



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

**Thursday, 12 October 2023 at 10.00 am  
Room 2&3 - County Hall, New Road, Oxford OX1 1ND**

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

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

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

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 20 October 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**

A handwritten signature in black ink that appears to read 'Martin Reeves'.

Martin Reeves  
Chief Executive

October 2023

Committee Officer: **Committees - Democratic Services**  
E-Mail: [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

Note: Date of next meeting: 16 November 2023

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

## Items for Decision

### 1. Declaration of Interest

### 2. Questions from County Councillors

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

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

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

### 3. Petitions and Public Address

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

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

*If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, 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 - 12)

### 5. Procurement of Real Time Passenger Information Service (Pages 13 - 40)

*Forward Plan Ref: 2023/270*

*Contact: Keith Stenning, Head of Network Management,  
[keith.stenning@oxfordshire.gov.uk](mailto:keith.stenning@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CMDHM5**).

The existing Real Time information system comes ends in late 2023 and Officers seek approval to enter into a new contract (valued at £1.5m over 5 years) and seeks delegated authority to proceed.

The Cabinet Member is RECOMMENDED 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

## **6. Procurement of an additional Traffic Signals - supply and maintenance contract to support Bus Service Improvement Plan (BSIP) (Pages 41 - 66)**

*Cabinet Member:* Cabinet Member for Highway Management

*Forward Plan Ref:* 2023/245

*Contact:* Keith Stenning , Head of Network Management

Report by Corporate Director Environment & Place (**CMDHM6**).

Oxfordshire County Council has a contract with Telent to supply and maintain existing traffic signals across the County. The contract includes provision for the refurbishment of existing signals to provide for bus priority at junctions. The existing contract has three years to run but has reached its financial limit for the procurement of refurbishment services. In order to deliver commitments within the Bus Service Improvement Plan (BSIP) an additional contract, to run in parallel with the existing, is required.

The Cabinet Member is RECOMMENDED 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

## **7. Begbroke - A44 - proposed toucan crossing (Pages 67 - 116)**

*Forward Plan Ref:* 2023/241

*Contact:* Mike Wasley, Principal Officer, Traffic & Road Safety Team

[mike.wasley@oxfordshire.gov.uk](mailto:mike.wasley@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM7**).

A decision is required on the proposed provision of a toucan crossing (a signalised crossing for use by pedestrians and cyclists).

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 'staggered' Toucan crossing on the A44 Woodstock Road, in Begbroke.

## **8. Wallingford / Cholsey; A4130 Bosley Way - proposed prohibition of right turns at New Barn Farm access (Pages 117 - 122)**

*Forward Plan Ref: 2023/105*

*Contact: Aaron Morton , Engineer Road Agreements Team,  
[aaron.morton@oxfordshire.gov.uk](mailto:aaron.morton@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CMDHM8**).

Traffic scheme to facilitate safe operation of approved development.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 'No Right Turn' restriction on the A4130 Bosley Way, Cholsey/Wallingford.

## **9. Didcot - Diamond Drive - proposed use of ANPR enforcement equipment at bus gate (Pages 123 - 162)**

*Forward Plan Ref: 2023/247*

*Contact: Ryan Moore, Senior Engineer Road Agreements Team,  
[ryan.moore@oxfordshire.gov.uk](mailto:ryan.moore@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CMDHM9**).

A decision is required on the proposed use of ANPR enforcement equipment to replace the existing bollard.

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

## **10. Oxford The Plain Roundabout - proposed use of ANPR equipment to enforce left turn prohibition from B480 Cowley Road entry (Pages 163 - 198)**

*Forward Plan Ref: 2023/147*

*Contact: Caroline Coyne, Assistant Project Manager  
[caroline.coyne@oxfordshire.gov.uk](mailto:caroline.coyne@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CMDHM10**).

A decision is required on the proposed use of ANPR enforcement equipment.

The Cabinet Member for Highway Management is RECOMMENDED to approve 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.

## **11. Ascott under Wychwood - London Lane proposed 40mph speed limit (Pages 199 - 210)**

*Forward Plan Ref: 2023/243*

*Contact: James Wright , Technical Officer, Traffic & Road Safety Team  
[james.wright@oxfordshire.gov.uk](mailto:james.wright@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CMDHM11**).

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

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 40mph speed limit on London Lane, Ascott-under-Wychwood.

## **12. Bicester - A4095 / B4100 Banbury Road roundabout improvements - proposed 30mph speed limit and raised side road entry treatment at Fringford Road (Pages 211 - 314)**

*Forward Plan Ref: 2023/153*

*Contact: Mohamed Gulamhussein, Project Manager,  
[mohamed.gulamhussein@oxfordshire.gov.uk](mailto:mohamed.gulamhussein@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CMDHM12**).

A decision is required on a proposed improvement of the A4095 / B4100 Banbury Road roundabout including also the adjacent junction with Fringford Road.

The Cabinet Member for Highway Management is RECOMMENDED to approve 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

## **13. West Hendred A417 - proposed 30mph speed limit (Pages 315 - 338)**

*Forward Plan Ref: 2023/167*

*Contact: Mark Francis, Technical Officer, Traffic and Road Safety  
[mark.francis@oxfordshire.gov.uk](mailto:mark.francis@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CMDHM13**).

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

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

#### **14. Watchfield - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 339 - 348)**

*Forward Plan Ref: 2023/100*

*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 (**CMDHM14**).

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

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

#### **15. Towersey - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 349 - 386)**

*Forward Plan Ref: 2023/191*

*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 (**CMDHM15**).

Consider formal consultation responses.

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

#### **16. Nuneham Courtenay - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 387 - 394)**

*Forward Plan Ref: 2023/194*

*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 (**CMDHM16**).

Consider formal consultation responses.

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

#### **17. Newington - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 395 - 404)**

*Forward Plan Ref: 2023/195*

*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 (**CMDHM17**).

Consider formal consultation responses.

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

## **18. Drayton (Abingdon) - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 405 - 416)

*Forward Plan Ref:* 2023/089

*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 (**CMDHM18**).

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

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Drayton (Abingdon) as advertised with the sole exception that the terminal of the proposed 20mph limit on the B4017 Steventon Road be moved to a point just northeast of the A34 overbridge.

## **19. Lyneham - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 417 - 426)

*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 (**CMDHM19**).

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

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

## **20. Littleworth - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 427 - 432)

*Forward Plan Ref:* 2023/097

*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 (**CMDHM20**).

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

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

## **21. East Hagbourne Residential development off Main Street - proposed 20mph speed limit (Pages 433 - 438)**

*Forward Plan Ref: 2023/115*

*Contact: Rosie Wood, Consultant Engineer, [rosie.wood@oxfordshire.gov.uk](mailto:rosie.wood@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CMDHM21**).

To consider any objections arising from the formal Statutory consultation.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit in the 'Deanfield Green' residential estate, East Hagbourne.

## **22. Bloxham - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 439 - 460)**

*Forward Plan Ref: 2023/076*

*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 (**CMDHM22**).

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

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

## **23. Oxford: Various Locations in North Oxford-proposed parking permit eligibility amendments (Pages 461 - 468)**

*Forward Plan Ref: 2023/228*

*Contact: James Whiting, Team Leader (Enforcement), [james.whiting@oxfordshire.gov.uk](mailto:james.whiting@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CMDHM23**).

To consider any objections arising from the formal Statutory consultation.

