apply to those mad cyclists who insist on ignoring all traffic signs anyway. 20mph limits are not enforced so are pointless. Yet another blatant waste of public funds with no identified improvements anywhere.</p> <p>Travel change: <b>No</b></p>
(51) Member of public, (Witney, Heron Drive)	<p><b>Object</b> – By putting 20mph signs seemingly everywhere now you are actually diluting their importance and as a result very few adhere to the limits anyway. Far better to target very specific areas such as schools which will drive greater compliance. Further as modern car create greater emission at this speed it seems counter intuitive when considering the impact on the weather</p> <p>Travel change: <b>No</b></p>
(52) Member of public, (Witney)	<p><b>Object</b> – I transit through Leafield for work and where required, because of road conditions, parked cars etc, most people drive at 20mph or under. Those that don't, wouldn't obey a restriction anyway. It would be a waste of money.</p>



	Travel change: <b>No</b>
(53) Member of public, (Witney, Orchard Way)	<p><b>Object</b> – Failure of 20 mph elsewhere. It has created problems rather than helped.</p> <p>Travel change: <b>No</b></p>
(54) Member of public, (Witney, Thorney Leys)	<p><b>Object</b> – Speed limits aren't the answer, they will always be broken. It is more to do with the ability of the driver to anticipate what might/can happen. Make the driving test stricter. Make car manufacturers implement mobile phone non-usage while moving, and the fines for using a mobile higher. More spot checks for drink/drug driving. Also, with a lot of areas using 20mph, there now appears to be the same amount of traffic on the road, but for longer, more pollution.</p> <p>Travel change: <b>No</b></p>
(55) Member of public, (Witney, Windmill Road)	<p><b>Object</b> – Trying to keep a modern car to 20mph, spend more time looking a Speedo and not watching Road, driving in a lower gear at higher revs for longer journey times is also not good for the environment</p> <p>Travel change: <b>No</b></p>
(56) Local Resident, (Witney, Thorney Leys)	<p><b>Object</b> – No need, a waste of money during the current climate.</p> <p>Travel change: <b>No</b></p>
(57) Member of public, (Wootton nr Abingdon)	<p><b>Object</b></p> <p>Travel change: <b>No</b></p>

(58) Email response, (unknown)	<p><b>Object</b> – These speed limit reductions are part of a national craze and represent more "do gooding" and feel good to the council rather than achieving anything useful.</p> <p>OCC would achieve greater road safety if it spent money on cleaning road &amp; village signs in addition to cutting foliage away which obscures directional signs in Oxfordshire. The roundabout opposite the Defence Academy is so badly overgrown that apparently one foreign student recently went the wrong way around it.</p> <p>On one side of the roundabout the keep left sign is not obscured but totally invisible due to weed growth.</p> <p>A further question Oxfordshire CC should ask is just how many accidents have there been in these proposed speed reduction areas and if the answer is none or very few over the last 10 or so years then any money spent putting new signs on the road &amp; elsewhere is clearly a waste.</p> <p>Do please spend some money improving road safety by making all directional signs clearly visible by clearing the foliage that you have allowed to overgrow.</p>
(59) Local Resident, (Leafield, Fairspear Road)	<p><b>Concerns</b> – a blanket 20mph limit is an oversimplification of the issues that need to be addressed.</p> <p>As a resident for 25 years, I have seen a huge increase in traffic during that time but am not aware of increase/decrease of speeding. I walk around the village often so know the roads well.</p> <p>Definitely need 20mph around village green, school, church and centre of village.</p> <p>Think blanket 20mph will reduce impact in village centre where most needed.</p> <p>don't like the idea of repeater signs - street scene already cluttered.</p> <p>Existing 30mph not visible- The Ridings- due to overgrown hedges.</p> <p>Why stop 20mph at farm on Ridings? there is no pedestrian footway for those who live down there, take my life in my hands if walk down there to visit friends.</p> <p>At least need to extend the 30mph south on Ridings beyond current position to at least Purrants Lane, this is a Sat Nav route for delivery vehicles who drive too fast on the unrestricted road through dangerous bends. It is also a popular published coin try walk ! I have had to jump into the hedge several times and know friends who have lost wing mirrors on this piece of road.</p> <p>Also cars drive too fast from Field Assarts crossroads up Buttermilk/ Witney lane to village, 30mph needs to be extended south to crossroads or 40mph introduced - please look at this.</p> <p>Agree need 20mph where no pedestrian footways.</p>

	<p>Need new pedestrian foot ways i.e. pub to School on North side of green to encourage more families to walk children to school. And top of Ridings from Green to Bungalow garages because high grass verge mean people have to walk in the road to pass parked cars- not enough space for two cars to pass or car to pass a pedestrian. Please take a look at this.</p> <p>The fastest through traffic is Fairspear Road to/ from the Ridings.</p> <p>Travel change: <b>No</b></p>
(60) Local Resident, (Leaffield, Harolds Close)	<p><b>Concerns</b> – How are you going to police this? I've never seen any Police vans doing speed checks in Leaffield especially Fairspear Lane which is like a race track at times. Most people will completely ignore the signs and continue to fly around the village - for that reason, it's a pointless waste of money</p> <p>Travel change: <b>No</b></p>
(61) Local Resident, (Leaffield, Hewitts Close)	<p><b>Concerns</b> – I don't believe everyone will abide by it. I don't mind the limit being 20, I seldom exceed this anyway due to parked cars. It's the parked cars I find more worrying as it's a gamble whether you pull out or not, it's impossible to have clear visibility. I'd prefer this be sorted rather than reducing the speed limit.</p> <p>Travel change: <b>No</b></p>
(62) Local Resident, (Leaffield, Lower End)	<p><b>Concerns</b> – Although this is a great idea, it won't be enforced and won't stop speeders. The money would be better spent on a school zone 20 mph and traffic calming in other area. The roads through the village should all be single lanes with passing places. The spare road space could be planned parking for residents or dedicated cycle routes. Better road crossings and speed bumps in lower end would also be useful.</p> <p>Travel change: <b>No</b></p>
(63) Local Resident, (Leaffield, The Greens)	<p><b>Concerns</b> – I don't think it's necessary.</p> <p>Travel change: <b>No</b></p>

(64) Local Resident, (Leaffield, The Ridings)	<p><b>Concerns</b> – They only work where needed, or they get totally ignored</p> <p>Travel change: <b>No</b></p>
(65) Local Resident, (Leaffield, Fairspear Road)	<p><b>Concerns</b> – I don't think this will make any difference, the cars that come through the village at the moment don't even do 30mph, I live on Fairspear Road and it is awful the speed they go, in my opinion we need speed bumps all the way along that road in order to make it slower, 20mph speed would just be a waste of time and money and will make no difference whatsoever.</p> <p>Travel change: <b>No</b></p>
(66) Local Resident, (Leaffield, Harolds Close)	<p><b>Concerns</b> – Very few drivers stick to the existing speed limit. How is the new limit going to be policed?</p> <p>Travel change: <b>No</b></p>
(67) Local Resident, (Leaffield, Hewitts Close)	<p><b>Concerns</b> – I don't believe drivers will adhere to it.</p> <p>Parked cars on the road through the village sometimes cause drivers to take risks because some are parked close to the side roads (such as Harold Close, Hewitts Close and Hatchings Lane) so if restrictions could be put in place to solve the issue it would help.</p> <p>Travel change: <b>No</b></p>
(68) Member of public, (Sutton Courtenay, Bradstocks Way)	<p><b>Concerns</b> – I can see no valid reasons to reduce to a blanket 20 mph anywhere excluding around schools. This is just lazy policy without imagination. Purchasing school buses and staggering school ends of day would take so many cars off the road at these crucial times, solves many problems. Safety and pollution.</p> <p>Travel change: <b>No</b></p>

(69) Local Resident, (Banbury, Caernarvon Way)	<p><b>Support</b> – 20mph is a safe and reasonable speed for residential areas, allowing better response times for avoiding crossing pets, children, the elderly, hedgehogs and other wildlife, and for allowing parked cars to pull out. The issue is that many if not most drivers seem to ignore the 20mph restrictions and there are rarely any proper enforcement measures. In our 20mph area, motor scooters and motor bikes are able to slip between ineffectual speed bumps, sometimes travelling at least 40-50 mph unhindered.</p> <p>Travel change: <b>No</b></p>
(70) Member of public, (Cholsey, Charles Road)	<p><b>Support</b> – Safer walking and cycling. Encourage active travel.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(71) Member of public, (Cholsey, Villa Close)	<p><b>Support</b> – Leafield is a small village with narrow roads and lots of junctions that and parking make it very difficult driving through so a 20mph limit would reduce the risk to those in and travelling through the village.</p> <p>Travel change: <b>No</b></p>
(72) Member of public, (Hethe, Main Street)	<p><b>Support</b> – I am supportive of 20 mph speed limits for all villages and other residential areas across Oxfordshire.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(73) Member of public, (Kidlington, Benmead Road)	<p><b>Support</b> – The introduction of 20MPH in Kidlington has made cycling considerably safer. I also understand it makes pedestrian safety considerably better.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(74) As a business, (Kidlington, Langford Lane)	<p><b>Support</b> – 20mph is a safer speed limit, particularly where children are involved. My experience is it causes no delays to be limited to 20mph so why not reduce the speed limit.</p> <p>Travel change: <b>No</b></p>
(75) Local Resident, (Leaffield, Chimney End)	<p><b>Support</b> – People drive far too fast through the village. There are often children walking and cycling and the 20mph would keep them safe. Also better for the environment and air pollution.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(76) Local Resident, (Leaffield, Chimney End)	<p><b>Support</b> – Vehicles drive WAY too fast through our village - it's dangerous for kids and adults. My wife, daughter and I were very nearly knocked down this summer by a speeding motorist who didn't even stop after we all jumped into the hedge to avoid them! Leaffield Primary School is situated on the village green with parents and children crossing the roads here at all times of the day. This area, Fairspear Road, and Lower End all need to be reduced to 20mph.</p> <p>Travel change: <b>No</b></p>
(77) Local Resident, (Leaffield, Fairspear Road)	<p><b>Support</b> – To make the village safer for people walking and riding bikes, especially for children. To improve the atmosphere of the village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(78) Local Resident, (Leaffield, Fairspear Road)	<p><b>Support</b> – I live on Fairspear Road and drivers always go beyond 30mph, so I would welcome a lower limit</p> <p>Travel change: <b>No</b></p>
(79) Local Resident, (Leaffield, Fairspear Road)	<p><b>Support</b> – There are limited paths in some areas of the village and in some cases they are not very wide. Young children walk to the local primary school and often large vehicles travel quite quickly. It will reduce a lot of danger throughout the village which is often used as a 'rat run' during rush hour times.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(80) Local Resident, (Leaffield, Fairspear Road)	<p><b>Support</b> – Leaffield is a small rural village with a narrow road and narrow pavements with lots of cyclists, pedestrians and horse riders. Many children cycle to the village school. 20mph is the sensible speed for such a context. Plus the village is only a mile long. At 30mph this would be a 2 minute journey: at 20mph it's a 3 minute journey. What do the supporters of 30mph propose to do with that extra minute?</p> <p>Travel change: <b>No</b></p>
(81) Local Resident, (Leaffield, Greenwich Lane)	<p><b>Support</b> – I am entirely in agreement with the 20mph limit but fail to understand why on the no. 2 image this is not extended down the Southern branch of Greenwich Lane at the Eastern end of Leaffield . This is a narrow single lane with a 'blind' bend which has a derestricted sign at its Northern entrance frequently used by cyclers, walkers, horse-riders and children playing.</p> <p>Travel change: <b>No</b></p>
(82) Local Resident, (Leaffield, Harolds Close)	<p><b>Support</b> – I have two young boys we often cycle through the village and I hope a 20 mph limit would make it safer although other traffic calming between lower end and the church would be good.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(83) Local Resident, (Leaffield, Harolds Close)	<p><b>Support</b> – Most roads through Leaffield are not particularly wide. Furthermore, there are parked vehicles along both sides of the road, especially the road running through Lower End at out to the Ash Track. The only pavement running through Leaffield is not continuous. Pedestrians have to cross the road as well as take care when walking along the sharp bend by the church. This particularly applies to adults and children making their way to the School. A 20 mph speed limit would address these hazards.</p> <p>Travel change: <b>No</b></p>

(84) Local Resident, (Leaffield, Hatching Lane)	<p><b>Support</b> – Need deterrent to speeding</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(85) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – Primarily for safety within the environs of the village. Also environmental reasons. To preserve the ability of residents to move around the village on foot or bicycle without concern for their safety. In particular to help with the safety of children and the elderly. To alert motorists approaching the village at speed - who are sometimes over-familiar with the roads and don't anticipate people being on the roads - to slow down and indicate they are now in a village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(86) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – The current traffic is too fast considering the limited footpaths within Leaffield. Any reduction in speed (even if some drivers do not abide by the new limits) is a benefit to the community</p> <p>Travel change: <b>No</b></p>
(87) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – It's a small narrow country road with lots of park cars and pedestrians</p> <p>Travel change: <b>No</b></p>
(88) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – Through traffic is often travelling too fast through the village. It is a danger to children especially on the narrower stretches.</p> <p>Travel change: <b>Other</b> No. We walk to school, shop etc but use cars to travel out of the village.</p>
(89) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – The village is often a rat run for delivery vans. We need a 29mph limit to control speeds and maintain safety.</p>



	Travel change: <b>No</b>
(90) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – Safer for pedestrians with less likelihood of severe injury or death if involved in a collision. Quieter traffic sounds. Easier for pedestrians to cross the road.</p> <p>Travel change: <b>Other</b> No, I already walk or cycle</p>
(91) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – Commonsense. Reduces likelihood of serious injury to people and animals.</p> <p>Travel change: <b>No</b></p>
(92) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – I support the proposals</p> <p>Travel change: <b>No</b></p>
(93) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – To reduce likelihood of accidents involving school children, other pedestrians and pets. To reduce damage to roads.</p> <p>Travel change: <b>No</b></p>
(94) Local Resident, (Leaffield, Purrants Lane)	<p><b>Support</b> – The reduced speed limit in the centre of the village and around the school will be most beneficial for parents and children going to and from school, hopefully encouraging more to walk rather than use cars. Wish it had been in force when we had children and granddaughter at the school.</p> <p>Travel change: <b>No</b></p>

(95) Local Resident, (Leaffield, The Greens)	<p><b>Support</b> – I think this is a great idea to slow the traffic down in Leaffield. We have certain spots in the village that have no pavements or where the pavements are narrow, especially just past the Church on Lower End. Also the exit from the village hall and preschool has bad sightlines so keeping traffic slower here would be very beneficial. Having the traffic slower will benefit the families walking to school as well as many older people who walk to the shop and the church etc. I fully support 20mph.</p> <p>Travel change: <b>No</b></p>
(96) Local Resident, (Leaffield, The Greens)	<p><b>Support</b> – ' - Narrow roads.</p> <ul style="list-style-type: none"> <li>- Dangerous volume and speed of HGV vehicles.</li> <li>- Primary School playing field is on The village green which is open to the road.</li> </ul> <p>Travel change: <b>Yes - cycle more</b></p>
(97) Local Resident, (Leaffield, The Greens)	<p><b>Support</b> – Traffic regularly travels too fast through the village which is lacking a pavement in some parts or narrows through the village. This makes walking with fast traffic a challenge and feel dangerous.</p> <p>The school also uses the green for pupils during the school day and for after school activities and reducing the speed limit makes children playing safer.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(98) Local Resident, (Leaffield, The Greens)	<p><b>Support</b> – Strongly support, what has taken you so long?!</p> <p>Travel change: <b>No</b></p>
(99) Local Resident, (Leaffield, The Greens)	<p><b>Support</b> – Safety</p> <p>Travel change: <b>No</b></p>

(100) Local Resident, (Leaffield, The Greens)	<p><b>Support</b> – The village is currently regularly sped through with little to no concern for the residents in particular past the school and some of the very narrow lanes.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(101) Local Resident, (Leaffield, The Greens/Ridings)	<p><b>Support</b> – Driving slowly through Leaffield is safer for people, especially the young and the elderly, and for animals, *much* quieter and adds to the rural feel of living here.</p> <p>Travel change: <b>No</b></p>
(102) Local Resident, (Leaffield, The Ridings)	<p><b>Support</b> – Supporting, as lower speeds would be beneficial</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(103) Local Resident, (Leaffield, The Ridings)	<p><b>Support</b> – I fully support a 20mph speed limit through Leaffield as it should lead to a safer environment for our residents. It should slow traffic around our school which is surrounded by roads with no pavements. The change is long overdue. The 30mph speed limit was put in place decades ago, when traffic was so much lighter. I would ask at this time that the 30mph limit outside the 20mph limit could be looked at and perhaps extended to cover the area between Leaffield and Field Assarts and Fordwells. The roads are very narrow from The Ridings (Leaffield) to these villages and vehicles often travel at dangerous speeds between the villages. I would also ask that the 30mph limit is looked at and extended from Buttermilk Lane (Leaffield) through to Field Assarts.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(104) Local Resident, (Leaffield, The Ridings)	<p><b>Support</b> – The proposed 20mph speed limit through the village of Leaffield is, in my opinion, long overdue given the position of the school on The Greens, in the centre of the village. There are no pavements for the children and parents to walk on at this point and the current speed of the cars, lorries and school buses that drive through are a cause for concern. In addition, I would like the County Council to consider extending the current 30mph speed limit along The Ridings to continue all the way to Field Assarts and to introduce a 30mph speed limit along Buttermilk Lane again to Field Assarts. There is already precedence for this on the country lane from Charlbury to Spelsbury as well as on</p>

	<p>other similar roads around the county and across the country. There are no pavements on these stretches of roads, there are horse riders, cyclists, dog walkers, adult and child pedestrians, parents with pushchairs who have to squeeze into the hedges when traffic races along the roads until, in The Ridings, the vehicle hits a road hump, and then many will race along to the next.</p> <p>It was disappointing to read that:  “A section of the existing 30mph speed limit will also be retained on The Ridings, with Officers having taken the current road environment &amp; traffic usage into account.” I wonder what time of day the Officers were on site and if they spoke to any residents on The Ridings, which is where I live. Regardless, I would like consideration given to extending the 30mph as stated above please.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(105) Local Resident, (Leaffield, The Ridings)	<p><b>Support</b> – There is daily evidence of the dangers caused by speeding traffic through our community and I believe a reduced and clearly visible speed limit would help to mitigate these dangers to pedestrians, cyclists and other road users. I live on The Ridings and both the amount and speed of traffic have increased very considerably since I moved here 6 years ago. There are no footpaths and walking into the village centre from here means facing a steady flow of traffic which has either not slowed down since entering the area from Field Assarts or has speeded up as it heads out of Leaffield. It is dangerous and unpleasant and I would welcome any measures which would lead to greater safety and more awareness of the importance of abiding by appropriate speed limits. Do we need to wait for a serious incident to occur before action is taken?</p> <p>Travel change: <b>Other</b>  I would walk and drive in greater safety</p>
(106) Local Resident, (Leaffield)	<p><b>Support</b> – reduces vehicle noise throughout which is augmented due to acceleration following endless bobbing in and out of opposing traffic due to parking on roadways  increases pedestrian safety due to lack of pavements, narrowness of pavements (where they exist), blind curves near church, on Witney Lane, and at village hall driveway, lack of crosswalks at Fairspear Rd junction and where pavement switches sides in Lower End  Blind exits from track at both ends opposite school combined with defacto narrowness of roadway due to parking along school</p> <p>Travel change: <b>No</b></p>