The Cabinet Member for Highway Management is RECOMMENDED to approve 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.

## **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-registerable 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 registerable 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, 7 September 2023 commencing at 10.00 am and finishing at 12.25 pm

### **Present:**

**Voting Members:** – in the Chair  
Councillor Andrew Gant

### **By Invitation:**

### **Officers:**

Whole of meeting	Paul Fermer (Director of Highways & Operations), Anthony Kirkwood (Principal Engineer – Traffic & Road Safety), Jim Whiting (Principal Officer – Parking), Mark Francis (Traffic and Traffic Schemes Technical Officer), Alen Chanamuto (Project Manager), Cameron Rae (Traffic and Traffic Schemes Officer), Emile Rowe (Traffic and Traffic Schemes Officer), Mohammed Ilyas (Programme Lead Banbury and Bicester), Sharon Keenlyside (Interim Committee Officer).
Part of meeting	Jacqui Cox (Infrastructure Locality Lead (Cherwell)), Ian Connick (Transport Planner).

*The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.*

## 142/22 DECLARATION OF INTEREST

(Agenda No. 1)

There were none.

## 143/22 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

**144/22 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

The following speakers addressed the meeting:

Item 5	Abingdon: Northcourt Road – proposed zebra crossing.	<ul style="list-style-type: none"> <li>• Cllr Nathan Ley</li> </ul>
Item 11	Bicester – A4095 / B4100 Banbury Road roundabout improvements – proposed 30mph speed limit and raised side road entry treatment at Fringford Road.	<ul style="list-style-type: none"> <li>• Cllr Donna Ford</li> </ul>
Item 14	Waterstock – Proposed 20mph speed limits and associated speed limit buffers.	<ul style="list-style-type: none"> <li>• Duarte Molha</li> </ul>
Item 15	Wantage: Proposed 20mph speed limits.	<ul style="list-style-type: none"> <li>• Cllr Erik Johnson, Wantage Town Council (written submission)</li> <li>• Cllr Jenny Hannaby</li> </ul>
Item 24	Standlake: Proposed 20 mph speed limits and associated speed limit buffers.	<ul style="list-style-type: none"> <li>• Brian Parnham (Chairman, Standlake Parish Council)</li> <li>• Cllr Dan Levy</li> </ul>

NOTE: The Chair, Cllr Andrew Gant, Cabinet Minister for Highway Management, considered item 12 after item 10 and item 11 after item 13 to allow the author of the report and a speaker to join the meeting at 11:00 am.

**145/22 MINUTES OF THE PREVIOUS MEETING**

(Agenda No. 4)

The Cabinet Member for Highway Management **Approved** the minutes of the meeting held on 20 July 2023, subject to the following changes to minute number 132/22:

**'that there was a long-term trend to making health and care workers mobile and they should not be effectively deprived of the possibility of living in low-cost housing around Oxford. It may force workers to relocate further away, worsening both traffic and carbon emissions in other areas,'**

**146/22 ABINGDON: NORTHCOURT ROAD - PROPOSED ZEBRA CROSSING**

(Agenda No. 5)

The report presented responses to a consultation on a proposed zebra crossing at Northcourt Road, Abingdon.

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

The Chair thanked the speaker and commented on the large number of positive responses.

Officers advised the Chair that there would need to be a road closure to install the zebra crossing but it was hoped to be installed in approximately 3 months.

The Cabinet Member for Highway Management **APPROVED** as advertised a zebra crossing at Northcourt Road Abingdon

#### **147/22 BANBURY: A361 BLOXHAM ROAD SERVICE ROAD & EDMUNDS ROAD - PROPOSED PARKING RESTRICTIONS**

(Agenda No. 6)

The report presented responses to the statutory consultation on proposed parking restrictions on the Bloxham Road Service Road and Edmunds Road.

The Chair commented on concerns regarding 'blind spots' being created and the ability to exit from driveways on Edmunds Road.

The Chair noted that the proposed additional on-road spaces had been carefully assessed by officers to ensure that sight lines, accessibility to driveways and safety for road users would not be compromised.

The Chair asked responders to make officers aware of any further issues and made assurances that all schemes would be kept under review.

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

- a) New 'No Waiting at Any Time' (Double Yellow Lines) on the Bloxham Road Service Road east side, and
- b) Removal of existing Double Yellow Line parking restrictions on the southern side of Edmunds Road.

#### **148/22 CLANFIELD VILLAGE CENTRE - PROPOSED PARKING RESTRICTIONS**

(Agenda No. 7)

The report presented responses to a statutory consultation on traffic proposals to introduce waiting restrictions at Busby Close, Pound Lane, Bampton Road, B4020 Bourton Road, A4095 Main Street, Manor Lane and Mill Lane.

There were a significant number of responses and the Chair thanked everyone who had taken the time to respond.

The Chair drew attention to point 17 of the report which stated, 'restrictions for Main Street had been reduced following the informal consultation and concerns around parking for customers of Blakes Kitchen', The Chair commented that this showed that when a valid point was made, local changes could and would be made.

The Chair commented on responses stating that the restrictions did not go far enough. Officers explained that it was decided that there was an appropriate level of restrictions but there would be a period of monitoring after the restrictions go in and changes would be made if there were concerns with displacement or safety issues.

The Cabinet Member for Highway Management **APPROVED** as advertised the proposed new 'No Waiting at Any Time' (double yellow lines) on the following roads:

- a. Busby's Close, Pound Lane, Bampton Road, B4020 Bourton Road, A4095 Main Street, Manor Lane, and Mill Lane.

#### **149/22 SHRIVENHAM: HIGHWORTH ROAD - PROPOSED ZEBRA CROSSING**

(Agenda No. 8)

The report presented responses to a consultation on a proposal to introduce a zebra crossing at Highworth Road, Shrivenham.

The Chair thanked everyone who had responded to the consultation.

Officers informed the Chair that as soon as the call-in period had passed, an order could be placed and the works started after 6 weeks, in time for the opening of the new school.

The Cabinet Member for Highway Management **APPROVED** as advertised a zebra crossing at Highworth Road, Shrivenham.

#### **150/22 BUS SUPPORT CONTRACTS - FEBRUARY 2024**

(Agenda No. 9)

The Chair commented on how this was a good example of the partnership between bus operators and the County Council which resulted in bus provision for residents, particularly in rural areas.

The Chair drew attention to paragraph 7 in the report which stated that 'the 2023/24 budget created a new ongoing £1,200, 000 allocation for rural and community transport services, and £100,000 for improved bus information' and commented that during a time of significant budget pressure, this Council was supporting the priorities.

The Cabinet Member **APPROVED**:

- a) a procurement process to secure new and continued bus service provision in Banbury, Heyford Park, villages north of Bicester and between Oxford and Wallingford; and

- b) to delegate approval of final contract award to the Director of Transport & Infrastructure.

**151/22 CHESTERTON - LITTLE CHESTERTON - PROPOSED PROHIBITION OF MOTOR VEHICLES & SPEED LIMITS**

(Agenda No. 10)

The report presented responses to a statutory consultation on proposals to reduce the 60mph national speed limit on the unnamed road running through Little Chesterton and proposed a gated 'Prohibition of Motor Vehicles' which would prevent all motor traffic from passing. Exemptions included emergency vehicles and other essential service vehicles which would have keyed access. Additionally, the existing 20mph speed limit on The Green in Chesterton would be extended southwards.