(107) Local Resident, (Leaffield, Witney Lane)	<p><b>Support</b> – Safety of pedestrians &amp; cyclists, particularly children</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(108) Local Resident, (Leaffield, Witney Lane)	<p><b>Support</b> – This would be a safer limit for a small village</p> <p>Travel change: <b>No</b></p>
(109) Local Resident, (Leaffield, Witney Lane)	<p><b>Support</b> – I think this is needed. Vehicles drive too fast through Leaffield, and the data shows that 20mph zone can improve the environment and reduce accidents</p> <p>Travel change: <b>Yes - cycle more</b></p>
(110) Local Resident, (Leaffield, Witney Lane)	<p><b>Support</b> – To be safe and consistent with most of the other villages and Witney that already have 20mph limits. The Primary School is located in the centre of the village and there are no footpaths next to the road near the school, so it is very dangerous to walk to the school in autumn and winter when the greens are too wet to walk on. The only place to walk is on the road edge so traffic control and traffic calming is essential.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(111) Local Resident, (Leaffield, Fairspear Road)	<p><b>Support</b> – The streets/lanes are narrow with poor visibility in areas. This, combined with a busy village school and a strong cycling community means that 20mph is a sensible limit and easily adhered to with minimal impact, and significant benefits to residents.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(112) Local Resident, (Leaffield, Fairspear Road)	<p><b>Support</b> – Drivers drive way way too fast in our village endangering children, adults and pets</p> <p>Travel change: <b>No</b></p>
(113) Local Resident, (Leaffield, Fairspear Road)	<p><b>Support</b> – I live on fairspear Road, there are so many children walking this road for school, at the same time lots of people are driving to work. I'm sure it would make all parents feel a lot safer if all vehicles has to drive slower.</p> <p>Travel change: <b>No</b></p>
(114) Local Resident, (Leaffield, Greenwich Lane)	<p><b>Support</b> – Local children walk and cycle daily, residents walk and cycle around this small village - our roads are narrow with parked cars along most roads. 20mph is a safer speed to allow for sudden slowing/pulling in. The current 30mph seems often ignored, particularly by large vans and lorries which are regular road users through Leaffield, many times I myself have witnessed many vehicles swerving onto a path or grass verge to avoid a collision or allow a pedestrian to cross/pass. All vehicles need to be slowed down to make the village safe.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(115) Local Resident, (Leaffield, Harold's Close)	<p><b>Support</b> – 20mph needed as the road is narrow in places and cars are parked on road. Pedestrians walking to school and shop on narrow pavements with need to cross road as pavement ends on one side then starts on the other. Difficult junctions from Greenwich lane, Hatchings lane and the village hall as well as other junctions to houses.</p> <p>Travel change: <b>No</b></p>
(116) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – Cars are often not reducing speed in the village. Lots of children needing to cross the road . Elderly also needing to cross who are not always steady on their feet Parked cars belonging to residents on the road so speeds need to be slower.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(117) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – Safer for everyone</p> <p>Travel change: <b>No</b></p>
(118) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – There is speeding leading into and out of the village in particular lower end. The current speed reduction device is in effective, the long straight allows for cars to see far ahead a exceed the speed.</p> <p>Travel change: <b>No</b></p>
(119) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – Vehicles travel too fast through Lower end</p> <p>Travel change: <b>Yes - cycle more</b></p>
(120) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – I fully support a 20mph speed limit. It is good for nature, especially the local cats and hedgehogs, for vehicles to drive slower. I have two small children and a dog and it will be easier for us to cross the road and walk the country lanes.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(121) Local Resident, (Leaffield, Lower End)	<p><b>Support</b> – Safety concerns</p> <p>Travel change: <b>No</b></p>
(122) Local Resident, (Leaffield, The Greens)	<p><b>Support</b> – The increase in traffic travelling at speed through Leaffield especially going by the school which is on the Green with hardly any pavements, is horrendous. We live by the school and daily I worry about the safety of the children. The same coming out of the entrance of the village hall in Lower End. Visibility and the lack of a pavement makes it dangerous to cross the road to the pavement on the other side. In Lower End children and Mums with pushchairs have to cross the road as pavement runs out on one side and they have to cross to the pavement on the other side. It would be much safer if there was a 20mph speed limit. The same leaving the village by the Ridings as no</p>

	<p>pavements. The speed in Fairspear Road coming off the straight mile is ridiculously fast. I am so for the 20mph over the whole village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(123) Local Resident, (Leaffield, The Greens)	<p><b>Support</b> – I believe it is safer for pedestrians, cyclists and car users</p> <p>Travel change: <b>No</b></p>
(124) Local Resident, (Leaffield, The Ridings)	<p><b>Support</b> – Reduce speeding and make it safer</p> <p>Travel change: <b>No</b></p>
(125) Local Resident, (Leaffield, Witney lane)	<p><b>Support</b> – Very narrow roads, which are single lane in places leading to cars mounting the pavement to pass. It's very dangerous indeed so 20mph is absolutely required to avoid further accidents.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(126) Local Resident, (Leaffield, Witney Lane)	<p><b>Support</b> – I fully support the scheme, however Witney Lane is not on that list &amp; this is the narrowest lane in the village where homes are closest to the road &amp; traffic frequently speed along this stretch. Why is it the only road not on this list?</p> <p>Travel change: <b>No</b></p>
(127) Local Resident, (Leaffield, Witney lane)	<p><b>Support</b> – Safety of walkers and cyclists</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>



(128) Local Resident, (Leafield, West Oxfordshire, Lower End)	<p><b>Support</b> – Most of the traffic passing through Leafield appear to be people enroute to somewhere and most of them seem to ignore the 30 limit - so I'm in favour of trying a 20 limit.</p> <p>Travel change: <b>No</b></p>
(129) Local Resident, (Leafield, Witney, Lower End)	<p><b>Support</b> – Great idea. The roads are very narrow and lots of children walk to and from the local school.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(130) Local Resident, (Ramsden, Witney Road)	<p><b>Support</b> – We live on the B4022 on the edge of Finstock. We frequently travel through Leafield, which is littered with parked cars. I support any action to keep speeds lower and keep locals safer.</p> <p>Please also look into the B4022 through Finstock and the Leafield cross roads. It is supposed to be 40mph but this is not observed. It is a race track! Paul Ogborne</p> <p>Travel change: <b>No</b></p>
(131) Member of public, (South Oxfordshire, Farm Close)	<p><b>Support</b> – There are schools on this road</p> <p>Travel change: <b>No</b></p>

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Divisions affected: *Wroxton & Hook Norton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **NORTH NEWINGTON: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in North Newington 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 North Newington by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 14 September and 06 October 2023. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, North Newington parish council, Broughton

parish council, and the local County Councillor representing the Wroxtton & Hook Norton division.

### **Statutory Consultee Responses:**

7. There were two statutory consultee responses although neither was an objection. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns'. Cherwell District Council did not object to the proposals, but felt parked cars already helped control speeds along the main road.

### **Other Responses:**

8. 54 online responses were received from local residents; one objected and another expressed concerns but all the rest were in support.
9. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	15 (28%)
Yes - cycle more	5 (9%)
Yes – scoot more	1 (2%)
No	32 (59%)
Other	1 (2%)

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

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

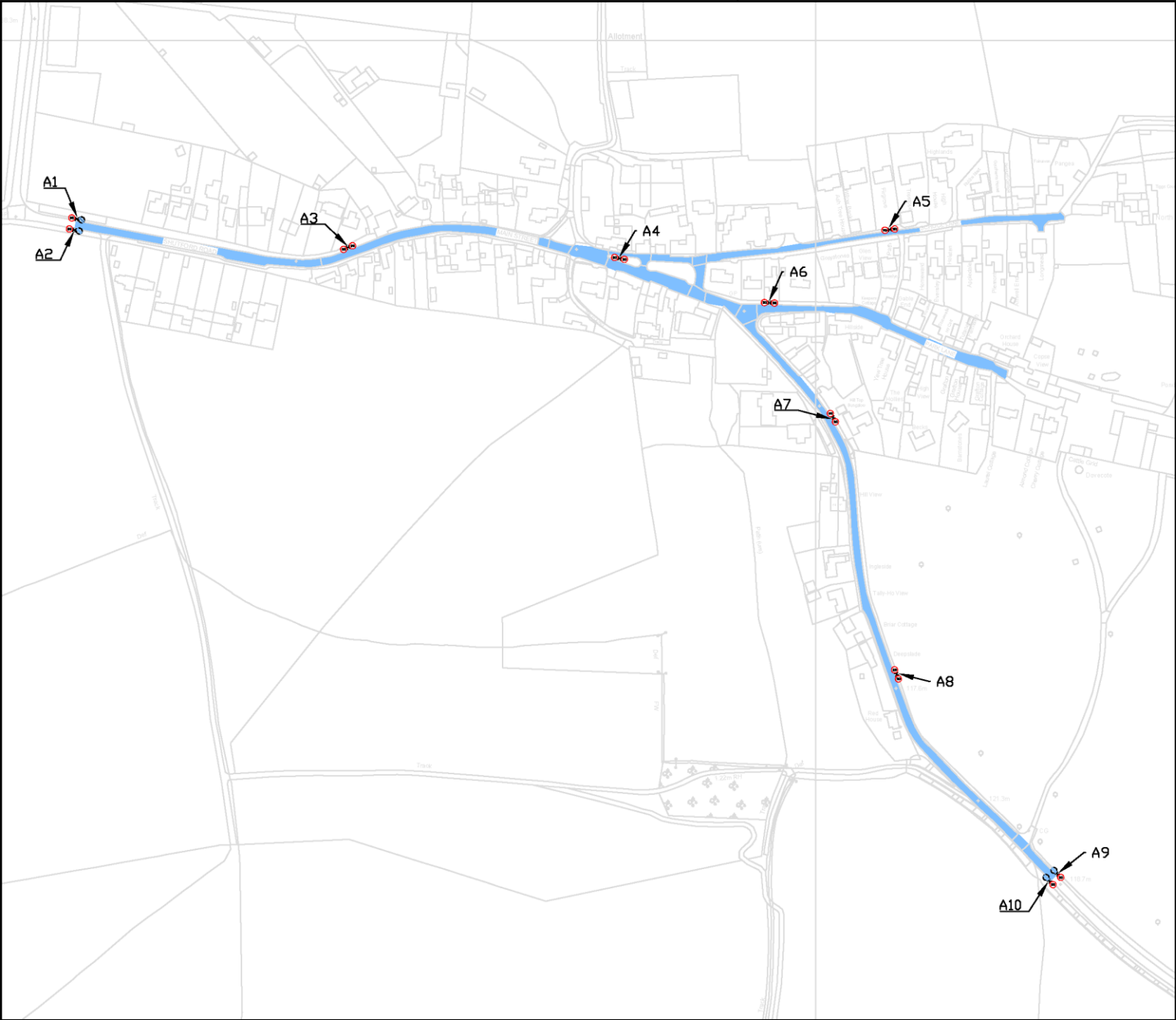
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help 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 single objector considered the proposals to be anti-motorist with no accident reduction benefits. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses


Contact Officers:           Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

November 2023




Drawing No. \_\_\_\_\_

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

North Newington 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB

Date drawn	Date checked	Date approved
16/06/23	19/06/23	19/06/23

Oxfordshire Project No. & File Ref

Drawing No. \_\_\_\_\_ Revision \_\_\_\_\_

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Development Management Division, (Cherwell District Council)	<p><b>No objection</b> – Although on the whole, I do not object to the imposition of the 20mph, however, I am just wondering if it is required as there are parked cars along the main road which adds to the reduction in speed.</p>
(3) Local Resident, (North Newington, North Newington Road)	<p><b>Object</b> – This is an anti motorist policy . It is very topical at the moment. There are multiple objections country wide to these blanket 20MPH zones. It is unlikely to save any lives in North Newington ever.</p> <p>It is also all but impossible to drive a modern car at 20MPH. A modern cycle electric or not often exceeds this. Increase in traffic is due to very poor control of housing development. No pre built direct access to main roads, no concern for adequate</p> <p>drainage and run off. It is a matter of choice where one chooses to live and it is outrageous for a person to buy a property and THEN complain about something that has been going on for decades. Incidentally if its draconian anti car actions to reduce risk of accidents without doubt the Parish Council should lobby for double yellow lines in a similar zone. This will prevent accidents and save lives.</p> <p>Probably wont be very popular with people that have dwellings without off road parking availability though. AND in just the time I have drafted these words so many innocent adults and children will have died through avoidable disease, famine and War.</p> <p>As long as it is not in my backyard selfish culture is not very practical is it?</p> <p>Travel change: <b>Other</b></p>



	<p>No Plus some! And what is Scooting more and where is this activity going to take place? Are you encouraging this activity?</p> <p>Will it have a negative impact on my ability to walk in the same manner that I currently quietly enjoy? Will I be, as I get Older, at greater risk of being injured by this scooting activity.</p>
(4) Local Resident, (North Newington, Main Street)	<p><b>Concerns</b> – I am content with speed limit but have concerns about the placement of one of the signs. I believe the sign at the junction of Main Steet and school lane would affect the appearance of a critical location in the village, being proposed on the start of the small village green which include grade listed buildings Alternatively I recommend moving it 15m west to. This would not affect the look of the village and also be clearer for drivers</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (North Newington, Shutford road)	<p><b>Support</b> – I live at the Shutford road end of the village and regularly have cars speeding pass my house to either exit the village or coming into the village. I believe the 20 mph would help reduce the speed of these cars</p> <p>Travel change: <b>No</b></p>
(6) Local Resident, (North Newington, Banbury Road)	<p><b>Support</b> – Safer environment for pedestrians and cyclists. Close proximity to primary school. Difficult road conditions (brow of a hill to Banbury Road).</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(7) Local Resident, (North Newington, Banbury Road)	<p><b>Support</b> – It is very common for people to speed through the village in using it as a through road. It makes it dangerous for village residents, especially those with horses and children. I have also seen at least 3 parked cars damaged by speeding vehicles</p> <p>Travel change: <b>No</b></p>

(8) Local Resident, (North Newington, Banbury Road)	<p><b>Support</b> – Over the many years I have lived in this village I have seen the traffic not only increase in capacity but very much so in speed. The speed limit urgently needs to be set at 20mph to reduce the ever heightening risk to both villagers and other traffic passing through our village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(9) Local Resident, (North Newington, Banbury Road)	<p><b>Support</b> – Fast drivers through village , lots of near misses</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(10) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – Narrow village patches without pavements and children getting to school. Lots of speeding cars, recent crashes and near misses</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – *Through route from several villages with traffic moving fast especially when children are walking to and from school.          *Pavement only on one side of the road, so children have to cross the road to reach school.          *Blind bend with line of parked cars beyond leading to several accidents and near misses.          *Agricultural vehicles through village leading to difficulty in passing for traffic coming in opposite direction.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – To make the village roads safer.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(13) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – We have a school in the village and a couple of blind bends. Cars and vans drive far too fast at present, an accident waiting to happen</p>

	Travel change: <b>No</b>
(14) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – Need to reduce speed limit for children at village primary school, blind bend in to village and because some motorists speed through in excess of current 30 mph limit. An accident is waiting to happen</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(15) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – Cars speed through the village. Recently one was hit during the night. There's a school in the village. Children live here!!</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – Main Street in North Newington has a number of residences front doors right on the footpath. Most of these only have on street parking and segments where only one car can pass at a time. Despite this commuters speed through the village and are some get extremely agitated if they need to give way to other drivers sometimes ending with them accelerating too quickly reaching speeds beyond 30mph. It can be dangerous just carrying your groceries from your car to the front door.</p> <p>My cottage front door opens onto the footpath in Main Street and on a number of occasions I have opened my door and found myself less than a foot from a van, car or lorry that has mounted the kerb instead of waiting for traffic, this is a danger to the residents and footpath walkers.</p> <p>Our Primary School traffic at drop off and pick up times usually results in gridlock. The section of the main road near the school has only access for one vehicle to pass and drivers become quite animated having to wait. Parents park their cars along Main Street quite legally but it then extends the one vehicle only right along Main Street to the Shutford Road.</p> <p>Since the huge developments of new housing at the Bloxham end of Banbury their residents use North Newington as a "quick way" of getting to the M40 avoiding going through Banbury that at peak times as Banbury is always very</p>

	<p>congested. These hundreds of new homes also increases of traffic for the Banbury users of the Shennington Recycling Centre and North Newington is their quick access to that facility.</p> <p>Currently we are also experiencing many lorries carrying 30-40 tonnes of aggregate coming through the village instead of using the contract specific route of Queensway and then the Warwick Road to get to their quarry destination again making the single vehicle access parts of the road trouble spots. The residents have aslo had their vehicles parked on Main Street and Shutford Road hit by vehicles travelling too fast. In the last three months our car on Main Street and a neighbors car on the Shutford road have been hit by other vehicles (both these incidents were late night/early morning) whose drivers did not stop after the accident. The reduction of the speed limit in North Newington from 30 to 20 mph may not stop the incidents I have set out above but it might make drivers think twice and slow down. It will naturally be much safer for the residents and users of our footpaths that sit right on the roadside and might contribute to a better flow of traffic.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(17) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – Speeding traffic is a real danger in NN. We live on the bend on Main Street and see some of the worst of it</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(18) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – Pedestrian / schoolchildren safety.</p> <p>Travel change: <b>No</b></p>
(19) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – North Newington is a Village made up of a short road with a very sharp bend on the brow of a hill. Cars going 30 mph cannot see what is on the road in front of them. Houses on Main Street do not have drive ways, therefore we open our front doors straight on to the road. If cars are coming past at 30 mph they have no time to react. This stretch of road is very narrow and often has horses, farm vehicles or primary school children on it. Vehicles need to be driving at 20mph or less in order to keep themselves and others safe.</p> <p>Thank you for your consideration.</p> <p>Travel change: <b>No</b></p>

(20) Local Resident, (North Newington, Park Lane)	<b>Support</b> – Fast and dangerous speed of cars thru village Travel change: <b>No</b>
(21) Local Resident, (North Newington, Park Lane)	<b>Support</b> – This should have been done years ago Travel change: <b>No</b>
(22) Local Resident, (North Newington, School Lane)	<b>Support</b> – appropriate maximum speed in village Travel change: <b>No</b>
(23) Local Resident, (North Newington, Shutford Road)	<b>Support</b> – I live at Number 12 Shutford Road and I don't let my cats out because people drive way too fast past our house. I would request that you go one step further and put a speed camera up or reduce to 20mph and put speed bumps in. It's so dangerous by my house! Travel change: <b>Yes – scoot more</b>
(24) Local Resident, (North Newington, Shutford Road)	<b>Support</b> – Traffic calming measures, e.g. chicane would be more effective, especially at the Shutford Road end of the village. Although a 20mph speed limit would hopefully help to reduce the speed of the drivers through the village. Travel change: <b>Yes - cycle more</b>
(25) Local Resident, (North Newington, The Pound)	<b>Support</b> – Safety concerns due to busy traffic and parking in a village with many accesses and bends Travel change: <b>No</b>

(26) Local Resident, (North Newington, Banbury Road)	<p><b>Support</b> – My house is at the start of the village and cars regularly speed through the village at 60 miles plus I've also had my car hit and written off by an errant driver, speeding in the village not being able to control themselves on the camber. It is on safe to walk through the village with speeding.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(27) Local Resident, (North Newington, Banbury Road)	<p><b>Support</b> – Traffic races past my house as it enters the village. The pedestrian access to my house is on to a narrow pavement bordering the road and as vision is concealed by shrubbery both the pedestrian and car driver are shocked when the other appears out of nowhere. I feel it's an accident waiting to happen.</p> <p>Travel change: <b>No</b></p>
(28) Local Resident, (North Newington, Banbury Road)	<p><b>Support</b> – A number of cars are clearly way above the current 30mph speed limit. Mostly driving to and from Banbury, when passing houses such as Tally Ho View, and also exiting the village at the other end past the pub. Many cars and also Lorries, drive quickly near the school. Accident waiting to happen.</p> <p>Travel change: <b>No</b></p>
(29) Local Resident, (North Newington, Banbury Road)	<p><b>Support</b> – Make the village safer.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(30) Local Resident, (North Newington, Gable End)	<p><b>Support</b> – School in village and people speed all the time! Dangerous beyond belief</p> <p>Travel change: <b>Yes - cycle more</b></p>
(31) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – Traffic comes through North Newington far too fast so a 20mph rule might slow some of those vehicles down.</p>

	Travel change: <b>No</b>
(32) Local Resident, (North Newington, Main Street)	<b>Support</b> – Much safer at lower speeds  Travel change: <b>No</b>
(33) Local Resident, (North Newington, Main Street)	<b>Support</b> – The through traffic is getting busier as more houses are built and sat nav uses NN as quickest route to Banbury/M40. Most of this traffic does not respect 30mph limit and easily can exceed 40mph. During “rush hour” it is a constant stream of traffic and mostly driving up to 40mph. I live on this road, I cross the road with my dogs each time I want to go for a walk and so many times I’ve nearly been run over by cars coming round the Shutford Rd end too quickly round the bend not expecting to see pedestrians. They do not respect the residents in the village or anticipate that we are crossing the road to access dog walks/or coming out of our drives. If the speed limit is not reduced to 20mph, and enforced, there will be a fatality soon. There is a school in the village: how is there not more speed enforcement? Yes to 20mph.: with cameras.  Travel change: <b>No</b>
(34) Local Resident, (North Newington, Main Street)	<b>Support</b> – I live on the main road through the village. Moving is a regular discussion in our home due to the speeding through the village. The change in the speed limit would be a positive impact on our lives.  Travel change: <b>Yes - cycle more</b>
(35) Local Resident, (North Newington, Main Street)	<b>Support</b> – As there are cars parked on the road and it is used by horse riders and cyclists- 20mph ensures their safety.  Travel change: <b>Yes – walk/wheel more</b>

(36) Local Resident, (North Newington, Main Street)	<b>Support</b> – 30mph is way too fast for the narrow roads, narrow pavement, parked cars and village school traffic. Travel change: <b>No</b>
(37) Local Resident, (North Newington, Main Street)	<b>Support</b> – I live in the village with two young children and often see cars driving through the village at a speed I consider too fast. Travel change: <b>No</b>
(38) Local Resident, (North Newington, Main Street)	<b>Support</b> – Drivers are constantly speeding through our village and knowing we have a primary school in our village . Travel change: <b>No</b>
(39) Local Resident, (North Newington, Main Street)	<b>Support</b> – I struggle to pull out of my drive - had several near misses due to speed they travel through the village Travel change: <b>Yes – walk/wheel more</b>
(40) Local Resident, (North Newington, Main Street)	<b>Support</b> – Because my house is on main street without pavement and it can be very tricky trying to get out of the drive. Travel change: <b>No</b>
(41) Local Resident, (North Newington, Main Street)	<b>Support</b> – Too many car and commercial vehicles travel at or above the existing limit, daily. Increases noise and atmospheric pollution. Danger to pedestrians, cyclists and horses and their riders. Travel change: <b>No</b>