The Chair asked officers to comment on the objection raised by respondent number 4 regarding the gated prohibition of vehicles on the unnamed road. Officers advised that if there were residual concerns limiting access, there may be other restrictions that could be put in place to allow local access only. Further work on engagement may need to be carried out.

The Chair decided to defer item 1b to address the issue of local access.

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

- a. New 20mph & 40mph speed limits on the unnamed road running through Little Chesterton,
- c. extension of the existing 20mph speed limit on The Green in Chesterton.

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

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

**152/22 BICESTER - A4095 / B4100 BANBURY ROAD ROUNDABOUT IMPROVEMENTS - PROPOSED 30MPH SPEED LIMIT AND RAISED SIDE ROAD ENTRY TREATMENT AT FRINGFORD ROAD**

(Agenda No. 11)

The report presented responses 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, the reduction of the speed limit from 40mph to 30mph speed on Fringford Road, and the installation of a flat top road hump across Fringford Road at its junction with Southwold Lane.

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

The Chair commented that there had been a lot of responses to the consultation which were very welcome and thanked respondents for taking the trouble to respond.

The Chair noted that most objections were due to the speed limit and many respondents felt that the current speed limit worked well. Officers confirmed that due to a number of significant developments in the area, the current speed limit would not be appropriate in the future, based on traffic modelling and expert advice. Officers also advised that the reduction of speed limit was necessary to facilitate the installation of the flat top road hump and safe cycle crossings.

The Chair noted that there was a stakeholder engagement meeting with the Parish Council and residents, planned for October. Officers explained that the objective of the meeting was to explain the traffic modelling and provide information on the scheme. Should there be any relevant feedback which would improve the scheme, it could be incorporated. Officers planned to start implementing the scheme in January 2024.

The Chair decided to defer the decision for items a - c to the next meeting to allow the stakeholder engagement meeting to go ahead first.

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

d. Confirm Option B - Orthodox Dutch Design Proposal – for the signalised junction.

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

## **153/22 FRILFORD A338- PROPOSED 30MPH AND 40MPH SPEED LIMITS**

(Agenda No. 12)

The report presented responses to a consultation on a proposal to lower existing speed limits on the A338 Oxford Road.

The Chair asked officers to comment on why there was a need to reduce the speed limit on that stretch of the A338 Oxford Road. Officers explained that the request came from the Parish Council and was supported by the local Member to improve the safety of residents coming in and out of their driveways. The proposal complied with the National Guidance on speed limits.

The Chair asked officers to respond to the objection from the Go-Ahead bus group subsidiaries. Officers reported that they had received notification from the School Transport Team and there were no entitled scholars on the 63S service.

The Cabinet Member for Highway Management **APPROVED** the following as advertised for the A338 Oxford Road, Frilford

- a. 30mph speed limit – in place of the existing 40mph, for a distance of 448 metres northwards from its junction with the A415 Kingston Road.

The Cabinet Member for Highway Management **APPROVED** the following as advertised for the A338 Oxford Road, Frilford, **subject to further discussion between with the bus operators and the Director of Highways and Operations.**

- b. 40mph speed limit – in place of the existing 50mph speed limit, northwards to its junction with the Abingdon Road, at Tubney.

## **154/22 MARCHAM - SHEEPSTEAD ROAD - PROPOSED EXTENSION OF 30MPH SPEED LIMIT**

(Agenda No. 13)

The report presented responses to a statutory consultation on a proposed extension of the existing 30mph speed limit on Sheepstead Road in Marcham.

The Chair thanked the 26 responders to the statutory consultation.

The Chair noted that a responder objected because he wanted the speed limit to be reduced further, to 20mph.

The Cabinet Member for Highway Management **APPROVED** the extension of the 30mph speed limit on Sheepstead Road in Marcham as advertised.

## **155/22 WATERSTOCK - 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 Waterstock.

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

The Chair explained that examples of criteria used to ‘mark something out as a valid criticism’, could be seen throughout the meeting. Several respondents had given local detail feedback which had been factored into the decision. There were examples on the agenda where proposals had changed in response to the consultation. There were times when officers had been asked to keep proposals under review and particular recommendations had been deferred, due to points raised by local people. Sometimes there was a synergy, for example, a speed limit may be required by law because of a proposed pedestrian crossing and a respondent may not realise this.

In answer to the other questions raised by the speaker, the Chair explained that there was no minimum level of objections to halt a process and a consultation did not legally have the power to halt the democratic process. It was a challenge to reach people during the consultation process and some consultations received a lot of

responses and others did not and often it was not clear why that should be as they were all advertised in the same way. It would be considered legitimate because the public were given the opportunity to respond.

The Chair commented that lower speed limits make roads safer and save lives and there was plenty of evidence to support that.

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

## **156/22 WANTAGE: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 15)

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

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

The Chair read out a written submission from Erik Johnson, Wantage Town Council.

The Chair thanked them both for their input to this scheme and thanked everyone who had responded to the consultation.

The Chair commented that the policy of the Council agreed with many analyses and reports which showed that reduction in speed limit worked and was required to make areas safer and to save lives.

In response to comments that reduction in speed limits was a waste of money, the Chair informed the meeting that it was the Council's priority to make communities safer, more pleasant and more vibrant places and the Council had backed that up with a budget that was proficient.

The Chair commented that this proposal was a good example of applying the right speed limit, in the right place.

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

## **157/22 KENNINGTON - 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 Kennington.

The Chair commented that the proposals were in line with the Council's policy.

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

**158/22 SOUTH HINKSEY - 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 South Hinksey.

The Chair highlighted the concerns of South Hinksey Parish Council regarding the national speed limit on Parker Road and asked officers to review it.

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

**159/22 LOWER HEYFORD - 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 Lower Heyford and Caulcott and a minor extension to the existing 30mph limit on the B4030 Bicester Road.

The Chair asked officers to comment on the concerns of the Parish Council regarding safety and lower speed limits sought for the crossroad junction between Freehold Street/Station Road/B4030 and the B4030 through Caulcott Village. Officers explained that 20mph speed limits were not considered appropriate for these roads.

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

- a. New 20mph speed limits in Lower Heyford (including Caulcott),
- b. 60 metre extension to the existing 30mph speed limit on the B4030 Bicester Road.

**160/22 LONGCOT - 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 Longcot.

Officers confirmed that the support of the Parish Council was required for the consultation to go ahead.

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

**161/22 GREAT COXWELL - 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 Great Coxwell.

The Chair commented that this proposal was another example of where the scheme had changed in response to the consultation, in this case, the 20mph zone had been extended.

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

## **162/22 SHELLINGFORD - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 21)

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

The Chair accepted the comments from the Thames Valley Police, that enforcement was difficult in small rural areas.

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

## **163/22 MARCHAM - 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 Marcham.

The Chair highlighted the response from a local Councillor requesting further speed limit reductions and asked officers to review this.

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

## **164/22 SPELSBURY - PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 23)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Spelsbury, Dean and Taston.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Spelsbury, Dean, and Taston as advertised

## **165/22 STANDLAKE - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 24)

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

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

The Chair thanked the speakers for their support for the proposal.

The Chair commented that a good relationship with the bus companies was key to what the Council's objectives and this scheme required a balance to be struck, as reduced speed limits affected the performance of the bus companies. The Chair went on to say that we need to be mindful of making a judgment on future proposals, based on what we believe the bus companies may say.