(42) Local Resident, (North Newington, Main Street)	<p><b>Support</b> – Traffic has built up over the last few years and comes into and through the village in excess of 30mph. This is a danger to pedestrians and increases noise. With a 20mph limit the average speed through the village will drop.</p> <p>Travel change: <b>No</b></p>
(43) Local Resident, (North Newington, Park Lane)	<p><b>Support</b> – Support - vehicles are dangerously fast and this is essential to implement as soon as possible please, thank you.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(44) Local Resident, (North Newington, Park Lane)	<p><b>Support</b> – A 20mph limit will be safer for residents.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(45) Local Resident, (North Newington, Park Lane)	<p><b>Support</b> – The village has a school, a dip and corners that require great care. Plus necessary parking of cars.</p> <p>Travel change: <b>No</b></p>
(46) Local Resident, (North Newington, Park Lane)	<p><b>Support</b> – I have long been in favour of a 20mph limit, especially with a school in the village.</p> <p>Travel change: <b>No</b></p>
(47) Local Resident, (North Newington, School Lane)	<p><b>Support</b> – I live, ride my horse and walk my dog in the village. The amount of traffic using this road is constant and too fast, especially with the bad bends in the particular road. 20 mph will make a great deal of difference to safety,</p> <p>Travel change: <b>No</b></p>

(48) Local Resident, (North Newington, School Lane)	<b>Support</b> – People drive too fast Travel change: <b>No</b>
(49) Local Resident, (North Newington, School Lane)	<b>Support</b> – Anything to make Main Street safer Travel change: <b>No</b>
(50) Local Resident, (North Newington, School Lane)	<b>Support</b> – People use the village as a rat run and are unaware of the school, tight bends, walkers, animals and emerging traffic. To slow the traffic down would keep the village and the road users safer Travel change: <b>No</b>
(51) Local Resident, (North Newington, Shutford Road)	<b>Support</b> – Too fast, kids and horses Travel change: <b>Yes – walk/wheel more</b>
(52) Local Resident, (North Newington, Shutford Road)	<b>Support</b> – They drive too fast I walk my grandson to school and there is going to be an accident The cars are so near the pavement it's scary Travel change: <b>Yes – walk/wheel more</b>
(53) Local Resident, (North Newington, Shutford Road)	<b>Support</b> – The road is very narrow through the village, driving at speed is dangerous especially when the pavements are so narrow. Anything to help encourage drivers to slow down and make it safer for pedestrians. Travel change: <b>Yes – walk/wheel more</b>

<p>(54) Local Resident, (North Newington, Shutford Road)</p>	<p><b>Support</b> – Speed of traffic entering village danger to school children and elderly residents Serious Accident just waiting to happen</p> <p>Travel change: <b>No</b></p>
<p>(55) Local Resident, (North Newington, The Pound)</p>	<p><b>Support</b> – The school and the pub are at the most dangerous place in the village and need the speed reducing to 20mph.</p> <p>Travel change: <b>No</b></p>
<p>(56) Local Resident, (North Newington, Main Street)</p>	<p><b>Support</b> – There has been several crashes on the corner of the blinking owl including property been damaged and when it's school time they park all the way along behind that kind bend until you're on to it cause them problems when they come around too fast</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

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Divisions affected: *Chipping Norton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **ENSTONE: PROPOSED 20MPH & 30MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals as advertised:
  - a. 20mph speed limits within the parish of Enstone, including the hamlets of: Cleveley, Gagingwell, Lidstone, and Radford, and
  - b. 30mph speed limits on the southern end of Cox's Lane, and extended south-westwards on the B4022 to Charlbury.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Enstone and 20mph speed limits in Cleveley, Gagingwell, Lidstone, and Radford as shown in **Annexes 1 to 5**.

#### **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 Enstone, Cleveley, Gagingwell, Lidstone, and Radford by making them safer and more attractive.

## Formal consultation

6. Formal consultation was carried out between 28 September and 20 October 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, West Oxfordshire District Council, the local District Cllrs, Enstone parish council, and the local County Councillor representing the Chipping Norton division.

### Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. Enstone Parish Council support all 20mph and 30mph proposals.

### Other Responses:

#### Proposed 20mph Limits:

8. 69 online responses were received. The consultation invited views on proposals for each of the five communities and in cases where stated views in the 'tick box' columns contradicted the text response analysis of the text was used to best gauge true views. 32 local residents either supported all schemes or had no opinion and 22 objected to all proposals. In addition a business representative, a member of the public and someone who preferred not to identify all objected to all proposals. An additional three local residents objected to some proposals and had concerns or no opinion regarding others. Eight local residents and a business representative supported some schemes but not others. The overall picture of the various views is made clearer in the analysis table below.
9. The following table is a summary of the objections and concerns, with the views of some respondents covering more than one category:

View/Opinion	Number of responses
Not needed	18
Increased pollution	13
Not on A44 (mixed views on other roads)	11
No safety justification	8
Waste of money	7
Increased congestion and longer journey times	7
Driver frustration /complacency	2
Will not be enforced	1
Will worsen bus timetables and not encourage bus usage	1

Increased sign clutter	2
Reduce extent of proposals to increase respect	1

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

Travel Change	Number
Yes – walk/wheel more	12 (17%)
Yes - cycle more	6 (9%)
Yes – scoot more	1 (1.5%)
No	50 (71%)
Other	1 (1.5%)

#### Proposed 30mph Limit:

11. 69 online responses were received with 40 respondents in support, 21 objecting, two with no opinion, and six seeking a lower restriction to 20mph.
12. The following table is a summary of the objections and concerns, with the views of some respondents covering more than one category:

View/Opinion	Number of responses
Not effective and a waste of money	13
Adverse impact on journey times and business efficiency	5
Increased pollution	2
30 limit on Cox's Lane only	2
Increased congestion	1
Waste of money	1
Will be ignored	1

13. The consultation responses are shown in **Annex 6**, 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 help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

15. A reasonable level of engagement demonstrates majority support for all proposals but notably a greater level of support for the proposed 30mph limits. It is also worth noting that 8 respondents suggested the proposed 20mph limit on the main A44 is too low citing pollution and congestion concerns.

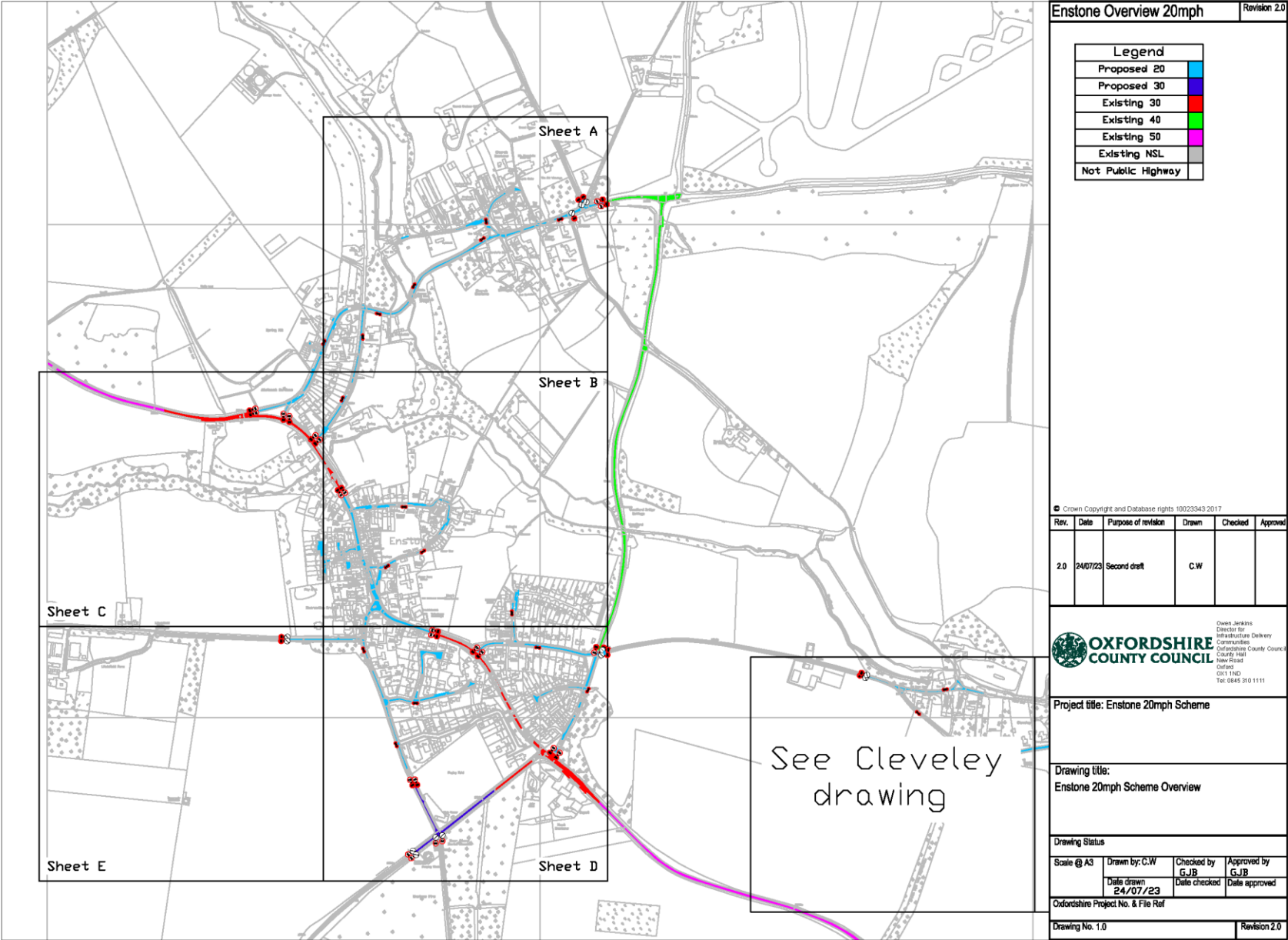
Bill Cotton  
Corporate Director, Environment and Place

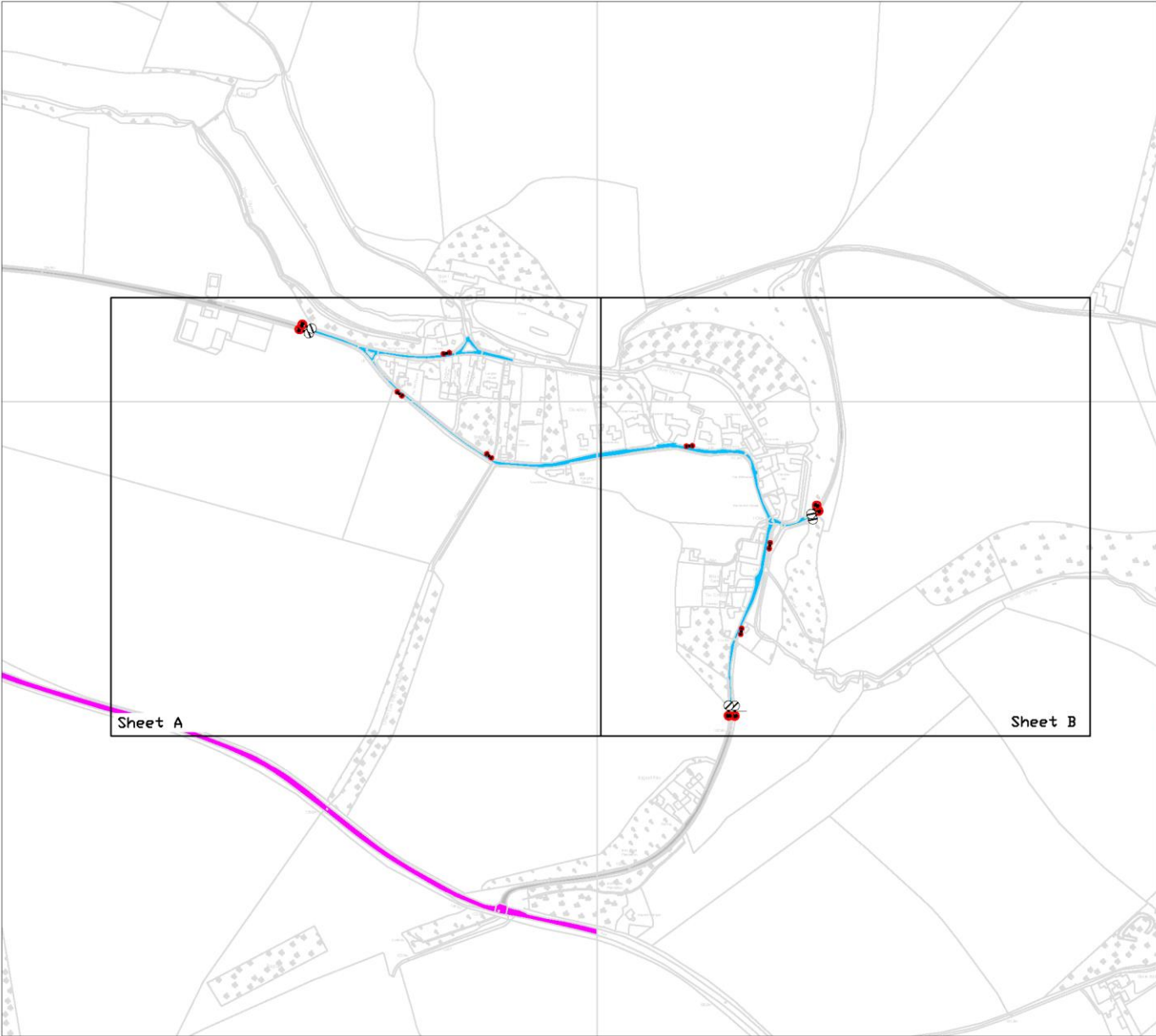
Annexes	Annexes 1-5: Consultation plans Annex 6: Consultation responses
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Contact Officers:	Phil Whitfield 07912523497 Geoff Barrell 07392 318869
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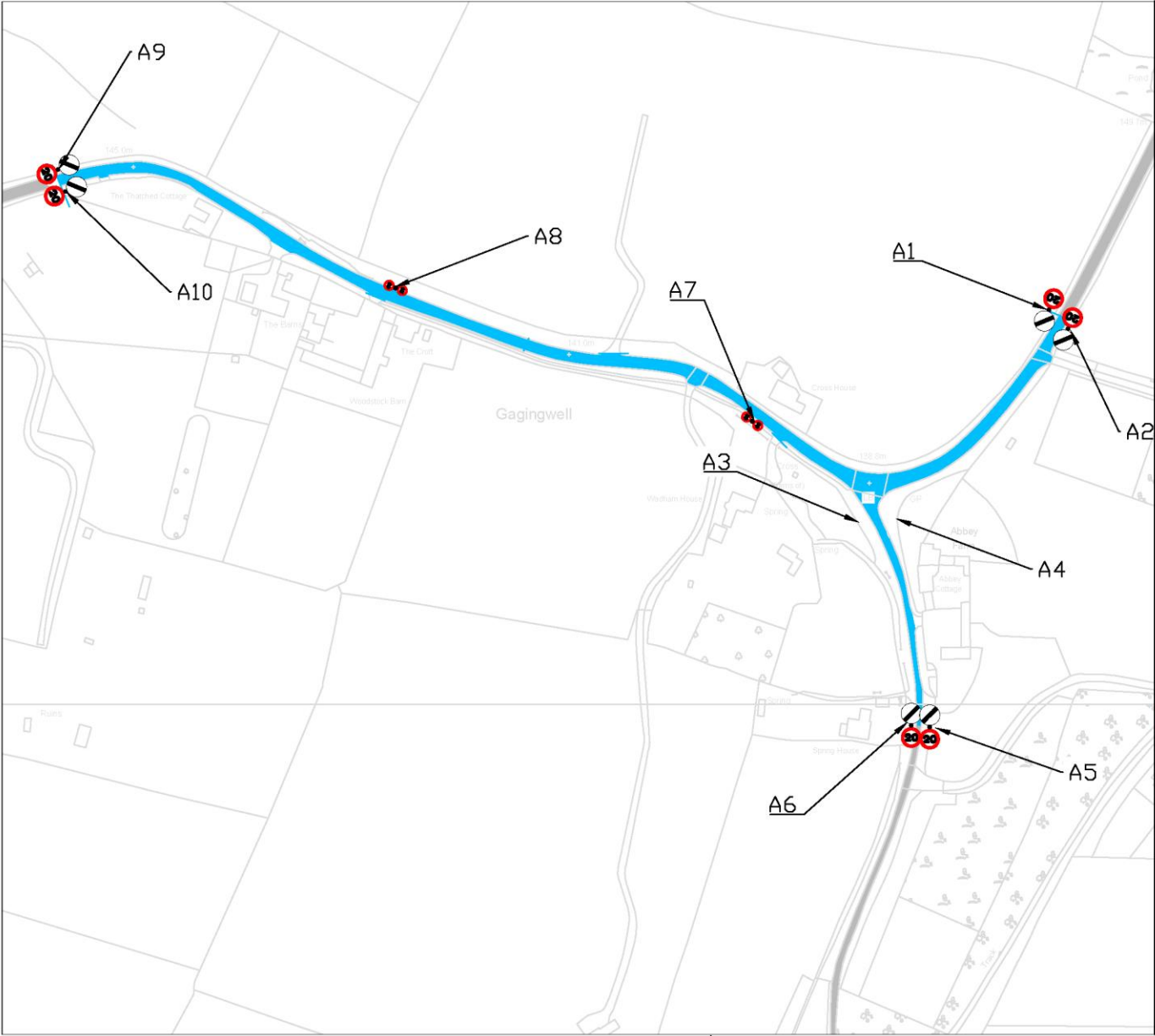
November 2023







Cleveley Overview 20mph		Revision 1.0											
<table border="1"> <tr> <th colspan="2">Legend</th> </tr> <tr> <td>Proposed 20</td> <td>Blue</td> </tr> <tr> <td>Existing 50</td> <td>Pink</td> </tr> <tr> <td>Existing NSL</td> <td>Grey</td> </tr> <tr> <td>Not Public Highway</td> <td>White</td> </tr> </table>				Legend		Proposed 20	Blue	Existing 50	Pink	Existing NSL	Grey	Not Public Highway	White
Legend													
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved								
1.0	03/05/23	First draft	C.W										
 <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>													
Project title: Cleveley 20mph Scheme													
Drawing title: Cleveley 20mph Scheme Overview													
Drawing Status													
Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB										
	Date drawn: 03/05/23	Date checked: 02/06/23	Date approved: 02/06/23										
Oxfordshire Project No. & File Ref													
Drawing No. 1.0				Revision 1.0									



Sheet A

Revision 1.0

Legend

Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	03/05/23	First draft	C.W		

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Project title: Gagingwell 20mph Scheme

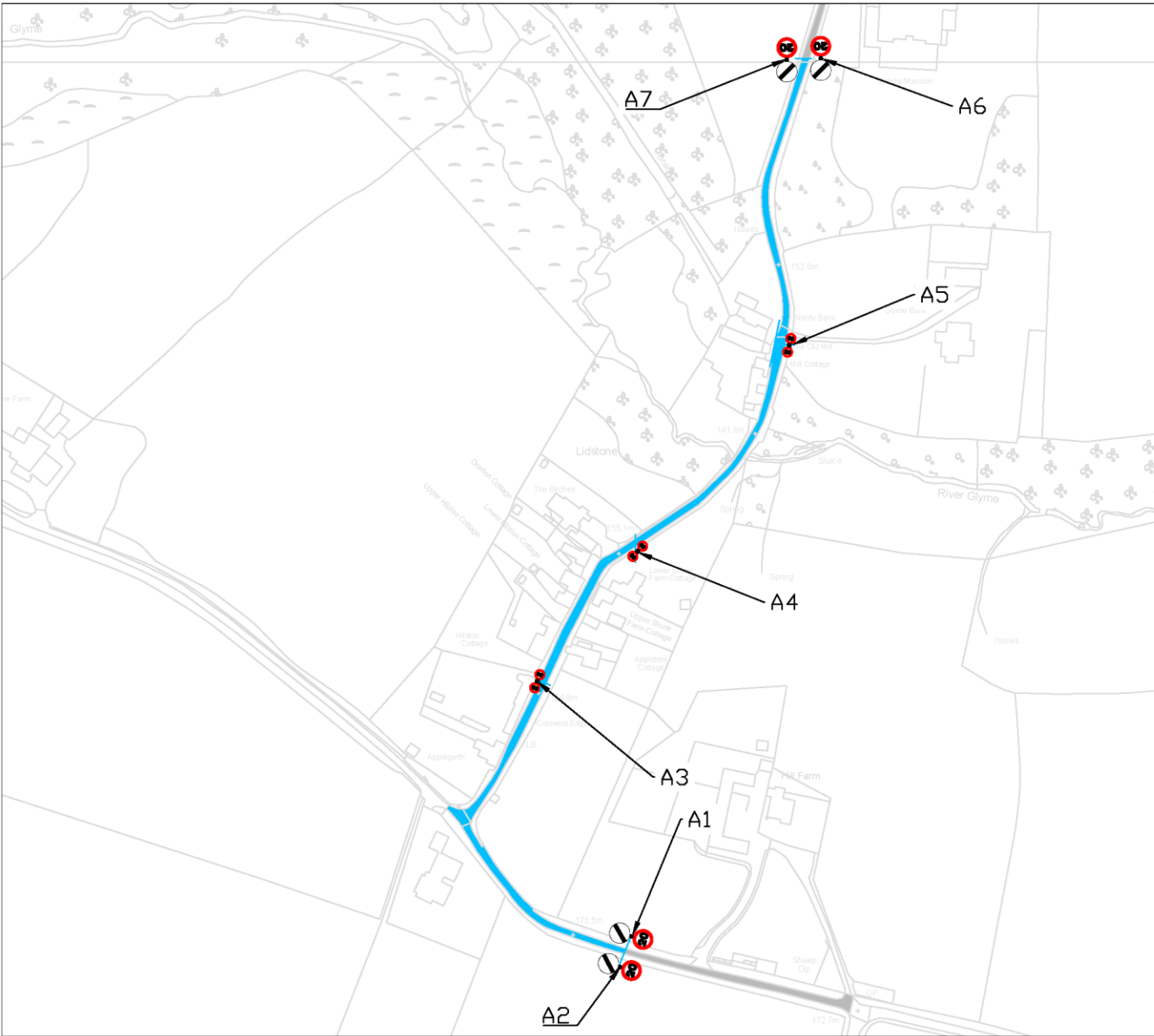
Drawing title:  
Gagingwell 20mph Scheme Sheet A

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB
	Date drawn: 03/05/23	Date checked: 02/06/23	Date approved: 02/06/23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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Sheet A

Revision 1.0

Legend

Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	03/05/23	First draft	C.W		

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Project title: Lidstone 20mph Scheme

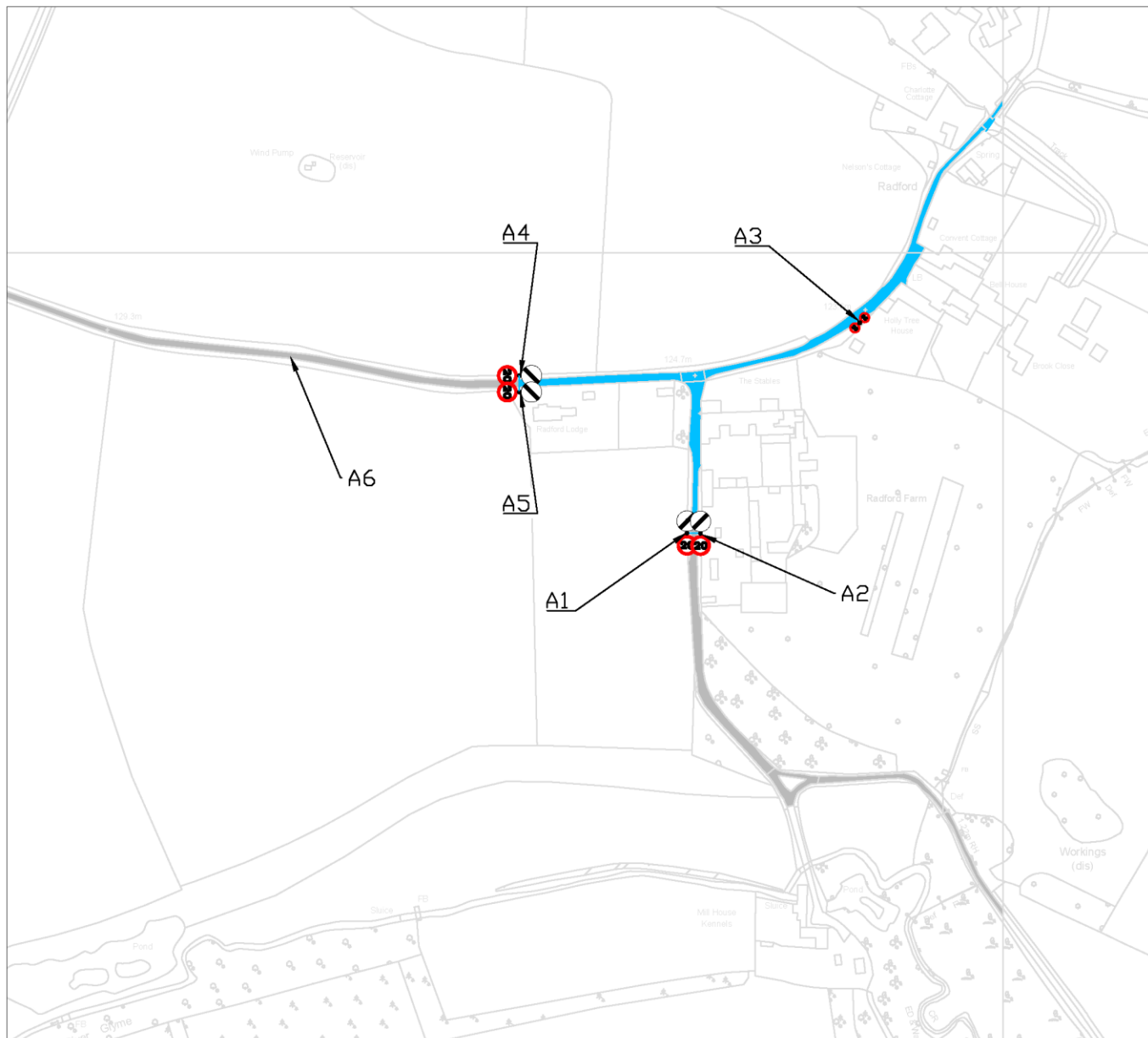
Drawing title:  
Lidstone 20mph Scheme Sheet A

Drawing Status

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Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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Legend	
Proposed 20	
Existing NSL	
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Project title: Radford 20mph Scheme

Drawing title:  
Radford 20mph Scheme Sheet A

	Drawing Status
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Scale @ A3	Drawn by: C.W	Checked by GJB	Approved by GJB
	Date drawn 03/05/23	Date checked 02/06/23	Date approved 02/06/23

	03/03/23
Oxfordshire Project No. & File Ref	

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local resident, (Church Enstone, Bicester Road)	<p>Enstone – <b>Object</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Object</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>30mph should be allowed on main roads except for outside Schools &amp; shops, the smaller villages have narrow or winding lane so it makes sense to be more careful</p> <p>30mph speed limits – <b>Support</b>  Cox's Lane has houses on one side, I think 30mph is sensible, B4022 could be 40mph</p> <p>Travel change: <b>No</b></p>
(3) Local resident, (Church Enstone, The Square)	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Object</b>  Lidstone – <b>Object</b>  Radford – <b>Object</b></p> <p>The proposed 20mph speed limits will not make the slightest difference to road safety, Having lived here for more than forty years I have not heard of any pedestrian being injured in a road traffic accident (rta). The proposed 20mph limits</p>

	<p>may even increase the incidence of an rta by frustrating drivers. It will not encourage other forms of transport which would be obvious if you actually visited or lived in the area (try and visit any of the proposed areas without a motor vehicle). It will increase costs both business and private, it will increase journey times. Bus time tables (the very few that operate any where near these villages) will need to be amended to account for the longer journey times and will have a masive knock on effect for each leg of the journey. It will create an eyesore in these villages by increasing the amount of street furniture. Not to mention the cost of implementing the scheme, when councils complain they have no money for mending potholes. No money to cut verges, no money to mend pavements, no money to empty gulleys but virtue signalling there always seems to be a blank cheque available for that.</p> <p>30mph speed limits – <b>Object</b> Please see my previous comments.</p> <p>Travel change: <b>No</b></p>
(4) Local resident, (Cleveley, Cleveley Road)	<p>Enstone – <b>Object</b> Cleveley – <b>Object</b> Gagingwell – <b>Object</b> Lidstone – <b>Object</b> Radford – <b>Object</b></p> <p>I strongly object to 20mph speed limits unless there are signs and lights indicating a school or similar building is nearby and is in use</p> <p>30mph speed limits – <b>Object</b> I do not feel the current speed limit needs to be changed</p> <p>Travel change: <b>No</b></p>
(5) Local resident, (Enstone, A44)	<p>Enstone – <b>Object</b> Cleveley – <b>Concerns</b> Gagingwell – <b>Concerns</b> Lidstone – <b>Concerns</b> Radford – <b>Concerns</b></p>



	<p>I object particularly to the proposal to implement a 20mph limit on part of the A44 in Enstone, a busy main road where it's really important to keep the traffic flowing smoothly and moving on through and out of the village. When we have had traffic lights on the road recently a similar set of conditions was created as if there were a lower speed limit, with traffic moving slowly and having to queue and stop-start. The resulting gear changes of the HGVs on the inclines (right outside my home) were noisy, disruptive and difficult to deal with, as were the vibrations that they caused throughout the house. The rattle and boom of empty commercial vehicles, regardless of their size, constantly having to brake and change gear, is also very disruptive. I do not want to live with a permanent queue of smelly slow-moving traffic outside my home. In most of the other areas I think it is a total waste of money to implement a 20mph speed limit as the roads themselves create an automatic slowing of vehicles due to their narrow and winding nature. As a driver, I also find it incredibly frustrating to have to try to drive at such low speeds. It's just not practical - the car goes faster than 20 without any acceleration at all and the constant braking to try to comply with the law is a nonsense. I don't want to have to live with this right on my doorstep and whenever I want to go out. I have no objection or concerns about extending the 30mph limit in Cox's Lane and the Charlbury Road.</p> <p>30mph speed limits – <b>No opinion</b></p> <p>I would like the Council to see sense, take into account the needs of drivers and businesses (we do need deliveries, for example!) as well as those impacted by the slow moving traffic outside their homes and withdraw these anti-driver proposals.</p> <p>Travel change: <b>No</b></p>
(6) Local resident, (Enstone, Bicester Road)	<p>Enstone – <b>Object</b></p> <p>Gagingwell – <b>Object</b></p> <p>No benefit vs costs of implementation. More emissions and traffic around the roads longer but slower.</p> <p>30mph speed limits – <b>Concerns</b></p> <p>It's a country road. Utterly ridiculous when surrounded by fields. Too slow and will disincentivise going to Charlbury and using local business and services. The countryside doesn't need city ideas applying to it. People would also not follow it anyway and still go the national limit.</p> <p>Travel change: <b>No</b></p>

<p>(7) As a business, (Enstone, Chapel Lane)</p>	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Object</b>  Radford – <b>Concerns</b></p> <p>the road surfaces are more dangerous than speeds. Radford you need to go slow due to cows who have access on the main road into Radford. Cleveley is so windy you have to go slowly anyway as its not wide enough for 2 cars to pass each other. Gagingwell speed signage (happy face) works well already and motorists do slow down. Enstone needs the Happy Face to encourage slowing down of vehicles. I find proper signage works well. Ive seen its very difficult to slow down from a 50 to a 30 immediately ( i am on the SSpeedwatch group).</p> <p>30mph speed limits – <b>Concerns</b>  Cox's Lane is residential and the Charlbury to Enstone Road is not residential. No street lights = National Speed Limit. If you are going to reduce the speed limit, then you had better put street lights in.?</p> <p>Travel change: <b>No</b></p>
<p>(8) Member of public, (Enstone, Chapel Lane)</p>	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Object</b>  Lidstone – <b>Object</b>  Radford – <b>Object</b></p> <p>Complete waste of time.</p> <p>30mph speed limits – <b>Object</b>  Waste of time money and resources. They need to be scrapped. At lower speeds its been proved cars will pollute more.</p> <p>Travel change: <b>No</b></p>
<p>(9) Local resident, (Enstone, Chapel Lane)</p>	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b></p>

	<p><b>Lidstone – Object</b></p> <p>I object to the proposals to make 20mph zones in Enstone. The issue with traffic through the village is the amount of heavy traffic, not so much the speed it travels at. I believe the money that will be wasted on this project would be better spent on a safe road crossing on the A44 near to the B4022 as there are no crossings at the end of the village. As a parent with a young child, it is impossible to walk along some pavements with a pram due to being in disrepair or overgrown. Again, this should be more of a priority. We need a pavement that goes fully along the B4030 to the A44 and another one fully along the B4022 to connect to Cox's Lane, especially with this being alongside a playing field. The roads would be safer if we didn't have to walk on them to get around the village.</p> <p>Chapel Lane in Enstone and Lidstone are impossible to get around faster than 20mph anyway so that would also be a waste of money and signage.</p> <p>Overall, we need safer crossings and pavements that will then benefit everyone in our community. The 20mph project is a waste of money that won't slow anyone down, won't reduce traffic and won't reduce emissions.</p> <p><b>30mph speed limits – Object</b></p> <p>The speed limit doesn't need to be changed, the priority should be to have pavements put in. Walking along these roads are unsafe regardless of the speed limit if there's no pavement!</p> <p>Travel change: <b>No</b></p>
(10) Local resident, (Enstone, Cleveley Road)	<p><b>Enstone – Object</b>  <b>Cleveley – Object</b>  <b>Gagingwell – Object</b>  <b>Lidstone – Object</b>  <b>Radford – Object</b></p> <p>The broad-brush approach to this. 20mph on major routes is absurd and causes more pollution. It also is very difficult to enforce without expensive average speed cameras. Small purely residential roads should all be 20mph. I base this on my personal observations as a driver too - look at the lack of compliance in Charlbury? Plus the criminal damage to some of the signs. This is a step too far and invades the personal freedom. I totally for it all IF YOU CAN ENFORCE IT - 100% of the time, all the time. Otherwise it just becomes a law that a significant number of people WILL brake. It is not really fair.</p> <p><b>30mph speed limits – Support</b></p>

	<p>The road is right next to a popular playing field where many children play. It's a nonsense that it's not the now.</p> <p>Travel change: <b>No</b></p>
(11) Local resident, (Enstone, Cleveley Road)	<p>Enstone – <b>Object</b>  Gagingwell – <b>Object</b>  Radford – <b>Support</b></p> <p>Enstone had a major trunk road. reducing the speed of all lorries and other vehicles will create more pollution for the village due to the vehicle being there longer.</p> <p>30mph speed limits – <b>Concerns</b>  B4022 is a fairly busy and frequent used road. Reducing speed is going to add traffic congestion</p> <p>Travel change: <b>No</b></p>
(12) Local resident, (Enstone, Cleveleys road)	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Object</b>  Lidstone – <b>Object</b>  Radford – <b>Object</b></p> <p>20 mph causes more pollution and problems than it is claimed to help</p> <p>30mph speed limits – <b>Support</b>  20 mph is not a sensible speed 30 is</p> <p>Travel change: <b>No</b></p>
(13) Local resident, (Enstone)	<p>Enstone – <b>Object</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Object</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p>

	<p>30mph is fine in Enstone and Gagingwell. Bigger roads. Radford and lidstone not possible to do more than 20. Other than that just leave it alone. Stop interfering.</p> <p>30mph speed limits – <b>Object</b></p> <p>30mph on the b4022 is ridiculous. National speed limit road apart from in the appropriate places.</p> <p>Travel change: <b>No</b></p>
(14) Local resident, (Enstone)	<p>Enstone – <b>Object</b></p> <p>Cleveley – <b>Object</b></p> <p>Gagingwell – <b>Object</b></p> <p>Lidstone – <b>Object</b></p> <p>Radford – <b>Object</b></p> <p>I don't think slowing down will translate into guaranteed safer roads</p> <p>30mph speed limits – <b>Object</b></p> <p>Pollution increase</p> <p>Travel change: <b>No</b></p>
(15) Local resident, (Enstone, Lidstone)	<p>Enstone – <b>Object</b></p> <p>Cleveley – <b>Object</b></p> <p>Gagingwell – <b>Object</b></p> <p>Supposedly this is to make it safer for people to get around without driving - the reality is we live in a rural area so regardless off lowering the speed limit we can't just jump on a bike/ walk to the nearest town. 20mph is ridiculously slow and if anything it will make drivers complacent.</p> <p>30mph speed limits – <b>Support</b></p> <p>Currently there are no pavements for pedestrians to use so National speed limits are dangerous - also there are lots of public rights of way and bridleways used by the public of the B4022 and coxs lane</p> <p>Travel change: <b>No</b></p>

(16) Local resident, (Enstone, Oxford Road)	<p>Enstone – <b>Object</b>  Gagingwell – <b>Object</b>  I live next to the A44, this is a major road, if all trafic kept to 30 there would not be a problem, there is a 20mph limit with flashing lights by the School when children arrive and leave. Gagingwell has very few properties that boarder the road, there are motion signs that show your speed wich is good, 30 is an apropreat speed .</p> <p>30mph speed limits – <b>Support</b>  Moving the 30mph on Cox lane and Charlbury road would make it safer at the Sports Club.</p> <p>Travel change: <b>No</b></p>
(17) As a business, (Enstone, Oxford Road)	<p>Enstone – <b>Object</b>  20mph speed limits make our coaches late when running to a timetable.</p> <p>30mph speed limits – <b>No opinion</b>  Cox's lane does not affect us as a business.</p> <p>Travel change: <b>No</b></p>
(18) Local resident, (Enstone, Oxford Road)	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Object</b>  Lidstone – <b>Object</b>  Radford – <b>Object</b></p> <p>I am objecting mainly for the A44 through Enstone. It would be ridiculous to put it to 20mph, it's the main road from Chipping Norton to Oxford so needs to be accommodated for. I understand lanes and smaller roads to be 20mph but not a main road. I live on the main road and often walk my child to school along it and very rarely feel like a car is going too fast past me and is unsafe!</p> <p>30mph speed limits – <b>Object</b>  There's minimal foot traffic on the B4022, so doesn't need a lower speed limit</p>

	Travel change: <b>No</b>
(19) Local resident, (Enstone, Oxford Road)	<p>Enstone – <b>Object</b>  Gagingwell – <b>Object</b>  Enstone proposed 20mph, if traffic enters Enstone from 50mph and leaves from 20mph the traffic will build up in the Village at peak times it will make it very difficult to join the A44 from private entrances and side roads the B4022 mostly affected</p> <p>30mph speed limits – <b>Support</b>  It would make it safer by the Football Club</p> <p>Travel change: <b>No</b></p>
(20) Local resident, (Enstone, Quarry Close)	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Object</b>  Lidstone – <b>Object</b>  Radford – <b>Object</b>  This is in place in Charlbury, it makes no difference and the air pollution you can actually smell in certain parts of the town,</p> <p>30mph speed limits – <b>Support</b>  That's makes sense you are near a football club</p> <p>Travel change: <b>No</b></p>
(21) Local resident, (Enstone, Tew Road)	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Object</b></p>

	<p>reduced speed increases exhaust emissions and area being discussed has so few accidents these changes are unnecessary</p> <p>30mph speed limits – <b>Support</b> passes the local Socila club so agree to 30 in all Cox's Lane and on the Charlbury side of its junction with B4022</p> <p>Travel change: <b>No</b></p>
(22) Local resident, (Enstone, Tew Road)	<p>Enstone – <b>Object</b> Gagingwell – <b>Object</b> At 20 mph car emissions are higher so defeating the plan to reduce emissions plus vey few incidents in these areas caused by cars</p> <p>30mph speed limits – <b>Support</b> as the Enstone Sports and Social club is on the corner of Cox's Lane and B4022 extending the 30mph zone to include that junction seem sensible given the number of vehicles that turn into Cox's Lane from B4022</p> <p>Travel change: <b>No</b></p>
(23) Local resident, (Enstone, The Drive)	<p>Enstone – <b>Object</b> Cleveley – <b>Object</b> Gagingwell – <b>Object</b> Lidstone – <b>Object</b> Radford – <b>Object</b> Physical traffic calming measures need to be put in place to seriously reduce vehicle speeds. Example, when cars are parked along The Drive the speed of vehicles is noticeably slower, I believe having a 20mph sign in place along The Drive would make no difference to the average speed over a week period. Tourists travelling to Heythrop park driver slower as they're unfamiliar with the roads but local traffic travel whatever speed they see fit for the road conditions regardless of speed limit in place.</p> <p>30mph speed limits – <b>Support</b> I'm happy for 30mph in the 2 locations.</p>