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

## **166/22 SOUTH NEWINGTON - PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 25)

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

The Chair commented that two responders had expressed concern on the grounds of wanting the speed limits extended having gone into further local detail, which was most welcome. Officers explained that extending the speed limits did not comply with the Council's policy and if they were extended, appropriate compliance would not be achieved.

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

## **167/22 WOOLSTONE - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 26)

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

The Chair commented that it was a straightforward implementation of policy in a small village, which had the support of the Parish Council and a local Councillor.

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

..... in the Chair

Date of signing .....

(a) FIELD  
(b) FIELD\_TITLE

# Agenda Item 5

## Divisions Affected – All

### **CABINET MEMBER FOR HIGHWAYS MANAGEMENT**

**12 October 2023**

#### **Procurement of a replacement**

#### **Real Time Passenger Information (RTPI) Contract**

#### **Report by Corporate Director of Environment and Place**

## **RECOMMENDATION**

1. The Cabinet Member is RECOMMENDED 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

## **Executive Summary**

2. Oxfordshire County Council has provided a Real Time Passenger Information (RTPI) service since 2005. The current Real Time Passenger Information systems are provided under contract to the County Council by two suppliers. Both contracts come to an end on 29<sup>th</sup> November 2023.
3. The value of new contract/s is expected to be £1,380,000 over a maximum 5-year period (3 years for the initial term and optional extensions of 2 years in aggregate). The preferred procurement strategy assumes a single contract on the grounds of efficiency.

## **Background**

4. The existing Real Time Passenger Information contracts are due to come to an end on 29<sup>th</sup> November 2023. The expected value of the new contract over a maximum 5-year term is expected to be £1,380,000.

5. Real Time Passenger Information provides live updates to public transport users on the status of bus services, including bus stop departure and network disruption information.
6. In addition, the system provides data used by Urban Traffic Management Control (Network Management) to provide clear and accurate information to the public, and to support the delivery of traffic signal priority measures. Data is displayed on bus stop signs, the [www.oxontime.com](http://www.oxontime.com) website and third-party mobile phone applications, via a series of data links. Supplying live data provides greater confidence to those using buses on service availability and departure times.
7. The existing contracts currently have in scope the following aspects of functionality and the proposal is to procure the same scope as existing:

Core Requirements

- a) A web Based Solution with servers and back-office systems hosted by the Service Provider, with no dependency on OCC ICT services.
- b) Central Real Time Passenger Information System – including Real Time Data Broker and Prediction Engine System (Real Time Passenger Information) user data feeds.
- c) OCC User Interface (including all functionality and sub-systems)
- d) Data Import & Management Tools
- e) Disruption & Information Messaging
- f) System Output Configuration (including all required functionality and tools)
- g) Display Estate hardware maintenance
- h) Traffic Signal Priority data platform (1-20 junctions) including configuration tools
- i) Application Programming Interface (API) Layers for third party Open Data applications – e.g. Westgate Shopping Centre.
- j) Oxontime Website ([www.oxontime.com](http://www.oxontime.com))
- k) Monthly System Monitoring and KPI Reports
- l) SIRI incoming feeds (7 bus operators)
- m) SIRI outcoming feeds (Traveline NextBuses & Display Estate)

Optional Requirements

- n) New Display Equipment
- o) Additional data Links
- p) Inclusion of new Bus Operators within system scope
- q) Expanded Traffic Signal Priority data platform – up to 150 junctions
- r) Additional Application Programming Interfaces (API's)

8. The existing contract terms were aligned for 4 years and were extended by an additional 4 years in aggregate, with both contracts ending on 29<sup>th</sup> November 2023. The new contract is proposed for an initial 3-year term with rights to extend by another 2 years in aggregate, to accommodate future changes in technology, meet increased bus passenger expectations, and to facilitate improvements in data supply linked to the roll-out of the Department for Transport sponsored Bus Open Data Service (BODS).

9. In August 2022, the Department for Transport (DfT) confirmed capital funding of £8.743 million to enable the County Council to implement its proposed Bus Service Improvement Plan (BSIP) by 31<sup>st</sup> March 2025. This contains specific funding allocations for Real Time Passenger Information and County Wide Traffic Signal Upgrade schemes.
10. The Oxfordshire Bus Service Improvement Plan seeks to achieve a number of key outcomes:
  - an enhanced bus network
  - more attractive fares and ticketing
  - better vehicles
  - improved information
  - a more reliable main road network; and
  - improved bus stop infrastructure.
11. The delivery of the Bus Service Improvement Plan programme, as agreed as part of the development of the Enhanced Bus Partnership, is one of the key areas against which the success of the Partnership will be assessed. Targets for passenger numbers, passenger satisfaction, and improvements in reliability and journey times are tied to the delivery of this programme.
12. By dovetailing with planned investment as part of the wider Bus Service Improvement Plan delivery programme, as well as other significant investment in improving bus services across Oxfordshire, the Real Time Passenger Information and County-Wide Traffic Signal Upgrades schemes represent a significant investment in infrastructure promoting local buses across Oxfordshire.
13. The Bus Service Improvement Plan is closely linked to the new Local Transport and Connectivity Plan (LTCP), as adopted by the Council in July 2022. The summary of the LTCP articulates how the BSIP and buses more generally have priority in the delivery of transport improvements in Oxfordshire.
14. The new contract will facilitate the delivery of the Council's agreed Bus Service Improvement Plan, meeting the following objectives:
  - To deliver a programme of improvements to both at-stop real time information infrastructure and the background software and hardware capabilities, with the purpose of improving the passenger experience through providing information on local buses that can be trusted.
  - To deliver a programme of improvements to traffic signals at key junctions across Oxfordshire that will prioritise the movement of buses. This will primarily, but not solely, focus on improvements along corridors served by commercial bus operations.
15. Section 138 of the Transport Act 2000 allows for a local authority to enter into an Enhanced Bus Partnership with operators, and the County Council has

done so. The Enhanced Partnership arrangements include for enhanced provision of services by the local authority, and a legal commitment to provide them, of which enhanced Real Time Passenger Information is a key commitment.

## **Corporate Policies and Priorities**

### **Strategic Plan**

16. Investing in Real Time Passenger Information supports the strategic priorities for Oxfordshire:

- Priority 1 – Put action to address the climate emergency at the heart of our work – supplying Real Time Passenger Information to existing and potential bus passengers enhances the offering provided by bus companies, reduces the reliance on private vehicles, avoids unnecessary journeys by private vehicles, and decreases congestion and subsequent pollution.
- Priority 2 – Tackle inequalities in Oxfordshire – providing accurate information in real time promotes greater confidence in bus services, as well as facilitating existing and potential passengers' employment and leisure opportunities within the County.
- Priority 5 – Invest in an inclusive, integrated and sustainable transport network – by investing in existing and enhanced Real Time Passenger Information facilities which improve the quality of the public transport offer and therefore benefit the travelling public.
- Priority 9 – Work with local businesses and partners for environmental, economic and social benefit – providing Real Time Passenger Information services that support the work of the bus companies operating in Oxfordshire, contributing to improved bus patronage and a more sustainable commercial bus network.