	Travel change: <b>No</b>
(24) Local resident, (Enstone, The Drive)	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Object</b>  Lidstone – <b>Object</b>  Radford – <b>Object</b>  Ridiculous wokery. Not good for the environment.</p> <p>30mph speed limits – <b>Object</b>  War on the car and not necessary!</p> <p>Travel change: <b>No</b></p>
(25) Local resident, (Enstone, The Paddocks)	<p>Enstone – <b>Object</b>  30mph is slow enough there is a safe crossing for the school children so no worries there 20mph is just too slow</p> <p>30mph speed limits – <b>Concerns</b>  Depends where the 30mph begins and ends</p> <p>Travel change: <b>No</b></p>
(26) Local resident, (Enstone, Cleveley Road)	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Concerns</b>  Lidstone – <b>Concerns</b>  Radford – <b>Concerns</b>  A 20mph speed limit on the A44 main road in Enstone is totally stupid for large vehicles ie hgv/psv. It will make more pollution as they engines will be working harder to climb the hill and at 20mph will be 50% longer covering the same distance.</p>

	<p>Let's hope common sense is seen and the main roads are kept at 30mph!!!..</p> <p>30mph speed limits – <b>Support</b> 30 mph on B4022 but it should be 20mph on Cox's Lane.</p> <p>Travel change: <b>No</b></p>
(27) Local resident, (Enstone, Cleveley Road)	<p>Enstone – <b>Object</b> Cleveley – <b>Object</b> Gagingwell – <b>Concerns</b> Lidstone – <b>Concerns</b> Radford – <b>Concerns</b> Do not think it's reasonable Orr feasible</p> <p>30mph speed limits – <b>Concerns</b> As before</p> <p>Travel change: <b>No</b></p>
(28) Local resident, (Enstone, Cleveley Road)	<p>Enstone – <b>Object</b> Cleveley – <b>Object</b> Gagingwell – <b>Object</b> Lidstone – <b>Object</b> Radford – <b>Object</b> I see no benefit from these unnecessary restrictions being inflicted on motorists</p> <p>30mph speed limits – <b>Object</b> No need to inflict these limits on a road where there are no problems</p> <p>Travel change: <b>No</b></p>

(29) Local resident, (Enstone, Bicester Road)	<p>Enstone – <b>Object</b>  I live on Bicester Road Enstone  30mph is fine.  No need to slow all vehicles down to 20mph so they stay in the village for 30percent longer making more noise.</p> <p>30mph speed limits – <b>Object</b>  The B4022 to Charlbury is a long road. Reducing it from 60 to 30mph increases the journey to Charlbury by 100%.  It's an empty country road there's no reason to do less than 60 mph.</p> <p>Travel change: <b>No</b></p>
(30) Local resident, (Lidstone, Lane through Lidstone)	<p>Enstone – <b>Object</b>  Cleveley – <b>Object</b>  Gagingwell – <b>Object</b>  Lidstone – <b>Object</b>  Radford – <b>Object</b></p> <p>For one, in Lidstone it is not possible to exceed 20mph, but where implemented it will only cause people to break sharply on entering villages, more fining of the public and make no difference at all to safety. It will also cause drivers to suffer frustration and this has safety issues of its own. 30mph is a perfectly sensible and safe speed to pass through villages that lie along any of our country roads.</p> <p>30mph speed limits – <b>Object</b>  If it is proposed within the village of Enstone, I would agree with 30mph, but if it is proposed all the way to Charlbury I consider this burdensome on drivers.</p> <p>Travel change: <b>No</b></p>
(31) Rather not say, (Banbury, Bretch Hill)	<p>Enstone – <b>Concerns</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Concerns</b>  Lidstone – <b>Concerns</b>  Radford – <b>Support</b></p>

	<p>Some hamlet areas just do not justify 20mph. Others do. The increased noise and pollution from their introduction, coupled with no safety benefits whatsoever, and the inability to enforce them, makes this an expensive sledgehammer to crack a peanut.</p> <p>30mph speed limits – <b>Support</b> Given the housing and leisure facilities on the lane, this is justified.</p> <p>Travel change: <b>No</b></p>
(32) Local resident, (Enstone, Cleveley Road)	<p>Enstone – <b>Concerns</b> Cleveley – <b>Support</b> Gagingwell – <b>Support</b> Lidstone – <b>Support</b> Radford – <b>Support</b> The smaller roads will benefit from reduced speeds. The A44 must remain the same.</p> <p>30mph speed limits – <b>Support</b> There is no footpath in parts where it's required, reducing speed will make it safer.</p> <p>Travel change: <b>No</b></p>
(33) Local resident, (Enstone, Cleveley Road)	<p>Enstone – <b>Concerns</b> Cleveley – <b>Support</b> I dont use the roads i've replied with a no opinion. Quitr a nimer of vehicles on narrow road to cleveley drive too fast. Thete are no footpaths thete.</p> <p>30mph speed limits – <b>Support</b> Suitable road, good visuability and footpaths.</p> <p>Travel change: <b>No</b></p>

(34) Local resident, (Enstone, Cleveley Road)	<p>Enstone – <b>Concerns</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>I am happy for 20 on all minor roads, but NOT the A44 . 25 mph would be more sensible</p> <p>30mph speed limits – <b>Concerns</b>  I am not sure how far towards Charlbury you mean. 30 for Cox's Lane seems fine</p> <p>Travel change: <b>No</b></p>
(35) Local resident, (Enstone, Cleveley Road)	<p>Enstone – <b>Concerns</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Concerns</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>20 mph in Cleveley, Radford &amp; Lidstone where the roads are narrow I fully support. I do not support 20 mph on the A44 except at school times when lights are flashing.</p> <p>30mph speed limits – <b>Support</b>  Cox's Lane has lot's of people walking + Sports Club that is busy when games being played.</p> <p>Travel change: <b>No</b></p>
(36) Local resident, (Enstone, Venvell Close)	<p>Enstone – <b>Concerns</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Object</b>  Radford – <b>Support</b></p> <p>The main A44 needs to remain at 30mph for traffic to progress at a sensible rate. All the side roads should be 20mph, and the junction at the sports club should be within the 30mph to give safe exit.</p> <p>There also need to be more pavements, and a traffic light controlled crossing from school to bus shelter.</p>

	<p>30mph speed limits – <b>Support</b>  Lots of children walk along this road, and especially since there is no pavement to the sports field it is dangerous.</p> <p>Travel change: <b>No</b></p>
(37) Local resident, (Neat Enstone, Charlbury Road)	<p>Enstone – <b>Concerns</b>  Cleveley – <b>Support</b>  Lidstone – <b>Support</b>  30 or more in some of the above is daft as roads not suitable</p> <p>30mph speed limits – <b>Concerns</b>  Coxs lane yes but why the Charlbury Road bit</p> <p>Travel change: <b>No</b></p>
(38) Local resident, (Church Enstone, Bicester Road)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b>  I feel strongly that the speed limit currently is too fast, and it will be for the protection of pedestrians mainly in the area.</p> <p>30mph speed limits – <b>Support</b>  I think for the safety of pedestrians and cyclist is quite important to reduce the speed in the area</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(39) Local resident, (Church Enstone, Bicester Road)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b></p>

	<p>Radford – <b>Support</b> I live in Church Enstone where motorists travel at often v high speeds through the village on the B4030. We need better/more signage for the speed limits and some policing - otherwise they will continue to travel through at high speeds</p> <p>30mph speed limits – <b>Support</b> Cox's Lane has residents and a pavement where people walk their dogs - it will be safer. Also for motorists as there are blind spots</p> <p>Travel change: <b>No</b></p>
(40) Local resident, (Church Enstone, Main Road)	<p>Enstone – <b>Support</b> Cleveley – <b>Support</b> Gagingwell – <b>Support</b> Lidstone – <b>Support</b> Radford – <b>Support</b> Concerns over safety of elderly and very young residents and damage to listed buildings from speeding heavy good's vehicles.</p> <p>30mph speed limits – <b>No opinion</b> I have no opinion</p> <p>Travel change: <b>No</b></p>
(41) Local resident, (Cleveley, Unnamed Road)	<p>Enstone – <b>Support</b> Cleveley – <b>Support</b> Gagingwell – <b>Support</b> Lidstone – <b>Support</b> Radford – <b>Support</b> We live in Cleveley where there is a narrow road, no speed limit and cars go too fast. We have had a dog hit by a car. Our neighbours have had cats killed by speeding cars and a neighbour's dog has been killed. It's a small country lane, yet I have to warn guests the danger of walking down the lane. One of the neighbours has just received his licence and drives past our house at 50-60mph. Our front door is about 10 feet from the lane.</p>

	<p>30mph speed limits – <b>Support</b>          These villages were not laid out with modern traffic in mind. It would be nice to make the area family friendly and not speedways.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(42) Local resident, (Cleveley)	<p>Enstone – <b>Support</b>          Cleveley – <b>Support</b>          Gagingwell – <b>Support</b>          Lidstone – <b>Support</b>          Radford – <b>Support</b>          I live in Cleveley and I fully support a 20mph limit in all of the villages</p> <p>30mph speed limits – <b>Support</b>          Make the road safer</p> <p>Travel change: <b>Other</b>          I ride horses and it will allow safer and more pleasant experience</p>
(43) Local resident, (Cleveley, Unnamed Road)	<p>Enstone – <b>Support</b>          Cleveley – <b>Support</b>          Gagingwell – <b>Support</b>          Lidstone – <b>Support</b>          Radford – <b>Support</b>          Safety</p> <p>30mph speed limits – <b>Support</b>          SAFETY</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>



<p>(44) Local resident, (Enstone, A44)</p>	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>To stop speeders and make life safer for pedestrians.</p> <p>30mph speed limits – <b>Support</b>  People speed down that road until they pass the Sports Club. There is only a grass verge for pedestrians which makes it uncomfortable.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(45) Local resident, (Enstone, Bicester Road)</p>	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>I am sick of maniacs driving dangerously down the hill into our village, Enstone, as I live on said hill and it's only a matter of time before someone crashes into me as I pull out of my drive. We need a speed camera too.</p> <p>30mph speed limits – <b>Concerns</b>  It should be 20mph</p> <p>Travel change: <b>No</b></p>
<p>(46) Local resident, (Enstone, Chapel Lane)</p>	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p>

	<p>I live in Enstone and my children cross the road to go to school in the mornings. During rush hour it can be very worrying as the cars, trucks and lorry's aswell as motorcycles go way too fast.</p> <p>30mph speed limits – <b>No opinion</b> I don't support</p> <p>Travel change: <b>Yes – scoot more</b></p>
(47) Local resident, (Enstone, Chapel Lane)	<p>Enstone – <b>Support</b> I live in Enstone so only know the situation in Enstone. I would support a speed reduction on the Lidstone Road if that is included in this proposal. Would it be monitored in anyway? The 30mph limit is mostly ok except people don't stick to it, so I dont see how a 20mph limit would help that.</p> <p>30mph speed limits – <b>Support</b> The area around the social club is too fast with cars. The 30mph limit needs to start Charlbury's side of the junction with Coxs Lane and the Charlbury Road.</p> <p>Travel change: <b>No</b></p>
(48) Local resident, (Enstone, Coxs Lane)	<p>Enstone – <b>Support</b> Cleveley – <b>Support</b> Gagingwell – <b>Support</b> Lidstone – <b>Support</b> Radford – <b>Support</b></p> <p>I support this proposed reduction in speed limits in Enstone parish. There has been an increase in traffic generally as well as dangerous speeding on our narrow lanes. In particular from the junction of the A44 Oxford Road and the northern end of Cox's Lane where traffic speeds are dangerous for residents and there is no pavement on one side of the road. This is also dangerous for parents and children at school drop off and pick up times.</p> <p>30mph speed limits – <b>Support</b> Increase traffic travelling at speed is a danger to those residents who need to cross the B4022 to access the woods as well as those using the sports and social club especially when cars are parked on the verge.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(49) Local resident, (Enstone, Crossways Court)	<p>Enstone – <b>Support</b>  Gagingwell – <b>Support</b>  Our house is near the main crossroads in enstone and there have been many collisions or near collisions as cars speed off into the 60 zone from the 30 or have not slowed down. I cross this main road A44 to take my daughter to school and it is very dangerous with such fast cars</p> <p>30mph speed limits – <b>Concerns</b>  I think it is too fast to enter or exit the village due to the amount of traffic</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(50) Local resident, (Enstone, Crossways Court)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b>  People drive like maniacs</p> <p>30mph speed limits – <b>Object</b>  Why? That's the route to primary school where our kids will end up being killer.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(51) Local resident, (Enstone, Oxford Road)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p>

	<p>The seriousness of injury to a person from a collision with a vehicle is lessened as the speed is reduced. Where there are more people the risk is increased, where there is more traffic the risk is increased. Therefore, an A road going through a village with amenities on either side, causing people to cross where there is no provision of a pelican crossing, places pedestrians in a high-risk position. Include the elderly, young families with children and dog walkers in the mix and the level of stress in undertaking a simple task increases dramatically as well as putting them at risk.</p> <p>30mph speed limits – <b>Support</b>          Taking into account my previous comments the traffic races along these roads especially on the commute to work. The B4022 from the crossroads with the A44 has no footpaths on either side in the direction of Charlbury. Coxs Lane has a footpath up to the boundary of the Parish Hall only, thereafter a grass verge up to the B4022. Both of these routes are used by walkers en route to The Hoar Stone, Enstone Firs Wood and Fulwell. These are popular walks taking advantage of the local footpaths. Without speed restrictions, these routes are very dangerous to pedestrians.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(52) Local Cllr, (Enstone, Oxford Road)	<p>Enstone – <b>Support</b>          Cleveley – <b>Support</b>          Gagingwell – <b>Support</b>          Lidstone – <b>Support</b>          Radford – <b>Support</b></p> <p>I support 20mph throughout the Enstone and the hamlets because there is a reduction in injury if someone is hit at a lower speed; it will encourage people to use other forms of transport and could lower emissions; and there would be no peaks and troughs of speeding.</p> <p>Enstone, in particular, is in need of reducing the speed because it has a school, shop, and care home fronting the A44, in addition there are elderly people and young families all with homes along the A44, all needing to cross the A44 to access the amenities.</p> <p>30mph speed limits – <b>Support</b>          This is for public safety reasons. It has been proven that traffic regularly breaks the speed limit on the A44 through the village. It would be hoped that any reduction in the current limit would encourage drivers to slow down.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(53) Local resident, (Enstone, The Drive)</p>	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>It is clear from Speedwatch that excessive speeds are often seen in the Enstone parish. By lowering the official speed limit to 20mph, we can hope that vehicles travel closer to 30mph rather than 40mph plus that we currently experience. Cox's Lane, The Drive and Charlbury Road between A44 and Cox's Lane are the areas worst affected with speeding drivers.</p> <p>30mph speed limits – <b>Support</b>  See earlier comments</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(54) Local resident, (Enstone, The Drive)</p>	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>30mph speed limits – <b>Support</b>  No</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(55) Local resident, (Enstone, The Paddocks)</p>	<p>Enstone – <b>Support</b>  Lidstone – <b>Support</b>  Cars speed around Enstone at incredible speed making it wholly unsafe for children</p> <p>30mph speed limits – <b>Object</b>  It would be too disruptive to get to Charlbury</p>

	Travel change: <b>No</b>
(56) Local resident, (Enstone, The Paddocks)	<p>Enstone – <b>Support</b> The school and shop are on opposite sides of the main road . No crossings for anyone .</p> <p>30mph speed limits – <b>Support</b> Sports and social club , children playing</p> <p>Travel change: <b>No</b></p>
(57) Local resident, (Enstone, The Paddocks)	<p>Enstone – <b>Support</b> Cleveley – <b>Support</b> Gagingwell – <b>Support</b> Lidstone – <b>Support</b> Radford – <b>Support</b> Safer for everyone with less speeds.</p> <p>30mph speed limits – <b>Support</b> I live on a road off of coxs lane</p> <p>Travel change: <b>No</b></p>
(58) Local resident, (Enstone, The Spinneys)	<p>Enstone – <b>Support</b> Cleveley – <b>Support</b> Gagingwell – <b>Concerns</b> Lidstone – <b>Concerns</b> Radford – <b>Support</b></p> <p>The speed of the traffic through Enstone village combined with the number of pedestrians, particularly school children, is dangerous. There are less pedestrians in the surrounding villages and so by limiting the 20mph to a smaller area,</p>

	<p>my hope is it would be more closely obeyed. If it covers all the villages, I don't think drivers will stick to the limit all the way from Gagingwell through Enstone</p> <p>30mph speed limits – <b>Support</b>  Lots of families walk to school and the village park along Cox's Lane and the speed of traffic combined with poorly parked cars along Cox's lane is hazardous. Slowing cars down would make it safer along with some 'school' road markings/double yellow lines</p> <p>Travel change: <b>Yes - cycle more</b></p>
(59) Local resident, (Enstone, The Spinneys)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>These are country villages/hamlets where there are very likely to be children and vulnerable people walking and crossing the roads. Often these roads are single track with no pavement. Motor vehicles should be proceeding with extra care and caution which cannot be maintained at speeds higher than 30 mph. The motor vehicles I have experienced in Enstone more often than not proceed above 40 mph therefore the 30 mph signage is not effective.</p> <p>30mph speed limits – <b>Support</b>  I am in support of lower speeds through villages. I drive and walk through Enstone. More often than not I witness motorists driving at excessive speeds at peak times when children are walking. I do not believe there is enough being done to slow motorists.</p> <p>Travel change: <b>No</b></p>
(60) Local resident, (Enstone, Cox's Lane)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>Safer roads are a benefit to all</p>

	<p>30mph speed limits – <b>Object</b></p> <p>There are no houses there that warrant the change of speed. The issue comes when the sports club parking overflows. I suggest fixing that issue than punishing other road users. It will just make that route inconvenient to drive, particularly as a main connection to the station.</p> <p>Travel change: <b>No</b></p>
(61) Local resident, (Enstone, Oxford Road)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>I am a keen walker and use all of the roads in these areas as a pedestrian. People drive like idiots half the time and it feels unsafe. Also, I have children and it would be nice to feel like I could safely take them out on their bikes!</p> <p>30mph speed limits – <b>Support</b>  Not sure why that isn't 20 as well - people whoosh up that road and there are so many children about.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(62) Local resident, (Enstone, Oxford Road)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>Because people drive too fast!!!</p> <p>30mph speed limits – <b>Concerns</b>  Because it's too fast</p> <p>Travel change: <b>No</b></p>



(63) Local resident, (Enstone, Quarry Close)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>I walk my children to school along the main road and it's very dangerous. Hopefully 20mph might make it safer.</p> <p>30mph speed limits – <b>Support</b>  Make is safer for residents</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(64) Local resident, (Enstone, Spinneys)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>Lorries and vans need to be slower on A44 in Enstone so that people can walk safely all around.</p> <p>30mph speed limits – <b>Support</b>  People drive too fast along coxes lane thinking it's all national speed limit</p> <p>Travel change: <b>Yes - cycle more</b></p>
(65) Local resident, (Enstone, Tee Road)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Lidstone – <b>Support</b></p> <p>Cars definitely are going too fast on these roads, the 20 limit will probably slow them down a little bit</p> <p>30mph speed limits – <b>Support</b>  Cars going too fast and not caring about pedestrians especially during school hours</p>

	Travel change: <b>Yes – walk/wheel more</b>
(66) Local resident, (Enstone, Tew Road)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b>  Radford – <b>Support</b></p> <p>We live in Enstone and have 3 young children and people drive far too fast and something needs to be done!</p> <p>30mph speed limits – <b>Support</b>  We want our kids to be able to walk the village safely without people driving like maniacs!</p> <p>Travel change: <b>No</b></p>
(67) Local resident, (Enstone, The Drive)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b></p> <p>I think it's a really good idea and great for the villages</p> <p>30mph speed limits – <b>Concerns</b>  They are. Roads that are dangerous at 30 mph</p> <p>Travel change: <b>No</b></p>
(68) Local resident, (Enstone, The Drive)	<p>Enstone – <b>Support</b>  Cleveley – <b>Support</b>  Gagingwell – <b>Support</b>  Lidstone – <b>Support</b></p> <p>As a resident of Enstone, I am extremely concerned about the speed people drive through the village. This is especially true of the Bicester road leading to church Enstone</p>

	<p>30mph speed limits – <b>Support</b> This is a dangerous road</p> <p>Travel change: <b>No</b></p>
(69) Local resident, (Enstone, The Paddocks)	<p>Enstone – <b>Support</b> Cleveley – <b>Support</b> Gagingwell – <b>Support</b> Lidstone – <b>Support</b> Radford – <b>Support</b> Strongly support this limit to help make the area safer, reduce the excessive traffic noise and reduce pollution</p> <p>30mph speed limits – <b>Support</b> The current limit is wholly inappropriate for the specific road. Speeding cars and motorbikes are a real problem for residents and drivers alike.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(70) Local resident, (Gagingwell, B4030)	<p>Enstone – <b>Support</b> Cleveley – <b>Support</b> Gagingwell – <b>Support</b> Cars and lorries regularly exceed the 30mph limit through Gagingwell. If 30 was enforced it would suffice but a 20 limit will slow traffic and make occasional enforcement easier</p> <p>30mph speed limits – <b>Support</b> Extending the 30 limit will make the junction safer</p> <p>Travel change: <b>Yes - cycle more</b></p>
(71) Local resident, (Enstone, Cox's Lane)	<p>Cleveley – <b>Support</b> Gagingwell – <b>Support</b> Lidstone – <b>Support</b></p>

	<p>Radford – <b>Support</b> Reduction in speed will be safer for pedestrians</p> <p>30mph speed limits – <b>Object</b> Think this should also be 20mph lots of pedestrians use this road especially children that have to cross the road. This is a very busy road and used daily as a rat run by skip lorries and delivery vans. Huge farm machinery also use this road.</p> <p>Travel change: <b>No</b></p>
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Divisions affected: *Bicester North*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **CAVERSFIELD: PROPOSED 20MPH & 30MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals as advertised:
  - a. 20mph speed limit within Caversfield, and
  - b. 30mph speed limits on parts of Aunt Ems Lane & Fringford Road.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit on Thompson Drive and Old School Close and also 30mph speed limits on Fringford Road & Aunt Ems Lane in Caversfield 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 Caversfield by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 05 October and 27 October 2023. A notice was published in the Bicester Advertiser newspaper, and an email sent

to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Caversfield parish council, Bicester town council, and the local County Councillor representing the Bicester North division.