### **Local Transport and Connectivity Plan (LTCP)**

17. Delivering Real Time Passenger Information to existing and potential users of shared transport supports the vision and aims of LTCP in that:

- Supports the reduction of 1 in 4 car trips by 2030
- Deliver a net zero transport network by 2040

### **Network Management Plan**

18. The delivery of Real Time Passenger Information also supports the overall ambitions of the Network Management Plan.

## **Financial Implications**

19. The Bus Services Improvement Plan has an allocation of £1.8m for Real Time Passenger information. This capital investment in additional RTPI sites will require additional revenue funding for ongoing support and maintenance past the warranty period.
20. The current service budget of £30k per annum falls short of current needs to maintain and operate and is supplemented by £150k of income from Network Coordination. It is anticipated that the additional capital investment from BSIP is expected to require revenue funding of £150k per annum, this pressure is planned to be funded through unallocated/uncommitted income due to over achievement from network co-ordination charges.
21. The value of the future contracts, separate or combined, exceeds the £500k revenue limit and/or the £1m Capital threshold, which requires reporting to Cabinet.

Comments checked by:

Prem Salhan, Interim Finance Business Partner –  
[prem.salhan@oxfordshire.gov.uk](mailto:prem.salhan@oxfordshire.gov.uk)

## **Legal Implications**

22. The Council has a statutory power to provide real time passenger information services as detailed in paragraph 15 of the report.
23. Provided the procurement is conducted in accordance with the Council's Contract Procedure Rules there are no direct legal implications in the proposed procurement of the provision of Real Time Passenger Information services. Officers across services are engaged with the procurement process to ensure such compliance.

Comments checked by: Jonathan Pool, Solicitor (Contracts), Legal Services  
[Jonathan.pool@oxfordshire.gov.uk](mailto:Jonathan.pool@oxfordshire.gov.uk)

## **Procurement Implications**

24. Procurement of the replacement contract will be via a compliant procurement process, with associated contract and terms and conditions.

Comments checked by:

Becky Saunders, Head of Category – Environment and Place (Procurement)

## Staff Implications

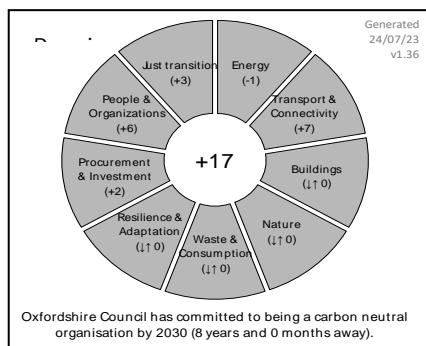
25. There are no additional staffing requirements as a result of decisions within this report. The procurement process and management of the service procured will be managed by existing staff within Network Management.

## Equality & Inclusion Implications

26. The proposals have a positive impact on equality and diversity by enhancing existing bus services through reliable and accessible data. The EIA is shown at Annex 1.

## Sustainability Implications

27. The proposal has a positive impact (+17) on Climate Action as detailed in the Climate Impact Assessment. Annex 2.



## IT Implications

28. The RTPI proposal has been submitted to the ITID Board and been approved.

## Consultations

29. As a procurement exercise, no public consultation is required.

Bill Cotton – Corporate Director Environment and Place

Annex:

1. Equalities Impact Assessment.
2. Climate Impact Assessment.

Contact Officer: Keith Stenning [keith.stenning@oxfordshire.gov.uk](mailto:keith.stenning@oxfordshire.gov.uk)  
075884581214 or Chris  
Spry[chris.spry@oxfordshire.gov.uk](mailto:chris.spry@oxfordshire.gov.uk)

September 2023

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# **Oxfordshire County Council**

## **Equalities Impact Assessment**

Oxfordshire Real Time Passenger Information (RTPI) Procurement

**September 2023**

## Contents

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment and Place – Network Management
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Procurement of a replacement Real Time Passenger Information (RTPI) Contract
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b>  Briefly summarise the policy or proposed service change. Summarise possible impacts.  Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community?  (following completion of the assessment).	<p>The RTPI service provides live travel updates to users of bus services across Oxfordshire. The service contributes to improving the attractiveness of bus services, reducing congestion, and making public transport more accessible. It complements other services provided by network management including traffic signal priority measures which improve bus journey times, one of the key priorities of the County Council.</p> <p>The proposal does not discriminate or unfairly disadvantage individuals or groups within the community.</p>
<b>Completed By</b>	Keith Stenning – Head of Network Management
<b>Authorised By</b>	
<b>Date of Assessment</b>	September 2023

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Oxfordshire County Council has provided a RTPI service since 2005. Existing contracts expire in November 2023 and a new contract is required to ensure service continuity and improvement.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p><b>The proposal is to procure a replacement contract as the existing contract ends in November 2023.</b></p> <p><b>This will enable existing RTPI services to continue and for an enhanced service to be deployed.</b></p> <p><b>The County Council is required under its statutory Enhanced Bus Partnership to deliver improvements to RTPI. This is reflected in the funding allocation for the RTPI enhancements as part of the Enhanced Bus Partnership agreement.</b></p>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>A DfT submission has been made following the agreement to enter into an Enhanced Bus Partnership. Working with bus operators a list of sites for upgrading has been produced and is being priced.</p>

<p>supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The do nothing option would negate the Enhanced Bus Partnership and cause funding to be withdrawn by DfT.</p>

### Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Age</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving facilities for the visual impaired – talking bus stops.			
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

## Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Enhanced and consistent travel information services with improved journey times.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

## Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value <sup>1</sup>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

## **Section 4: Review**

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

<b>Review Date</b>	Annual review through the Enhanced Bus Partnership Board
<b>Person Responsible for Review</b>	Keith Stenning – Head of Network Management
<b>Authorised By</b>	

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# Climate Impact Assessment tool

Oxfordshire County Council has made a commitment to ensure that both the climate and the natural environment are at the heart of all our decision making. This means that if you're putting together a proposal for new a policy, strategy, project, programme or budget, you need to identify its impact.

Our preferred method for doing this is by conducting a Climate Impact Assessment (CIA). CIA is a structured process for considering the implications for people and their environment of proposed actions while there is still an opportunity to improve the proposals.

**Cabinet reports** - a Climate Impact Assessment must be completed for reports requesting Cabinet approval of policy, capital projects, budget, commercial investment and any other key decisions that may have a material impact on our ability to address the climate and ecological emergency.

**Project initiation (including capital projects)** - a Climate Impact Assessment must be completed during the early stages of a project, when developing the Project Mandate

1. Download the latest version of the excel tool and the guidance from the intranet

2. Fill in the proposal details in the tab 'Input proposal details'

Fill in the areas shaded in blue.

The 'Summary of assessment' section can only be written after completing the impact assessment in the next step.

3. Fill in the impact assessment in the tab 'Input assessment'

For the tool to work, excel macros must be enabled. If the macros are not enabled, you'll see a message at the top of the sheet with the option to 'Enable Content'.

Fill in the areas shaded in blue.

Write the report name in cell C5. This will be used to name the pdf report file.

For each category, assess the impacts of your proposal. Use the provided Guidance for a general scoring guide, descriptions of each criteria and examples with different scores. Describe the impact for each sub-category. If a negative impact is identified, describe how it will be mitigated, who will be responsible and the timeline and monitoring arrangements. The score for each category is a weighted average of the scores of its sub-categories; it is not a simple sum.

As you input your scores, the wheel will be updated to show the ratings and colour code for each category.

the Climate Action team for review, using the email Climate.action@oxfordshire.gov.uk

5. The Climate Action team will aim to review and approve the report within 2-3 working days. When necessary, the Climate Action team will work with the report author to ensure that the assessment is accurate and any opportunities to further align the proposed initiative with the council's climate commitments are explored.