### **Statutory Consultee Responses:**

7. Thames Valley Police were the sole statutory consultee respondent and reiterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection.

### **Other Responses:**

#### Proposed 20mph Limit:

8. 41 responses were received via the online survey, all from local residents with 19 in support, 19 objections, and three expressions of concern. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category:

<b>View/Opinion</b>	<b>Number of responses</b>
Not needed	12
No safety justification	2
More hazardous as will increase complacency	1
Increased pollution	1
No public transport alternative	1
Enforce existing limit instead	1
Increased journey times	1
Will not be enforced	1
Increased driver distraction from focus on speedometer	1

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

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	12 (17%)
Yes - cycle more	6 (9%)
Yes – scoot more	1 (1.5%)
No	50 (71%)

Other	1 (1.5%)
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#### Proposed 30mph Limit:

10.41 responses were received via the online survey, all from local residents with 21 in support, 14 objections, and 6 expressing concern. Additionally, an email response was received welcoming the reduction of the speed limit on Fringford Road to 30mph as it goes through Caversfield. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category:

<b>View/Opinion</b>	<b>Number of responses</b>
Not needed	8
No safety justification	4
Counter-productive / Terrible Idea / Will not work	3
Should be 30 throughout Caversfield	2
Increased pollution	1
Enforce existing limit instead	1

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

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

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

13. The 20mph limit proposals are essentially to cover a single urban through route and a cul-de-sac as all other roads are privately owned. There were an equal number of supporters and objectors with all objections covered well-rehearsed arguments. The 30mph limit proposal covers a single section of Fringford Road with, after analysis of those stating concern, 24 supporters and 17 objectors. 3 supporters asked for the proposed 30 limit to extend to the Ring Road but officers believe this extension of 300m into a rural area would compromise the lower limit where it was most needed.

14. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

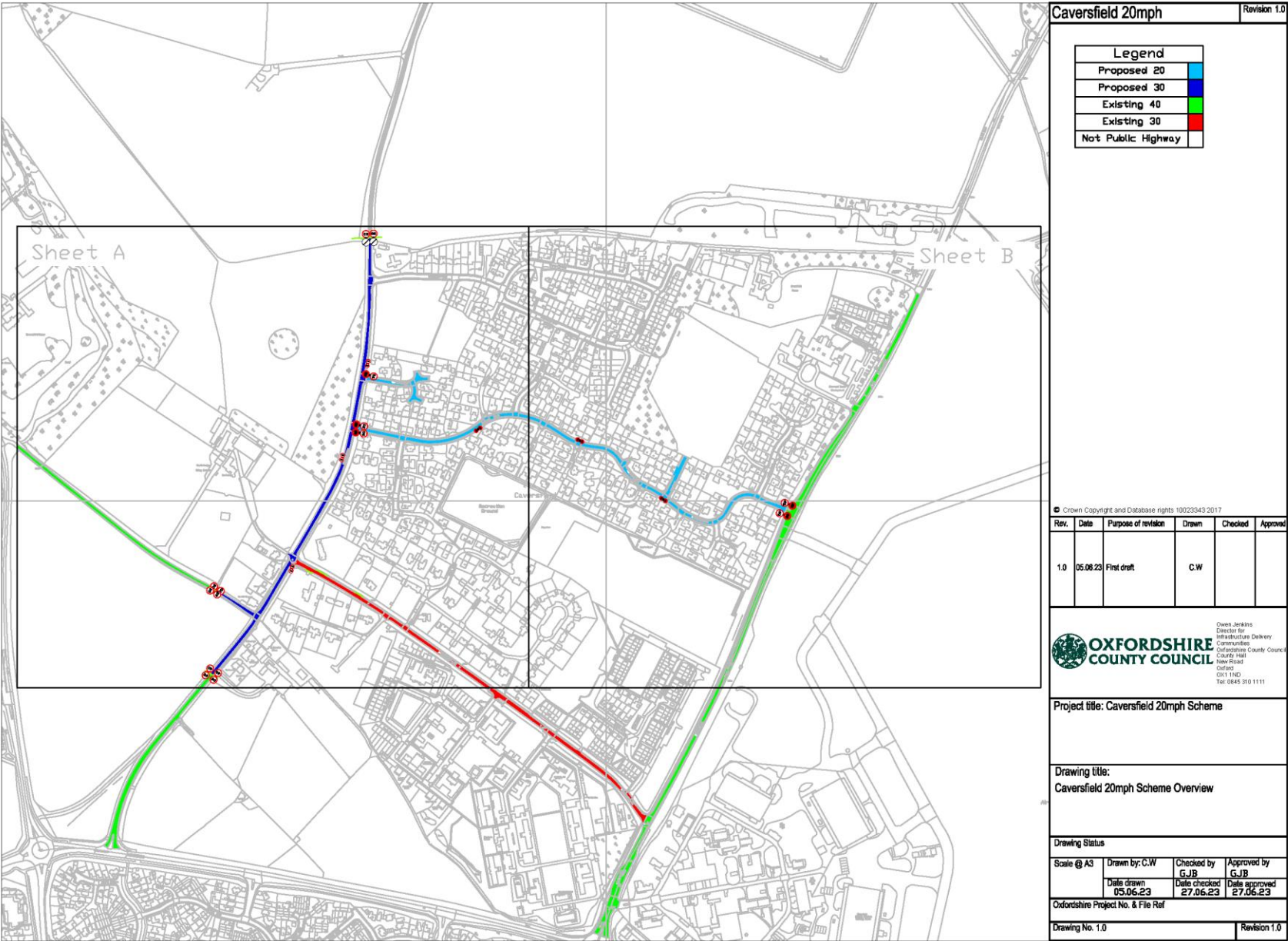
Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Phil Whitfield 07912523497 Geoff Barrell 07392 318869
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November 2023





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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local Resident, (Caversfield, Fairhaven)	<p>20mph speed limit – <b>Object</b> I would prefer if the 40mph went to a 30. Also that there is a chicane put in place on the Fringford road to slow down traffic coming from the Fringford direction before Springfield road. it is dangerous the speed they come around that bend</p> <p>30mph speed limit – <b>Concerns</b> They cant keep to 40mph so definitely wont keep to 30mph</p> <p>Travel change: <b>No</b></p>
(3) Local Resident, (Bicester)	<p>20mph speed limit – <b>Object</b> My experience of 20mph roads is that they are counter productive and cause residents to become complacent and less traffic aware.</p> <p>30mph speed limit – <b>No opinion</b> I am on the fence about this one.</p> <p>Travel change: <b>No</b></p>

(4) Local Resident, (Caversfield)	<p>20mph speed limit – <b>Object</b> It's not needed</p> <p>30mph speed limit – <b>Object</b> It's not needed</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Caversfield, Fairhaven)	<p>20mph speed limit – <b>Object</b> No need</p> <p>30mph speed limit – <b>Object</b> Not needed.</p> <p>Travel change: <b>No</b></p>
(6) Local Resident, (Caversfield, Turnpike Road)	<p>20mph speed limit – <b>Object</b> I'm not aware of any accidents that are occurring within caversfield as a result of driving at 30mph</p> <p>30mph speed limit – <b>Object</b> I feel it's unnecessary</p> <p>Travel change: <b>No</b></p>
(7) Local Resident, (Caversfield, Elderfield)	<p>20mph speed limit – <b>Object</b> No reason to lower the speed limit to 20.</p> <p>30mph speed limit – <b>Object</b> No reason to lower speed lime it's a safe at current speed limit</p> <p>Travel change: <b>No</b></p>

(8) Local Resident, (Caversfield, Fairhaven)	<p>20mph speed limit – <b>Object</b>          If this is being done because of pollution concerns it is wrong as I will be driving my car in 2nd gear to keep to the speed limit this will cause my car to rev more and cause more pollution and the Fringford road is not in a built up area so the speed limits should stay the same</p> <p>30mph speed limit – <b>Object</b>          As previously reported on the page before</p> <p>Travel change: <b>No</b></p>
(9) Local Resident, (Caversfield, Fairhaven Road)	<p>20mph speed limit – <b>Object</b>          We do not need signs/ speed traps to get people to drive slower.          The amount of parked cars on the road already does this... and where the roads are clear, then the speed limits are more than fine.          Having a slower speed limit does not support safety here- it gives pedestrians a false sense of security.          I have 2 small children(age 3 and 2) and we scoot around, the speed limits are fine as they are.</p> <p>30mph speed limit – <b>Object</b>          It's a fast road. It supports being a fast road.          Makes no sense to put lower limits here.</p> <p>Travel change: <b>No</b></p>
(10) Local Resident, (Caversfield, Montgomery)	<p>20mph speed limit – <b>Object</b>          I object as this lower speed limit is eroding time for getting from a to b and offers no viable gains for people in Caversfield living in affected area such as Oap s</p>

	<p>30mph speed limit – <b>Object</b>  I object as there are no viable reasons for this limit and is derogatory for those living in affected area such as myself</p> <p>Travel change: <b>No</b></p>
<p>(11) Local Resident,  (Caversfield, Old School Close)</p>	<p>20mph speed limit – <b>Object</b>  I don't think it's required as 30 mph is adequate</p> <p>30mph speed limit – <b>Object</b>  Not aware of any accidents or issues on either of these roads</p> <p>Travel change: <b>No</b></p>
<p>(12) Local Resident,  (Caversfield, Old School Close)</p>	<p>20mph speed limit – <b>Object</b>  I DO NOT agree with this for caversfield it is not needed and far to slow for this area it's not outside of a school</p> <p>30mph speed limit – <b>Object</b>  No need to reduce the current speed limit</p> <p>Travel change: <b>No</b></p>
<p>(13) Local Resident,  (Caversfield, Skimmingdish Lane)</p>	<p>20mph speed limit – <b>Object</b>  Not necessary</p> <p>30mph speed limit – <b>Object</b>  Not necessary</p> <p>Travel change: <b>No</b></p>
<p>(14) Local Resident,  (Caversfield, Thompson)</p>	<p>20mph speed limit – <b>Object</b></p>

	<p>Traffic in Caversfield is already slowed by the fact that everyone seems to park on the streets on Thompson. We do not need additional speed limits when Bicester is under construction nonstop.</p> <p>30mph speed limit – <b>Object</b> Terrible idea</p> <p>Travel change: <b>No</b></p>
(15) Local Resident, (Caversfield, Wilson Way)	<p>20mph speed limit – <b>Object</b> Traffic is already slow enough through the village. I'd rather money be spent fixing Fringford Road or expanding visibility along St Emms Lane.</p> <p>30mph speed limit – <b>Object</b> Again, fix the state of the road on Fringford Road, and increase visibility on Aunt Ems Lane. Speed restrictions are counterproductive.</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (Caversfield, Woodcote Road)	<p>20mph speed limit – <b>Object</b> A driver's concentration will be on his speed to avoid penalties rather than the road. I believe the slower speed limit will cause more accidents.</p> <p>30mph speed limit – <b>Object</b> How many accidents have there been on these roads to justify the lower speed limit?</p> <p>Travel change: <b>No</b></p>
(17) Local Resident, (Caversfield, Fairhaven Road)	<p>20mph speed limit – <b>Object</b> This imposition only encourages a 'policing' approach. The next step will be a watch committee set up to impose regulation leading to legislative fines. Those who speed - will speed. Those who do are transient through the village.</p>

	<p>30mph speed limit – <b>Support</b> Support</p> <p>Travel change: <b>No</b></p>
(18) Local Resident, (Caversfield, Wilson Way)	<p>20mph speed limit – <b>Object</b> There's so many cars parked on the roads it's impossible to get up to 30mph so no need to change the speed limit.</p> <p>30mph speed limit – <b>Support</b> People drive so fast along Fringford road mostly people passing through the village and have witnessed cars mounting the pavement</p> <p>Travel change: <b>No</b></p>
(19) Local Resident, (Caversfield, Woodcote)	<p>20mph speed limit – <b>Object</b> It's safe enough with 30mph plus there are no local bus routes for residents.</p> <p>30mph speed limit – <b>Support</b> It does need to be 30mph in Aunt Ems as it's a narrow road.</p> <p>Travel change: <b>No</b></p>
(20) Local Resident, (Caversfield, Elderfield Road)	<p>20mph speed limit – <b>Object</b> 40 miles an hour is just right on the main road // and on the estates 20 miles an hour</p> <p>30mph speed limit – <b>Support</b> i yhink 30 is fine on those roads there not dangerous</p> <p>Travel change: <b>No</b></p>



(21) Local Resident, (Caversfield, Turnpike Road)	<p>20mph speed limit – <b>Concerns</b>  Mass hysteria is grasping everywhere. 20 mph, 30 mph? The answer is enforcement of breaches of whatever speed is stated. That's where, in my opinion, the answer lies.</p> <p>30mph speed limit – <b>Concerns</b>  As before. Enforce the limits there. 5 caught in speed traps and the maximum publicity given to the fact has always had a salutary effect</p> <p>Travel change: <b>No</b></p>
(22) Local Resident, (Caversfield, Springfield Road)	<p>20mph speed limit – <b>Concerns</b>  As a resident of Caversfield I generally support the proposal but have concerns regarding enforcement. Vehicles using Fringford Road as a shortcut do not obey the current 40mph limit so are unlikely to adhere to a lower limit. Speed is not an issue on Aunt Ems Lane but the overgrown hedges are.</p> <p>30mph speed limit – <b>Concerns</b>  See previous comments</p> <p>Travel change: <b>No</b></p>
(23) Local Resident, (Caversfield, Springfield Road)	<p>20mph speed limit – <b>Concerns</b>  is some one just guessing on which road to make 20mph as on as 2 of the road are so small that you cant even get to 30mph. for once can occ do something to help the villages not hinder them.</p> <p>30mph speed limit – <b>Object</b>  as in the last page you can't get to 30mph on 2 of the roads</p> <p>Travel change: <b>No</b></p>
(24) Local Resident, (Caversfield, Woodcote Road)	<p>20mph speed limit – <b>Concerns</b></p>

	<p>I think that the Fringford Road needs 40mph speed limit all the way to its junction with Stoke Lyne Road. It is the main safe road out of Bicester and Caversfield to the very popular countryside area of Cottisford/Hethe/Fringford/Bainton/Stoke Lyne i.e. the Shelswell Parishes, for cyclists, joggers, pedestrians and dog-walkers. It is also a bendy road going through a wooded area full of deer, pheasants, rabbits, squirrels, other wildlife, all of which is regularly squished by drivers using this road at 60MPH, instead of the Banbury Road, to race up to J10 of the M40. If this were made into a 'green route' it would allow local residents to exercise far more safely, particularly cyclists and joggers.</p> <p>30mph speed limit – <b>Support</b> As above. The entrance to Fringford Road needs to be recognised as a calm green gateway for beautiful local countryside with opportunities for cycling, jogging, walking, etc. if it weren't for cars racing up the Fringford Road to the motorway.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(25) Local Resident, (Bicester, Hazel Grove)	<p>20mph speed limit – <b>Support</b> Willow drive most definately needs 20 miles an hour. I've seen several accidents particularly from the mini roundabout. People park on the bend which reduces visability</p> <p>30mph speed limit – <b>Concerns</b> To prevent accidents and save lives</p> <p>Travel change: <b>No</b></p>
(26) Local Resident, (Caversfield, Fringford Road)	<p>20mph speed limit – <b>Support</b> Local roads, especially those ith open gardens to houses need a low speed li it</p> <p>30mph speed limit – <b>Concerns</b> I believe the WHOLE of Fringford Road and Aunt Ems Lane should be 30mph. AEL because of its width and the increase in traffic both during and after the roundabout construction. FR to be more consistent throughout the village, otherwise we will have 20, 30</p> <p>Travel change: <b>No</b></p>

(27) Local Resident, (Caversfield, Fringford Road)	<p>20mph speed limit – <b>Support</b> To support slowing traffic in the interests of road safety</p> <p>30mph speed limit – <b>Concerns</b> In the interests of road safety the 30 mph limit should apply on the whole of Fringford Road within Caversfield village boundaries.</p> <p>Travel change: <b>No</b></p>
(28) Local Resident, (Bicester, Haricot Vale Road)	<p>20mph speed limit – <b>Support</b> Safer for walking and cycling</p> <p>30mph speed limit – <b>Support</b> I use aunt Ems lane on a bike and it's currently intimidating</p> <p>Travel change: <b>Yes - cycle more</b></p>
(29) Local Resident, (Caversfield, Elderfield Road)	<p>20mph speed limit – <b>Support</b> My children cycle along fringford road and it's not safe as there is no space between the road and the path. Way to many cars speed down that road.</p> <p>30mph speed limit – <b>Support</b> Safety.</p> <p>Travel change: <b>No</b></p>

<p>(30) Local Resident, (Caversfield, Fringford Road)</p>	<p>20mph speed limit – <b>Support</b> Members of my household regularly travel between the Springfield Rd/Fringford Rd junction and Bicester centre, Elmsbrook and Caversfield Church, usually by bike sometimes by car and occasionally on foot. I strongly support the proposed 20mph limit on the residential roads and would also support 20mph on the stretch of Fringford road itself. It is extensively used by walkers, runners and cyclists, including families and teenagers going to school etc. There is currently no designated cycle path so the footpath is (quite appropriately) used by the less confident cyclists. A lower speed limit should encourage more cyclists to use the road. Aunt Ems Lane is the main pedestrian route to the church and has no footpath. In the near future it may become a good route to Gagle Brook school and Elmsbrook. Thought needs to be given to facilitating active travel along it.</p> <p>30mph speed limit – <b>Support</b> Please see comments in previous section stating that I would be keen to see more extensive restrictions.</p> <p>Travel change: <b>No</b></p>
<p>(31) Local Resident, (Caversfield, Skimmingdish Lane)</p>	<p>20mph speed limit – <b>Support</b> It's the safest speed to have on residential roads. Caversfield has a lot of kids and people drove around like idiots here using the back roads to avoid the Bicester ring road</p> <p>30mph speed limit – <b>Support</b> Hardly anyone ever travels at 40mph. Taking the limit down more will improve safety. Additionally this is a road with a lot of kids pedestrian traffic, especially back and forth to gagglebrook school.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(32) Local Resident, (Caversfield, Elderfield)</p>	<p>20mph speed limit – <b>Support</b> Slower the better. I have young boys. This shouldn't even be open to a survey just get on with it and do what is best.</p> <p>30mph speed limit – <b>Support</b> Again safety first.</p> <p>Travel change: <b>No</b></p>

(33) Local Resident, (Caversfield, Elderfield Road)	<p>20mph speed limit – <b>Support</b> I regularly walk along the Fringford Road when taking my 4 yr old school. He's often riding his bike or scooter. The pavement is narrow in places which means when a car passes at 40 mph it feels far to fast and due to close proximity of traffic to pavement ik concerned that an accident between pedestrians and traffic could occur. I'd like to continue to walk/cycle my son to school for obvious reasons abd a reduction in the speed limit would help us feel safer.</p> <p>30mph speed limit – <b>Support</b> We regularly walk along the Fringford Road when taking our 4 year old to school. He enjoys cycling but the pavement is narrow in places and the traffic feels far to fast/ dangerous when travelling at 40mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(34) Local Resident, (Caversfield, Fringford Road)	<p>20mph speed limit – <b>Support</b> Safer conditions for pedestrians and cyclists.</p> <p>30mph speed limit – <b>Support</b> Parents, children and elderly people walk daily down fringford road. The 30 mph speed limit would make the experience safer.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(35) Local Resident, (Caversfield, Old School Close)	<p>20mph speed limit – <b>Support</b> Much safer limits, better for the environment, safer for wildlife, less pollution</p> <p>30mph speed limit – <b>Support</b> As before. Needs to be enforced though.</p> <p>Travel change: <b>No</b></p>

<p>(36) Local Resident, (Caversfield, Old School Close)</p>	<p>20mph speed limit – <b>Support</b> Lower speeds mean safer roads, less noise, less pollution. There is only a minimal impact on journey time.</p> <p>30mph speed limit – <b>Support</b> Lower speeds means safer roads, less noise and less pollution</p> <p>Travel change: <b>No</b></p>
<p>(37) Local Resident, (Caversfield, The Parade)</p>	<p>20mph speed limit – <b>Support</b> Poor visibility at junction of Aunt Ems Lane and Fringford ..hard to see oncoming traffic from right. 20mph far safer</p> <p>30mph speed limit – <b>Support</b> Um already commented on this in previous quest</p> <p>Travel change: <b>No</b></p>
<p>(38) Local Resident, (Caversfield, Truemper Grove)</p>	<p>20mph speed limit – <b>Support</b> I've lived in Caversfield for over 20yrs and have seen it become a rat run since its been consumed by surrounding building estates. This only increases traffic through the area who ultimately travel at excess speeds through the villiage. I therefore support he changes to make the area safer for my family and neighbours.</p> <p>30mph speed limit – <b>Support</b> I've lived in Caversfield for over 20yrs and have seen it become a rat run since its been consumed by surrounding building estates. This only increases traffic through the area who ultimately travel at excess speeds through the villiage. I therefore suppo</p> <p>Travel change: <b>No</b></p>
<p>(39) Local Resident, (Caversfield, Wilson Way)</p>	<p>20mph speed limit – <b>Support</b> The twisty road of Thompson drive is not built for 30mph - to safely navigate and have time to see children crossing the street or cars coming behind the parked cars, 20mph is already a lot.</p>

	<p>30mph speed limit – <b>Support</b> A lot of young children return from school and walk by this road, a slower speed makes this safer.</p> <p>Travel change: <b>No</b></p>
(40) Local Resident, (Caversfield, Wilson Way)	<p>20mph speed limit – <b>Support</b> On these roads there are lots of parked cars and sharp turns that make it dangerous to go beyond 20mph. Also, Aunt Ems Lane is quite narrow that 40mph is irresponsible for that road.</p> <p>30mph speed limit – <b>Support</b> I've included that in my previous response</p> <p>Travel change: <b>No</b></p>
(41) Local Resident, (Caversfield, Bicester, Thompson Drive)	<p>20mph speed limit – <b>Support</b> I fully support the speed limit proposals because there are so many hazards on Thompson Drive with poorly parked cars and solid-sided vans obscuring a drivers view of oncoming traffic, inattentive pedestrians crossing the road, children playing, dog walkers using long/no leads, and huge furniture removal lorries relocating military personnel. Any speed reduction is welcome as it gives a driver more time to react to a hazard, and reduces the damage should a collision occur.</p> <p>30mph speed limit – <b>Support</b> Since the 40mph speed limit has been applied to the A4421 Buckingham Road, it is much easier to exit Thompson Drive. Similarly, if the proposed speed limit at the junction of Aunt Ems Lane and Fringford Road were applied, then we would also see a reduction</p> <p>Travel change: <b>Yes - cycle more</b></p>
(42) Local Resident, (Glory Farm, Bristol Road)	<p>20mph speed limit – <b>Support</b> To keep everyone of the residents safe. It should also be introduced in all estates around Bicester.</p>

	<p>Also Glory farm where there are schools and nurseries. Mothers with children face a constant danger when crossing roads with their children in all areas.</p> <p>30mph speed limit – <b>Support</b> To many speeding motorists who ignore the rights of pedestrians.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(43) Email response, (unknown)	<p><b>Support</b> – I would welcome a reduction of the speed limit on Fringford Road to 30mph as it goes through Caversfield . As cars come into Caversfield from the north some tend to ignore the existing 40mph limit and only gradually slow down as they reach Skimmingdish lane. A lower limit might be taken more seriously and it might help if it started slightly earlier.</p>



Divisions affected: *Shrivenham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **ASHBURY: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Ashbury and Ildstone 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 Ashbury and Ildstone by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 14 September and 06 October 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White

Horse District Council, the local District Cllrs, Ashbury parish council, and the local County Councillor representing the Shrivenham division.

### **Statutory Consultee Responses:**

7. Responses were received from Thames Valley Police and Ashbury Parish Council. The Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. The Parish Council support the proposals but seek further extensions on the B4507, B4000, and the eastern approach to Ildstone, their full response is available to view separately in **Annex 3**.

### **Other Responses:**

8. 49 online responses and six emails were received, all from Local residents except for one from the headteacher of the village school in Ashbury. 23 respondents supported the proposals in both Ashbury and Ildstone and 22 objected to the proposals in both villages. A further 7 respondents objected to the proposals for Ashbury but either supported, had no opinion, or had concerns over the Ildstone proposals. one respondent supported the Ashbury proposals but had concerns over the Ildstone proposals and one respondent had concerns over both. In addition to the Parish Council, four respondents who supported the proposals asked that they be extended further out beyond the built-up areas.
9. The following table is a summary of the objections and concerns with the views of some respondents covering more than one category:

<b>View/Opinion</b>	<b>Number of responses</b>
Unnecessary	18
Will not be respected	9
Enforce existing limit instead	7
Extend limits out beyond built-up areas (all supporters)	4
Include bend on eastern approach to Ildstone	4
Only needed on residential roads and outside school	3
No accident justification	3
Waste of money	3
20 limit too slow for Ildstone	3
No other travel options	1
Will give a false sense of security	1
Will increase overtaking	1
Will increase pollution	1
Increased driver distraction from focus on speedometer	1

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

Travel Change	Number
Yes – walk/wheel more	6 (12%)
No	41 (84%)
Other	2 (4%)

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

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

12. 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 help reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
13. The 53 respondents, who are evenly balanced between supporters and objectors, illustrate a relatively high level of engagement and represent around 10% of the population. 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.
14. Several respondents however, including the Parish Council, sought more extensive limits with several citing one particular area. A further three specifically considered the proposed 20mph limit for Idstone to be unduly low. Officers have considered the extent of proposals in detail within advance discussions with residents and believe the published proposals to represent the most effective overall solution within policy guidelines.

Bill Cotton  
Corporate Director, Environment and Place

Annexes

Annex 1: Consultation plan  
Annex 2: Consultation responses  
Annex 3: Ashbury Parish Council full response




Contact Officers: Phil Whitfield 07912523497  
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November 2023

Ildstone

Ashbury  
&  
Kingston Winslow

Ashbury &amp; Ildstone 20mph

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	31.07.23	First Draft	C.R.		

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Project title: Ashbury 20mph Scheme

Drawing title: Ashbury 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: G.J.B.	Approved by: G.J.B.
	Date drawn: 31.07.23	Date checked: 01.08.23	Date approved: 01.08.23

Oxfordshire Project No. &amp; File Ref

Drawing No. 1.0

Revision 1.0

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Ashbury Parish Council	<p>Ashbury 20mph – <b>Support</b>  Idstone 20mph – <b>Support</b></p> <p>I am submitting these comments on behalf of the Ashbury Parish Council (APC) which I chair. The APC held a public consultation on the proposed 20mph zone on 28 September. All present at that meeting endorsed the OCC Statement of Reasons for the 20mph zone</p> <p><i>[Full response in Annex 3]</i></p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(3) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b>  Idstone 20mph – <b>Concerns</b></p> <p>Better to encourage drivers to obey the existing 30mph speed limit  Traffic volumes in Ashbury are low and in the whole of my lifetime there has been no accidents involving pedestrians or children.</p> <p>Travel change: <b>No</b></p>

(4) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Concerns</b></p> <p>Idstone is a rural setting and a national speed limit should apply on the main through road.</p> <p>Travel change: <b>No</b></p>
(5) Local resident, (Idstone, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Concerns</b></p> <p>The through road in Idstone should not be 20mph as that is a rural road, in a rural setting and should be treated as such. Ashbury is sufficient at 30mph.</p> <p>Travel change: <b>No</b></p>
(6) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>No opinion</b></p> <p>No enforcement of the 30mph - lowering the limit will do nothing to reduce speeding - I will not drive at 20 - too slow</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>No opinion</b></p> <p>lowering the speed limit will give a false sense of security as those that break the current 30mph will not stick to the 20mph limit - making it more dangerous!</p> <p>Travel change: <b>No</b></p>



(8) Local resident, (Ashbury, Berrycroft)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>Why are there not more measures to enforce the current 30mph limit? Reducing the limit will do nothing to those that speed.</p> <p>Travel change: <b>No</b></p>
(9) Local resident, (Ashbury, Berrycroft)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>How much is this costing, when there have been no accidents due to speed reported ever? The money could be better spent by the Parish. I live in the village and will not be driving at 20mph.</p> <p>Travel change: <b>No</b></p>
(10) Local resident, (Ashbury, Chapel Lane)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>30 mph at present is perfectly adequate</p> <p>Travel change: <b>No</b></p>
(11) Local resident, (Ashbury, Chappel Lane)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>Driver Compliance: Drivers are more likely to comply with a speed limit that they perceive as reasonable. A 30mph limit may receive better compliance and reduce the need for speed enforcement measures.</p> <p>Travel change: <b>No</b></p>

(12) Local resident, (Ashbury, Chappel Lane)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>Lowering the limit will mean responsible driving at 25 currently drivers become irresponsible!</p> <p>Travel change: <b>No</b></p>
(13) Local resident, (Ashbury, Chruch Lane)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>This is a policy to encourage other modes of transport, walking cycling etc. However, due to our remote location other modes are not an option! This is an inner city policy being forced in a rural setting.</p> <p>Travel change: <b>No</b></p>
(14) Local resident, (Ashbury, Church Lane)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>I do not believe that reducing the speed limit to 20mph will encourage additional walking and/or cycling in the village. What should happen is stricter enforcement of the current 30 mph limit with the villages and the inclusion of 30mph throughout Kingsto</p> <p>Travel change: <b>No</b></p>
(15) Local resident, (Ashbury, College Farm Lane)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>20 mph is too slow as you are watching your speed too much and not the road! I will not be doing 20 and will remain driving at 30!</p> <p>Travel change: <b>No</b></p>

(16) Local resident, (Ashbury, College Farm Lane)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>As we live in the country, this feels like a city policy and would not be suitable. Next you will try to ban tractors because they are too big for country lanes!</p> <p>Travel change: <b>No</b></p>
(17) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>not necessary, people will not follow</p> <p>Travel change: <b>No</b></p>
(18) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>There are no reported incidents of accidents as a result of speed through Ashbury and idstone. Ashbury has pavements throughout the village and most of the proposed area for idstone is a no through road used by residents only</p> <p>Travel change: <b>No</b></p>
(19) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p>

	<p>Speeding is not generally a big problem in Ashbury as there are many cars parked on the roads which cause the traffic to slow down. One area of some concern is B4000 where cars travelling towards Shrivenham sometimes come down Ashbury Hill quite fast a</p> <p>Travel change: <b>No</b></p>
(20) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>Realistic Speed: 30mph is often seen as a more realistic speed for rural or village roads. It allows drivers to maintain a reasonable pace while still being cautious and responsive to potential hazards.</p> <p>Travel change: <b>No</b></p>
(21) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>20mph is a limit for city centre not a rural setting. We are not built up and do not have a high population.</p> <p>Travel change: <b>No</b></p>
(22) Local resident, (Ashbury, Wixes Piece)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>I have recently moved to the village and did so accepting the current speed limit and the risks associated. There is no need to change, and this feels a but nanny state.</p> <p>Travel change: <b>No</b></p>
(23) Local resident, (Ashbury, Church Lane)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p>

	<p>I don't see any reason that a 20mph zone would benefit motorists or residents, especially on the main roads through the village</p> <p>Travel change: <b>No</b></p>
(24) Local resident, (Ashbury, College Farm Lane)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>Completely unnecessary, these are rural villages not the a420!</p> <p>Travel change: <b>No</b></p>
(25) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>Unnecessary</p> <p>Travel change: <b>No</b></p>
(26) Local resident, (Idstone, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Object</b></p> <p>This is not a built up environment and should be treated as such! We are not some inner city urban area with heavy traffic and a dense population</p> <p>Travel change: <b>No</b></p>
(27) Local resident, (Ashbury, Idstone Road)	<p><b>Object</b> – I would like to register my objection to this. The issue seems NOT TO BE that 30mph is too fast, it is that selfish people with no consideration of others do not respect this speed limit as it stands. Therefore, whether it is 20 or 30mph, people will flout it.</p>

Rather than penalise the majority, who do drive considerately, I would suggest looking at how to deal with those who do currently break the 30mph speed limit by hitting them where it hurts, in their pocket and on their licences with points. I appreciate speed camera's cost money but they are effective and many villages have them. This article came just below the article in our village magazine that says the village has agreed to spend £2,000 on a flagpole. I would hope speed cameras might likewise get consideration, even if the financial implications were bigger than a flag pole. The second option, as much as I personally hate them and they are a snowplough drivers nightmare, is to have appropriate sized and appropriately placed speed bumps. Speed bumps make me slow down so I would imagine they would make others slow down too. I say appropriately sized as some are so large and acute even driving as slow as possible is not healthy for the car. Others are so shallow or so narrow that they go between the wheels of most cars. Either way, this renders them pointless and do not reduce speed at all.

I do not oppose this lightly. 3 years ago we had our own dog run over by the village bus outside our house so we understand the emotions. My husband witnessed it and I believe the bus was probably not even doing 20 mph, let alone 30mph.

There are other measures that we, as villagers can take on board to keep safe. After twice passing runners who were particularly careless of their own safety I have posted each time on Ashbury facebook site, asking that we all take personal responsibility for our own safety, i.e. running on the appropriate side of the road (which may change according to where it is e.g. on corners etc.) and not running with headphones so that runners can hear traffic coming. Whether cycling, running, walking, horse riding, we should all ensure maximum visibility when conditions are not optimum for full visibility.

My experience of this reduction to 20mph is currently mainly limited to Shrivenham where I travel every weekday. Shrivenham is a village where much of the main roads and the housing areas have wide roads with excellent visibility. To restrict to 20mph is pointless, a waste of peoples time, and probably (if I knew how to figure out the calculations) I would imagine causes more pollution in the village as vehicles are forced to linger longer. The only place where 20 mph there may be sensible in Shrivenham is on the High Street itself with reduced visibility of parked cars, a school etc. My other main experience is hearing from my bewildered friend holidaying in Wales and relaying the chaos in Wales where they have just implemented these speed restrictions and there are contradictory speed restriction signs all over the place.

I suspect my opinion may be in the minority as it an emotive topic. However, for the reasons stated above this isn't the right solution because the right problem isn't being addressed - i.e. how to deal with people who drive above the current speed limit (& therefore any future speed limit). As I followed a friend who I highly respect recently, I had to

	<p>have a wry smile to myself. My friend was an advocate of 20mph in Shrivenham. I followed him through the 20mph area and he was certainly not sticking to the speed limit!! I won't say if I did likewise or adhered to the frustrating and pointless 20mph limit!</p>
<p>(28) Local resident, (Ashbury, Wixes Piece)</p>	<p><b>Object</b> – In my view this is unnecessary, will be counter-productive, and fails to deal with the specific road safety issues in the villages.</p> <p><b>UNNECESSARY</b> The centres of both villages comprise narrow, winding, congested roads. These are not navigable at high speed, and 95% of drivers proceed at less than 20mph anyway. The approaches to the villages are reasonably safe at 30mph and are bordered by pavements or verges that can be used safely by pedestrians.</p> <p><b>COUNTER-PRODUCTIVE</b> People speed either because they object to the limit or they aren't aware of it. Reducing the limit won't change that. Furthermore the sort of drivers (mostly commercial) that drive at 40mph in the existing 30mph zone have no consideration for other road users. If law abiding citizens are restricted to 20mph they will be treated as an obstacle and risk being overtaken where it isn't appropriate. The solution is to enforce the existing 30mph limit, preferably with illuminated speed sensors or enforcement cameras.</p> <p><b>MISSING THE POINT</b> We do have road safety issues in the village. We need more effective measures to deal with the traffic past the school, at the start and end of the school day. We need enforcement to stop drivers speeding on the descent towards the Ashbury crossroads. This junction frequently has obscured visibility when emerging from the centre of the village and drivers carrying excessive speed over the crossroads are a real safety hazard.</p> <p>The road between Ashbury and Shrivenham is also very dangerous. Anyone walking, running or cycling along it is playing Russian roulette with fast moving traffic. The verges are too narrow, overgrown and uneven to be used by pedestrians. Consideration should be given to creating a path/cycleway between Kingston Winslow and Stainswick Lane. This would provide a safe route for those wanting to travel to Shrivenham on foot/bicycle.</p> <p>Please don't waste everyone's time reducing the speed limit when there are more important priorities.</p>

(29) Email response, (unknown)	<p><b>Object</b> – I am against the proposals for 20mph zones in all these villages except:</p> <ol style="list-style-type: none"> <li>1. on the B4000 adjacent to Ashbury Primary School</li> <li>2. At present a 30mph signage would be welcome through all the hamlet of Idstone</li> </ol> <p>My reasons are that motorists on the whole will not go down as low as 20mph and the expense of this new signage would be better invested in the poor present state of road maintenance.</p>
(30) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Support</b></p> <p>The current speed limit should be enforced before reduction.</p> <p>Travel change: <b>No</b></p>
(31) Local resident, (Ashbury, Pound Piece)	<p>Ashbury 20mph – <b>Object</b> Idstone 20mph – <b>Support</b></p> <p>In idstone I agree the roads are narrow and blind bends everywhere. However, Ashbury cannot be a 20. I have a 1.4L car and going at 30 I struggle up the big hill. And I know in my first car which was a 1.2L starting at 30 at the bottom saw me slow down to</p> <p>Travel change: <b>Other</b> No because we live in a small outlying village. I work near oxford so I'll have to carry on driving and at 20mph I will have to drop down a gear making my car do higher revs producing more pollutants</p>
(32) Local resident, (Ashbury, Idstone)	<p>Ashbury 20mph – <b>Concerns</b> Idstone 20mph – <b>Concerns</b></p> <p>Pointless if not enforced. And I firmly believe 24/7 20 limits on through routes (B4000, B4507 in this instance) are wrong.</p>



	<p>On the other hand, I am supportive of 20 limits in residential roads that are not through routes, and past schools while the school</p> <p>Travel change: <b>Other</b> I'd love to. But no public transport (except into Swindon, which does not appeal at all) and roads unusable for cycling even if I were 30 years younger.</p>
(33) Local resident, (Idstone, Idstone Road)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Concerns</b></p> <p>I support the speed limit but think it should start on the straight road before the corner on the ashbury side</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(34) As part of a group/organisation, (Village School)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>As Headteacher of the village school in Ashbury, I fully support the 20mph limit, as our school gates lead straight out onto the main road where many vehicles do not adhere to the speed limit, resulting in this road being incredibly dangerous for our scho</p> <p>Travel change: <b>No</b></p>
(35) Local resident, (Ashbury, B4000)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>I live on the B4000 in Ashbury, the cars come through the village past the school at much higher speeds than 30 mph. It is only a matter of time until there is a very bad accident. By reducing the speed to 20 mph hopefully it will make drivers at least sl</p> <p>Travel change: <b>No</b></p>

(36) Local resident, (Ashbury, Chapel Lane)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>Many drivers, local and other drive too fast both through Ashbury where there is school on Station road and on roads in and through Idstone - a very rural agricultural setting with large stabling and training facilities for horses. There are no footpaths</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(37) Local resident, (Ashbury, College Farm Lane)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>I want Ashbury to be a safer place for pedestrians, cyclists and motorists alike. The current speed limit isn't safe and reducing it to 20mph will greatly improve safety in the village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(38) Local resident, (Ashbury, College Farm Lane)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>Traffic generally drives through the village above the 30 mph limit- changing to 20 will hopefully at least slow drivers to 30</p> <p>Travel change: <b>No</b></p>
(39) Local resident, (Ashbury, College Farm Lane)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>My family and I live on the Idstone Road in Ashbury and there has been a notable increase in speed through the village, in the past few years. Not just an increase in speed but a very large amount of road users driving well in excess of the 30MPH limit cu</p>

	Travel change: <b>Yes – walk/wheel more</b>
(40) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>The 30 limit currently does not make motorists go 30 a large portion that travel through the village travel 40-50 until the memorial triangle bend, a 20 limit may at least get is to then going 30!</p> <p>Travel change: <b>No</b></p>
(41) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>To improve Road safety</p> <p>Travel change: <b>No</b></p>
(42) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>In general I support the scheme and understand why it should not be extended to include the double bend as you approach Ashbury from Shrivenham on the B4000 and from Wantage on the double bend as you approach Kingstone Winslow and Ashbury approaching from</p> <p>Travel change: <b>No</b></p>
(43) Local resident, (Ashbury, Malthouse Close)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p>