6. Once approved by the Climate Action Team, the assessment is signed off by the relevant senior manager.

7. Prepare a Climate Impact Assessment report by pressing 'Create a pdf report' in the tab 'Input assessment'; a report is automatically generated and saved on your desktop; the file name will be the project name (cell C5 on tab 'Input assessment') plus a timestamp which can be used to

For further information on how to use this tool, see the guidance notes and video tutorials.

# Climate Impact Assessment

Details of proposal - *fill in all the areas shaded in blue*

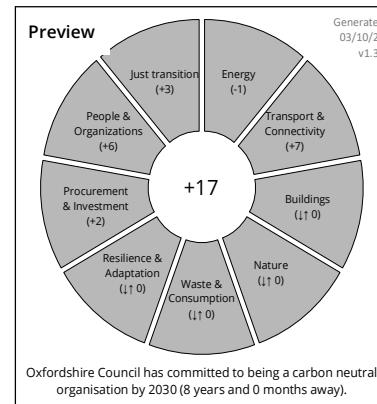
<b>Directorate and Service Area</b>	Environment and Place - Network Management
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Procure of a new contract to provide Real Time Bus Passenger Information
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. <b>(following completion of the assessment).</b>	Provide real time information at bus stops.
<b>Context / Background</b> Briefly summarise the background to the proposal, including reasons for any changes from previous versions	Oxfordshire County Council has provided a Real Time Passenger Information (RTPI) service since 2005. The current Real Time Passenger Information systems are provided under contract to the County Council by two suppliers. Both contracts come to an end on 29 <sup>th</sup> November 2023. The value of new contract/s is expected to be £1,380,000 over a maximum 5-year period (3 years for the initial term and optional extensions of 2 years in aggregate). The preferred procurement strategy assumes a single contract on the grounds of efficiency.
<b>Proposal</b> Explain the detail of the proposal, including why this has been decided as the best course of action.	In August 2022, the Department for Transport (DfT) confirmed capital funding of £8.743 million to enable OCC to implement its proposed Bus Service Improvement Plan (BSIP) by 31 <sup>st</sup> March 2025. This contains specific funding allocations for Real Time Passenger Information and County Wide Traffic Signal Upgrade schemes. The proposal is to provide for a contract to allow the maintenance, upgrade and new RTPI systems across the County.

<b>Evidence / Intelligence</b> List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposal and can help to inform the judgements you make about potential impact on our ability to deliver our climate commitments.	<p>The new contract will facilitate the delivery of the Council's agreed Bus Service Improvement Plan, meeting the following objectives:</p> <ul style="list-style-type: none"> <li>- To deliver a programme of improvements to both at-stop real time information infrastructure and the background software and hardware capabilities, with the purpose of improving the passenger experience through providing information on local buses that can be trusted.</li> <li>- To deliver a programme of improvements to traffic signals at key junctions across Oxfordshire that will prioritise the movement of buses. This will primarily, but not solely, focus on improvements along corridors served by commercial bus operations.</li> </ul>
<b>Alternatives considered / rejected</b> Summarise any other approaches that have been considered in developing the proposal, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	<p>There is no do-nothing option for this service as the BSIP funding applied for from DfT includes provision for enhanced RTPI.</p>
<b>Completed by</b>	Keith Stenning - Head of Network Management
<b>Climate action sign off by</b>	Keith Stenning - Head of Network Management
<b>Director sign off by</b>	
<b>Assessment date</b>	24-Jul-23

# Climate Impact Assessment tool

## Assessment of impacts - fill in the areas shaded in blue

Report Name	Report Name
Project Notes	Use this space for a brief overview of the project and any extra notes on things that aren't covered below (optional)
Export filename	Report Name CCIA 03.10.23 .png



[Copy wheel to clipboard](#)

[Save wheel to desktop](#)

[Copy wheel's alt-text](#)

[Create a pdf report](#)

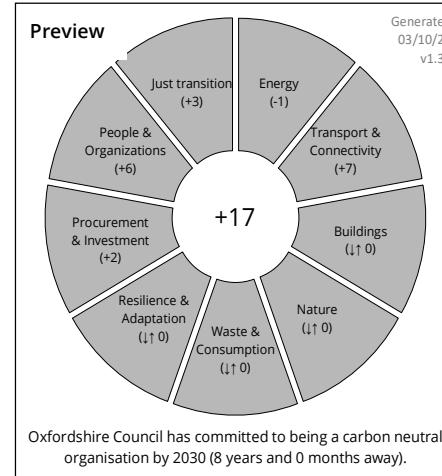
Category	Impact criteria	Score (-3 to +3) - select 0 only if not applicable	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	-1	RTI requires power to display data.	N/A		
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	Supports public transport			
Transport & Connectivity	Supports active travel	2	Supports public transport			
Transport & Connectivity	Increases use of public transport	3	Supports public transport			
Transport & Connectivity	Accelerates electrification of transport	2	Supports public transport as part of BSIP			
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	N/A				
Waste & Consumption	Reduces overall consumption	N/A				

Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A
Resilience & Adaptation	Increases resilience to flooding	N/A
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	1 Supports public transport
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2 Supports public transport
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	2 Supports public transport
Just transition	Promotes green innovation and job creation	1 Supports public transport
Just transition	Promotes health and wellbeing	1 Supports public transport
Just transition	Reduces poverty and inequality	1 Supports public transport
Just transition	Promotes inclusion and participation	1 Supports public transport

# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Environment and Place - Network Management
<b>What is being assessed</b>	Procure of a new contract to provide Real Time Bus Passenger Information
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b>	Provide real time information at bus stops.
<b>Completed by</b>	Keith Stenning - Head of Network Management
<b>Climate action sign off by</b>	Keith Stenning - Head of Network Management
<b>Director sign off by</b>	
<b>Assessment date</b>	45131



## Detail of proposal

<b>Context / Background</b>	Oxfordshire County Council has provided a Real Time Passenger Information (RTPI) service since 2005. The current Real Time Passenger Information systems are provided under contract to the County Council by two suppliers. Both contracts come to an end on 29th November 2023. The value of new contract/s is expected to be £1,380,000 over a maximum 5-year period (3 years for the initial term and optional extensions of 2 years in aggregate). The preferred procurement strategy assumes a single contract on the grounds of efficiency.
<b>Proposal</b>	In August 2022, the Department for Transport (DfT) confirmed capital funding of £8.743 million to enable OCC to implement its proposed Bus Service Improvement Plan (BSIP) by 31st March 2025. This contains specific funding allocations for Real Time Passenger Information and County Wide Traffic Signal Upgrade schemes. The proposal is to provide for a contract to allow the maintenance, upgrade and new RTPI systems across the County.
<b>Evidence / Intelligence</b>	The new contract will facilitate the delivery of the Council's agreed Bus Service Improvement Plan, meeting the following objectives: <ul style="list-style-type: none"><li>- To deliver a programme of improvements to both at-stop real time information infrastructure and the background software and hardware capabilities, with the purpose of improving the passenger experience through providing information on local buses that can be trusted.</li><li>- To deliver a programme of improvements to traffic signals at key junctions across Oxfordshire that will prioritise the movement of buses. This will primarily, but not solely, focus on improvements along corridors served by commercial bus operations.</li></ul>

<b>Alternatives considered / rejected</b>	There is no do-nothing option for this service as the BSIP funding applied for from DfT includes provision for enhanced RTPI.
---	---