	<p>Cars currently travel through the village at speeds far in excess of 30. Wpoukd hope to see electronic signs highlighting vehicles' speeds.</p> <p>Travel change: <b>No</b></p>
(44) Local resident, (Ashbury, Pound Piece)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>Safety of residents if enforced</p> <p>Travel change: <b>No</b></p>
(45) Local resident, (Ashbury, Walnut Trees Hill)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>some of these roads have no pavements - slower traffic will make it safer for pedestrians The main crossroads are very dangerous, due to traffic speeding on the B4000</p> <p>Travel change: <b>No</b></p>
(46) Local resident, (Ashbury, Chapel Lane)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>Drivers often speed through the village especially coming from Lambourn The village school pupils are vulnerable</p> <p>Travel change: <b>No</b></p>
(47) Local resident, (Ashbury, College Farm Lane)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p>

	<p>The speed of the traffic through the villages is incredibly fast at times. It's very dangerous. Even walking on the pavement while traffic is moving too fast is dangerous especially for children and elderly. I would like to walk around my village and surr</p> <p>Travel change: <b>No</b></p>
(48) Local resident, (Ashbury, Idstone Road)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>The 20mph speed limit through Ashbury and Idstone is an excellent idea. The traffic flow has increased significantly since we arrived in Ashbury in 1994. Current speed levels are very often in excess of the legal limit.</p> <p>Travel change: <b>No</b></p>
(49) Local resident, (Ashbury, Malthouse Close)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>Although an unenforced 20mph limit will have no impact on the many seriously speeding drivers (on average, I would say that around 10% of traffic on the B4000 travels at 55mph &amp; there is at least 1% who are travelling at nearer 70mph down the hill from La</p> <p>Travel change: <b>No</b></p>
(50) Local resident, (Idstone)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>Road users drive incredibly dangerously. In Idstone specifically there have been several near-misses as people have to drive out of their driveways onto the main road to get out. Drivers do not pay sufficient attention and when coupled with high speeds</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(51) Local resident, (Idstone)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>I would like to propose that the 20mph zone approaching Idstone from Ashbury starts 50 -100 metres earlier for two reasons:- 1. There is a sharp bend as you come into Idstone from Ashbury and there are frequent incidents (more than once per year) where v</p> <p>Travel change: <b>No</b></p>
(52) Local resident, (Idstone)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>To slow traffic down - not residents but those who are passing through . With regards to Idstone there are regular accidents at the first sharp bend from Ashbury !</p> <p>Travel change: <b>No</b></p>
(53) Local resident, (Kingstone Winslow, Station Road)	<p>Ashbury 20mph – <b>Support</b> Idstone 20mph – <b>Support</b></p> <p>I live in Kingstone Winslow where there is currently an unrestricted speed limit which is dangerous given that there is no pavement and a number of houses with front doors close to the lane. My house (Lower Mill House) has a parking area on the opposite s</p> <p>Travel change: <b>No</b></p>
(54) Local resident, (Ashbury)	<p><b>Support</b> – I am fully in favour of this proposal but I would increase the area to include the following two stretches of road:</p>

	<p>1. Ashbury - extend the 20 mph to include the steep corner that approaches Kingstone Winslow turn and Ashbury from White Horse Hill direction. This should include the area in front of the allotments where there are often people walking in the road. This would slow drivers coming from the White Horse Hill area who speed in to Ashbury and down that decline to hit the corner at speed. My husband was hit by a car coming erratically down that hill and the car was written off (all involved were fine I'm pleased to say).</p> <p>2. Idstone - extend to include the blind corner just before Trip the Daisy as you come from Ashbury. I.e. from your mark 135.2. This would help protect cyclists.</p>
(55) Local resident, (Idstone)	<p><b>Support</b> – I approve of this proposal with one alteration.</p> <p>The 20MPH zone in Idstone should start at the village sign or at the very least outside the Idstone farm entrance to the North East of the village.</p> <p>Have lived in Idstone my whole life the two most dangerous spots are the 1st east / west bend to the North East of the village where car miss the corner monthly due to excess speed and end up in the grass field belonging to Rectory Farm.</p> <p>Secondly cars come into the village from the west with far too much speed causing peril to the occupiers of Rectory Farm Cottages and working agricultural machinery existing Rectory Farm.</p>
(56) Local resident, (Idstone)	<p><b>Support</b> – Firstly I want to say that I fully support the proposals for a 20mph speed limit but have a comment to make about the proposals for Idstone. Could the speed limit on the road from Ashbury, start before the corner. The attached photo was taken approx 70 metres from the corner, the slight rise in the road means that the sharp right bend is not visible, nor is the concealed exit from our property approx 30metres on the right, or the road down from the Ridgeway on the left, used by farm traffic, walkers, cyclists and horse riders . Drivers coming from Ashbury at 60mph have seconds to see the corner resulting in several cars crashing into the bank each year, the most recent ended with the car on its side part way across the road, amazingly nothing else hit it. If the speed limit started earlier it would at least warn people to slow down.</p>

**Text of Submission to OCC online Consultation on 20 mph zones in Ashbury Parish**

I am submitting these comments on behalf of the Ashbury Parish Council (APC) which I chair. The APC held a public consultation on the proposed 20mph zone on 28 September. All present at that meeting endorsed the OCC Statement of Reasons for the 20mph zones and strongly supported their introduction in Ashbury Kingstone Winslow and the Hamlet of Idstone. However, the meeting requested that the zones be extended – see below.

Deep concerns were expressed about the high speeds at which vehicles pass through our villages, with particular worry for the safety of the children attending Ashbury Primary School, which fronts the B4000. The need for effective action to limit speeds through our villages / hamlet will be all the greater as the Swindon Eastern Villages development is completed, with thousands more vehicles tempted to use the B4000 and B4507 as “rat runs”. They need to be deterred. 20 mph zones will contribute to that, as will the other traffic calming measures set out below.

The APC reported to the meeting on 28 September that our earlier representations had led to the extension of the proposed zone in Idstone to include a stretch of the B4507. This was welcomed. However, we also had to report that our requests, in correspondence by email in July 2023 with Geoff Barrell, for the zones to be extended to cover several dangerous bends at the entrances to our villages and the hamlet of Idstone, had not been accepted. The meeting discussed these critical areas in detail and mandated the APC to make the following requests to OCC for the augmentation and extension of the proposed 20mph zones.

- (A) **On the B4507, that the zone start before the steep and awkwardly cambered double bend at the junction with the unnamed road leading to Kingstone Winslow.** Cars coming from the Wantage direction frequently veer into the middle of the road at this junction because of excessive speed and the unexpected sharp turn against the downhill camber. Eleven new dwellings have been built just beyond the junction and there will be more and more vehicles emerging onto the triangular junction. There is no footpath along this part of the road which has high banks and leads past the allotments. Two popular paths up to the Ridgeway start in this stretch. Pedestrians feel highly vulnerable. **We ask that your experts come to examine on the ground the precise topography of this - and the other corners at issue** in this submission. The dangers cannot be assessed from maps alone.
- (B) **On the B4000 Station Road, coming from Shrivenham, that the zone start before the first of the two 90 degree bends at the junction.** There are frequent incidents at this corner of speeding cars failing to make this tight and unexpected turn and ending in the ditch or up the bank. The footpath on the inner side of the corner is much used by residents of Kingstone Winslow. Residents feel unprotected by the lack of any speed limit round this corner.
- (C) **In the Hamlet of Idstone, on the B4507 coming from Ashbury, that the zone start before the steep and blind right-angle bend at the start of the Hamlet.** Here too speeding cars and motorcycles have failed to make the turn and ended in the hedge. The local farmer has had to take injured to hospital in the middle of the night. The topography of this turn in particular needs to be seen in person by your experts. A



public footpath leads into the road from the Ridgeway just before the turn and there is no footpath for pedestrians. The road is used by large agricultural vehicles and buses, both the local service and the school bus. A 60 mph national speed limit at this point is senseless.

The meeting noted Geoff Burrell's comments that 20 limits are intended to cover communities where drivers can associate them with the possible presence of vulnerable users. The response was that in all three cases above, there are likely to be vulnerable users; and that the requested slight extension of the zones in these three areas will have disproportionately positive effect, both for the safety of drivers and for the peace of mind of our residents.

In the case of the school on the B4000 in the middle of Ashbury, the Chair of the School Council has written to ask the APC to lobby for a Zebra crossing outside the school as an additional safety measure. The vehicles coming down Ashbury Hill on the B4000 are all too often speeding. Pupils need to cross the road to get home and for access to the playground and Village Green.

The APC understand that a Zebra Crossing and other traffic calming measures may not be within the narrow compass of this 20mph zone scheme but we ask Cllr Gant to ensure that OCC look at this holistically and engage other OCC offices, as needed. The impact of the 20 mph zones on drivers across our parish will be greatly enhanced, if supplemented by additional signage and traffic calming measures. Specifically:

- i. Road narrowing at entry to villages and hamlet with priority given to traffic leaving the villages / hamlet (suitable for all entries, except possibly on the B4000 descending Ashbury Hill)
- ii. Additional passive signage eg "Warning: 20 mph zone ahead", "Warning: Sharp Bend Max. Speed 20" or "Warning: School Max Speed 20"
- iii. The Zebra Crossing in front of the school (as above). As there is no street lighting, this would need to be powered by PV cells.
- iv. Improved active speed monitoring signs (speed reading with smiley green face / scowling red face) to alert drivers to their speed

Such traffic calming measures have been introduced in neighbouring villages eg Shrivenham and Bishopstone to good effect. The residents of Ashbury Parish would welcome them also in our villages and the Hamlet of Idstone.

The APC will welcome a visit by OCC experts so that we can demonstrate on the ground the points made in this submission. We can also supply photographs.

Chair, Ashbury Parish Council  
03 October 2023

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Divisions affected: *Charlbury & Wychwood*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023**

### **FINSTOCK: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Finstock 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 Finstock by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 21 September and 13 October 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, West Oxfordshire District Council, the local District Cllrs, Finstock parish council,

Fawler parish meeting, and the local County Councillor representing the Charlbury & Wychwood division.

### **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. Oxford Bus Company offered no objection.

### **Other Responses:**

8. 20 online responses were received; 19 from local residents and one from a business representative, 16 supported the proposals and three objected. Two of the objectors considered the proposals unnecessary, while one thought 20mph limits should only be placed in limited locations.
9. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	6 (30%)
Yes - cycle more	4 (20%)
No	10 (50%)

10. The consultation 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 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 help 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. Clear support was shown for the proposals with 17 in support and only 3 objections. Officers believe the current proposals encompass the core village and no benefit would derive from more localised lower limits.

Bill Cotton  
Corporate Director, Environment and Place

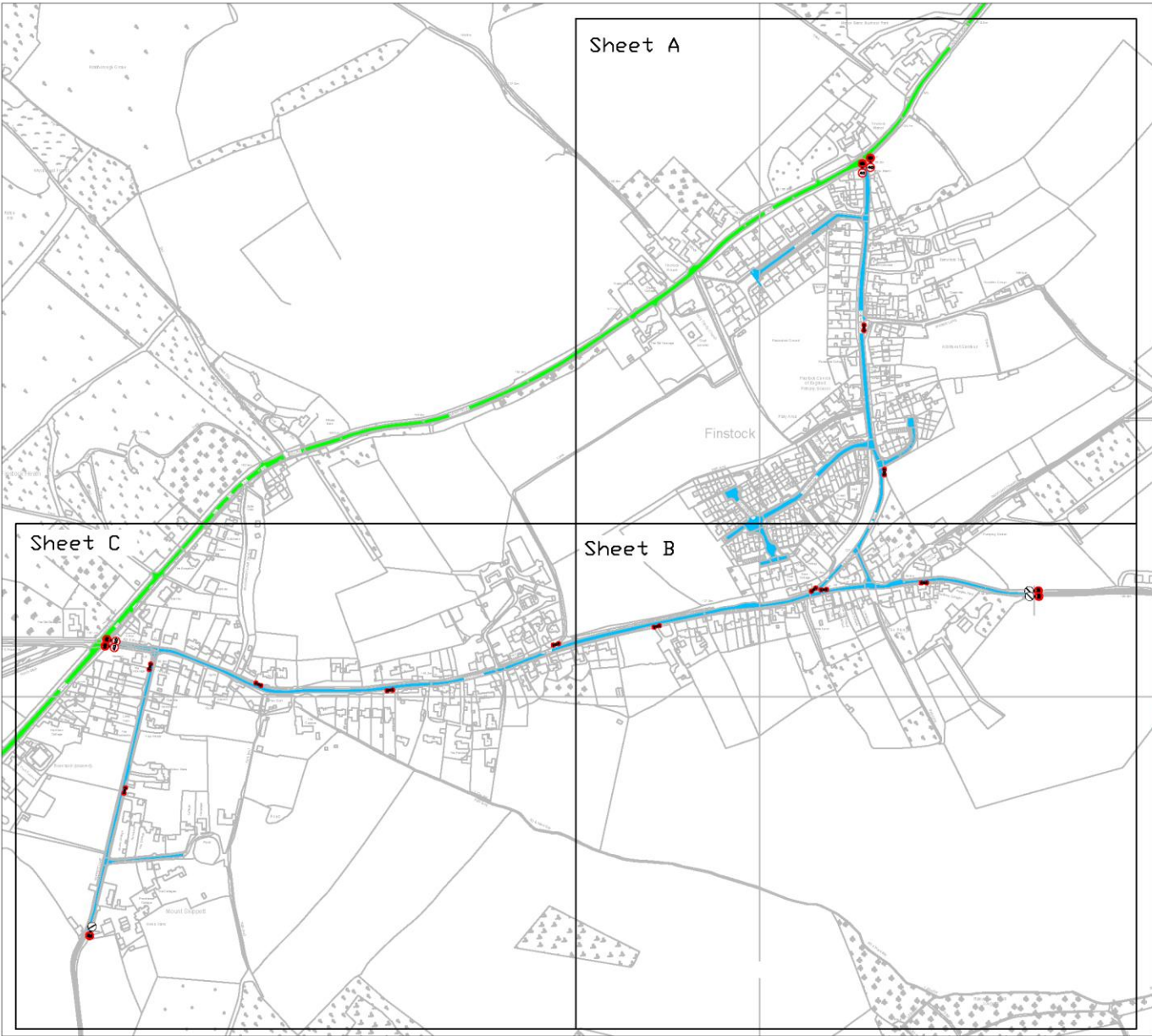
Annexes

Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers:

Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

November 2023



Finstock 20mph

Revision 1.0

Legend

Proposed 20	
Existing 40	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	01.08.23	First draft	C.W		

OXFORDSHIRE COUNTY COUNCIL

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Project title: Finstock 20mph Scheme

Drawing title:  
Finstock 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 01.08.23	Date checked: 11.08.23	Date approved: 11.08.23

Oxfordshire Project No. & File Ref

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Business Development and Partnerships Manager, (Go-Ahead Group)	<p><b>No objection</b> – Finstock is served by Pulhams Coaches service X9 which operates up to every hour between Witney and Chipping Norton on Mondays to Saturdays. Finstock is also served by Pulhams Coaches service BF04 to and from Burford on schooldays only.</p> <p>Given the location of Finstock and the distances involved it is unlikely that cycling or walking will make up significant mode share for journeys to/from or through the village. Finstock has a railway station a little distant from the village but this is only served by one train a day to and from Didcot via Oxford on Mondays to Fridays. Therefore the council should be seeking to maximise support for bus services to help achieve our decarbonisation aims in Finstock.</p> <p>However, given the wider Council policy on 20mph speed limits and that the village roads can be narrow and with no footway in places we do not object to the proposed 20mph speed limits being introduced in Finstock.</p>
(3) Local Resident, (Finstock, Hill Crescent)	<p><b>Object</b> – Not necessary</p> <p>Travel change: <b>No</b></p>
(4) Local Resident, (Finstock, Hill Crescent)	<p><b>Object</b> – Sensible people live in Finstock and I feel we do not have to follow like sheep and do the same as everybody else</p>



	<p>Let Finstock set an example and be tolerant with each other and not make changing sake just to please the one or two people with loud voices</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Finstock, School Road)	<p><b>Object</b> – I am not in favour of blanket 20mph speed restrictions as in Witney as on a number of roads they are not necessary.</p> <p>There is no reason to to make Finstock High Street 20mph only, as it is a wide road with not a lot of of footfall. I agree with the other roads where there is more street parking and pedestrians.</p> <p>I realise that a blanket ban is probably cheaper to implement but I do not agree that it is required.</p> <p>Travel change: <b>No</b></p>
(6) Local Resident, (Finstock, Mount Skippett)	<p><b>Support</b> – Safety of my children crossing the high street from Mount Skippett to get school bus</p> <p>Travel change: <b>No</b></p>
(7) As a business, (Finstock, Church Rise)	<p><b>Support</b> – I work with children and walk throught thr village daily</p> <p>Travel change: <b>No</b></p>
(8) Local Resident, (Finstock, High Street)	<p><b>Support</b> – I live on the High St in Finstock. It is regularly used by non-residents as a through-route to and from other villages. These cars often fail to comply with the current 30mph limit. Sooner or later someone is going to be killed or seriously injured.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(9) Local Resident, (Finstock, High Street)	

	<p><b>Support</b> – I support this to improve safety in the village. Many drivers use the high street as a cut through towards north Leigh/Oxford etc and this consistent flow of traffic seems to have been picking up speed over the years making the road feel unsafe</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(10) Local Resident, (Finstock, High Street)	<p><b>Support</b> – Proximity of school to high density parking and legacy housing stock with limited scope to improve parking causes issues on School Road. Up and down steep hill, combined with some narrow / poor visibility aspects, and the rat-run nature of the road means some vehicles are travelling at very high speed. Enforcement of 30mph is clearly an option, but given current policing levels unlikely with any useful regularity to improve matters. Some road users will still ignore the 20 zones, but hopefully at least will improve matters. The A4022 road should be 30 at junctions (the high street/leaffield junction is notorious for accidents, and school road visibility is poor with no viable pedestrian footpath connecting School Road and the station / cornbury footpaths, albeit for the latter some hedge/verge cutting would aid considerably).</p> <p>Travel change: <b>Yes - cycle more</b></p>
(11) Local Resident, (Finstock, High Street)	<p><b>Support</b> – I live on the high st. Both my cats were hit and killed by cars driving too fast (within 8 months of each other). Cars drive far too fast through the village and there are blind corners and bends - v.dangerous.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident, (Finstock, High Street)	<p><b>Support</b> – I do not believe 20mph should be enforced in all areas of the county but I think it could be a necessity in some of the villages. I live on Finstock High Street and many motorists are driving down the hill at more than 30mph. Several cats have been hit recently and it could be a small child next. Many years ago I was hit by a car doing 30mph in the middle of Oxford so I am familiar with the injuries caused by cars going at this speed. These injuries could be life changing for a child so, yes, I definitely support the proposal for a 20mph speed limit.</p> <p>Travel change: <b>No</b></p>

(13) Local Resident, (Finstock, High Street)	<p><b>Support</b> – Too many motorists drive fast down the High Street, seemingly unaware of the various bends in it and of walkers</p> <p>Travel change: <b>No</b></p>
(14) Local Resident, (Finstock, Well Hill)	<p><b>Support</b> – We have already been told we were changing to 20 - which we began calling for in earnest after a serious accident involving a child which occurred when all the B4022 traffic was diverted through the village due to Thames Water roadworks. I am therefore confused as to why you are conducting this survey..? Many other villages nearby have recently gone down to 20 (Charlbury, Stonesfield), and there's no way anyone should be driving at 30mph down our narrow, car-crowded streets past our village school. To be honest I'm surprised it's taking so long. Bring it on!!</p> <p>Travel change: <b>No</b></p>
(15) Local Resident, (Finstock, Wilcote Ridings)	<p><b>Support</b> – To make our village a safer place for all our residents and particularly school children. It is often used as a route through from/to Oxford so we need this reduced speed limit to make the roads safer.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(16) Local Resident, (Finstock, Hill Crescent)	<p><b>Support</b> – I am a resident of Finstock and given the number of cars parked in the street, and children and pets that are around, 20mph feels far safer than 30mph. It is only a small village and this would help to make the streets safer for the residents</p> <p>Travel change: <b>No</b></p>
(17) Local Resident, (Finstock, Wilcote)	<p><b>Support</b> – Narrow roads with many walkers and cyclists and horse riders</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(18) Local Resident, (Finstock, Wilcote Riding)	<p><b>Support</b> – Cars travelling down the high street towards well Hill and wilcote riding, carry too much speed as it narrows, we're they encounter pedestrians with no foot path etc</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(19) Local Resident, (Finstock/Ramsden, Mount Skippett)	<p><b>Support</b> – Worry of someone getting hit by a vehicle</p> <p>Travel change: <b>Yes - cycle more</b></p>
(20) Local Resident, (Leafield, Lower End)	<p><b>Support</b> – I regular ride my horse along Wilcote Riding and the speed people come around the blind bends is concerning. I think a 20mph limit would make it a lot safer for people to ride along that road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(21) Local Resident, (Ramsden, Mount Skippett)	<p><b>Support</b> – The roads in Finstock are dangerous for pedestrians with a recent incident involving a child.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(22) Local Resident, (Stonesfield, Churchfields)	<p><b>Support</b> – Feel 20mph is the safest speed for small villages.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>