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency		-1 RTI requires power to display data.	N/A		
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		2 Supports public transport			
Transport & Connectivity	Supports active travel		2 Supports public transport			
Transport & Connectivity	Increases use of public transport		3 Supports public transport			
Transport & Connectivity	Accelerates electrification of transport		Supports public transport as part of 2 BSIP			
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	N/A				
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		1 Supports public transport			
People & Organizations	Drives behavioural change to address the climate and ecological emergency		2 Supports public transport			
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		2 Supports public transport			
Just transition	Promotes green innovation and job creation		1 Supports public transport			
Just transition	Promotes health and wellbeing		1 Supports public transport			
Just transition	Reduces poverty and inequality		1 Supports public transport			

# Agenda Item 6

## Divisions Affected – All

### CABINET MEMBER FOR HIGHWAYS MANAGEMENT

17 October 2023

### Procurement of an additional Traffic Signals - Supply and Maintenance contract to support Bus Service Improvement Plan (BSIP)

Report by Corporate Director of Environment and Place

## RECOMMENDATION

1. The Cabinet Member is RECOMMENDED 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

## Executive Summary

2. Oxfordshire County Council has a contract with Teltent to supply and maintain existing traffic signals across the County. The contract includes provision for the refurbishment of existing signals to provide for bus priority at junctions. The existing contract has three years to run but has reached its financial limit for the procurement of refurbishment services. In order to deliver commitments within the Bus Service Improvement Plan (BSIP) an additional contract, to run in parallel with the existing, is required.
3. The value of new contract is expected to be £1,243,000 over a 2-year period, the life of the BSIP funding.

## Background

4. The contract is valued at £1,243,000 of capital investment to refurbish existing sites to allow for improved bus priority, and therefore exceeds the £1m threshold for capital decision making by Officers and needs to be reported and approved as a Key Decision.

5. In August 2022, the Department for Transport (DfT) confirmed capital funding of £8.743 million to enable the County Council to implement its proposed Bus Service Improvement Plan (BSIP) by 31<sup>st</sup> March 2025. This contains specific funding allocations for Real Time Passenger Information and County Wide Traffic Signal Upgrade schemes.
6. The Oxfordshire Bus Service Improvement Plan seeks to achieve a number of key outcomes:
  - an enhanced bus network
  - more attractive fares and ticketing
  - better vehicles
  - improved information
  - a more reliable main road network; and
  - improved bus stop infrastructure.
7. The delivery of the Bus Service Improvement Plan programme will be monitored by the Enhanced Bus Partnership. Targets for passenger numbers, passenger satisfaction, and improvements in reliability and journey times are tied to the delivery of this programme.
8. The new contract will facilitate the delivery of the Council's agreed Bus Service Improvement Plan, meeting the following objectives:
  - To deliver a programme of improvements to traffic signals at key junctions across Oxfordshire that will prioritise the movement of buses. This will primarily, but not solely, focus on improvements along corridors served by commercial bus operations.
  - 9. To achieve commitments regarding bus journey time, through traffic signal bus priority in particular, the refurbishment of existing traffic signals requires significant investment due to the age of the current equipment

## **Corporate Policies and Priorities**

### **Strategic Plan**

9. Investing in Traffic Signal enhancement to create bus priority supports the strategic priorities for Oxfordshire:
10. Priority 1 – Put action to address the climate emergency at the heart of our work – supplying increased bus priority enhances the offering provided by bus companies, reduces the reliance on private vehicles, avoids unnecessary journeys by private vehicles, and decreases congestion and subsequent pollution.
11. Priority 2 – Tackle inequalities in Oxfordshire – enhancing bus priority at junctions promotes greater confidence in bus services, as well as facilitating existing and potential passengers' employment and leisure opportunities within the County.

12. Priority 5 – Invest in an inclusive, integrated and sustainable transport network – by investing in existing and enhanced bus priority improves the quality of the public transport offer and therefore benefit the travelling public.
13. Priority 9 – Work with local businesses and partners for environmental, economic and social benefit – providing enhanced bus priority supports the work of the bus companies operating in Oxfordshire, contributing to improved bus patronage and a more sustainable commercial bus network.
14. Section 138 of the Transport Act 2000 allows for a local authority to enter into an Enhanced Bus Partnership with operators, and the County Council has done so. The Enhanced Partnership arrangements include for enhanced provision of services by the local authority, and a legal commitment to provide them, of which enhanced traffic signals and bus priority is a key commitment

### **Local Transport and Connectivity Plan (LTCP)**

15. Delivering enhanced bus priority at junctions supports the vision and aims of LTCP in that:
  - Supports the reduction of 1 in 4 car trips by 2030
  - Deliver a net zero transport network by 2040

### **Network Management Plan**

16. The delivery of enhanced bus priority at junctions also supports the overall ambitions of the Network Management Plan.

### **Financial Implications**

17. The Bus Services Improvement Plan has an allocation of £1.243m for bus priority at junctions. This capital investment in additional bus priority will have a positive impact on maintenance in respect of capital end of life replacement but will require additional revenue funding for ongoing support and routine/cyclical maintenance past the warranty period.
18. The current service maintenance budget of £760k per annum covers existing maintenance activity. New equipment to promote bus priority will require increased maintenance, and funding, at £100k per annum. This is yet unfunded and will need to be considered and identified and factored into the financial planning for future years budgets.
19. The value of this short-term contract to delivery BSIP commitments exceeds the £1m Capital contract threshold, which requires reporting as a Key Decision.

Comments checked by:

Prem Salhan, Interim Finance Business Partner –  
[prem.salhan@oxfordshire.gov.uk](mailto:prem.salhan@oxfordshire.gov.uk)

## Legal Implications

20. The Council has a statutory power to provide traffic signals and bus priority as detailed in paragraph 14 of the report.
21. Provided the procurement is conducted in accordance with the Council's Contract Procedure Rules there are no direct legal implications in the proposed procurement of the parallel contract. Officers across services are engaged with the procurement process to ensure such compliance.

Comments checked by: Jonathan Pool, Solicitor (Contracts), Legal Services  
[Jonathan.pool@oxfordshire.gov.uk](mailto:Jonathan.pool@oxfordshire.gov.uk)

## Procurement Implications

22. Procurement of the contract will be via a compliant procurement process, with associated contract and terms and conditions.

Comments checked by:  
Becky Saunders, Head of Category – Environment and Place (Procurement)

## Staff Implications

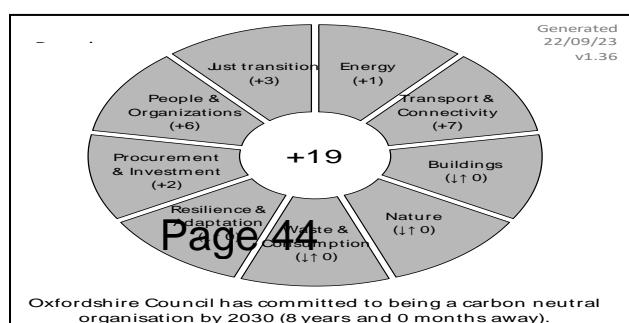
23. There are no additional staffing requirements as a result of decisions within this report. The procurement process and management of the service procured will be managed by existing staff within Network Management.

## Equality & Inclusion Implications

24. The proposals have a positive impact on equality and diversity by enhancing existing bus services through reliable and accessible data. The full EIA is shown at Annex 1.

## Sustainability Implications

25. The proposal has a positive impact (+19) on Climate Action as detailed in the Climate Impact Assessment. Annex 2.



## **Consultations**

26. No public consultation is required or planned as part of this procurement. Communications on the specific improvements and changes to traffic signals that this procurement will enable, will be included and undertaken as part of the wider Bus Services Improvement Programme communication plan.
27. Information on our bus service improvement plan can be accessed here: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/public-transport/bus-service-improvement-plan>

Bill Cotton – Corporate Director Environment and Place

Annex:

1. Equalities Impact Assessment.
2. Climate Impact Assessment.

Contact Officer: Keith Stenning [keith.stenning@oxfordshire.gov.uk](mailto:keith.stenning@oxfordshire.gov.uk)  
075884581214

September 2023

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# **Oxfordshire County Council**

## **Equalities Impact Assessment**

Traffic Signals Procurement

September 2023

## Contents

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Section 2: Detail of proposal.....	4
Section 3: Impact Assessment - Protected Characteristics.....	6
Section 3: Impact Assessment - Additional Community Impacts.....	7
Section 3: Impact Assessment - Additional Wider Impacts.....	8
Section 4: Review .....	9

## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment and Place – Highways Maintenance and Operations – Network Management
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Procurement of an additional traffic signals contract to support the Bus Services Improvement Plan (BSIP)
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b>  Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	Traffic Signals provides live traffic control of junctions and pedestrian crossings across the County. The service promotes bus priority at junctions to support improved journey times, reducing congestion and making public transport more accessible.  The proposal does not discriminate or unfairly disadvantage individuals or groups within the community.
<b>Completed By</b>	Keith Stenning – Head of Network Management
<b>Authorised By</b>	
<b>Date of Assessment</b>	

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Oxfordshire County Council provides traffic signal control and junctions and pedestrian crossings across the County. Additional funding is now available from BSIP to refurbish and enhance key signal junctions, creating better bus priority and congestion management. The existing contract has exceeded the financial limits so a further, parallel contract, is required with the supplier.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p><b>The proposal will allow for enhanced signal control at existing and new junctions via a new contract with the existing supplier, in accordance with the Procurement rule of the County Council. The Council is required to provide these enhancements under its statutory Enhanced Bus Partnership. This is reflected in a £1.2m allocation for traffic signal enhancements.</b></p>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>A scoping documents has been provided, as part of the BSIP funding bid, to the Department of Transport who has approved funding for the Bus Partnership.</p>

<p>supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>An additional contract for the refurbishment of existing signals is the only option available, as part of the procurement rules, to obtain the services required.</p>

### Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

## Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved traffic signal control will contribute to congestion management across the county, supporting those from rural areas make their required journeys.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

## Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value <sup>1</sup>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

## Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

<b>Review Date</b>	Annual review through the Enhanced Bus Partnership Board
<b>Person Responsible for Review</b>	Keith Stenning – Head of Network Management
<b>Authorised By</b>	

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# Climate Impact Assessment tool

Oxfordshire County Council has made a commitment to ensure that both the climate and the natural environment are at the heart of all our decision making. This means that if you're putting together a proposal for new a policy, strategy, project, programme or budget, you need to identify its impact.

Our preferred method for doing this is by conducting a Climate Impact Assessment (CIA). CIA is a structured process for considering the implications for people and their environment of proposed actions while there is still an opportunity to improve the proposals.

**Cabinet reports** - a Climate Impact Assessment must be completed for reports requesting Cabinet approval of policy, capital projects, budget, commercial investment and any other key decisions that may have a material impact on our ability to address the climate and ecological emergency.

**Project initiation (including capital projects)** - a Climate Impact Assessment must be completed during the early stages of a project, when developing the Project Mandate

1. Download the latest version of the excel tool and the guidance from the intranet

2. Fill in the proposal details in the tab 'Input proposal details'

Fill in the areas shaded in blue.

The 'Summary of assessment' section can only be written after completing the impact assessment in the next step.

3. Fill in the impact assessment in the tab 'Input assessment'

For the tool to work, excel macros must be enabled. If the macros are not enabled, you'll see a message at the top of the sheet with the option to 'Enable Content'.

Fill in the areas shaded in blue.

Write the report name in cell C5. This will be used to name the pdf report file.

For each category, assess the impacts of your proposal. Use the provided Guidance for a general scoring guide, descriptions of each criteria and examples with different scores. Describe the impact for each sub-category. If a negative impact is identified, describe how it will be mitigated, who will be responsible and the timeline and monitoring arrangements. The score for each category is a weighted average of the scores of its sub-categories; it is not a simple sum.

As you input your scores, the wheel will be updated to show the ratings and colour code for each category.

the Climate Action team for review, using the email Climate.action@oxfordshire.gov.uk

5. The Climate Action team will aim to review and approve the report within 2-3 working days. When necessary, the Climate Action team will work with the report author to ensure that the assessment is accurate and any opportunities to further align the proposed initiative with the council's climate commitments are explored.

6. Once approved by the Climate Action Team, the assessment is signed off by the relevant senior manager.

7. Prepare a Climate Impact Assessment report by pressing 'Create a pdf report' in the tab 'Input assessment'; a report is automatically generated and saved on your desktop; the file name will be the project name (cell C5 on tab 'Input assessment') plus a timestamp which can be used to

For further information on how to use this tool, see the guidance notes and video tutorials.

# Climate Impact Assessment

Details of proposal - *fill in all the areas shaded in blue*

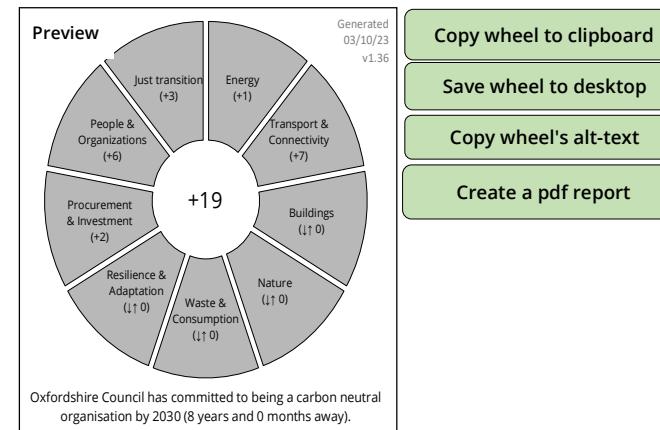
<b>Directorate and Service Area</b>	Environment and Place - Network Management
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Procure of a new contract to provide Real Time Bus Passenger Information
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. <b>(following completion of the assessment).</b>	Provide real time information at bus stops.
<b>Context / Background</b> Briefly summarise the background to the proposal, including reasons for any changes from previous versions	Oxfordshire County Council has provided a Real Time Passenger Information (RTPI) service since 2005. The current Real Time Passenger Information systems are provided under contract to the County Council by two suppliers. Both contracts come to an end on 29 <sup>th</sup> November 2023. The value of new contract/s is expected to be £1,380,000 over a maximum 5-year period (3 years for the initial term and optional extensions of 2 years in aggregate). The preferred procurement strategy assumes a single contract on the grounds of efficiency.
<b>Proposal</b> Explain the detail of the proposal, including why this has been decided as the best course of action.	In August 2022, the Department for Transport (DfT) confirmed capital funding of £8.743 million to enable OCC to implement its proposed Bus Service Improvement Plan (BSIP) by 31 <sup>st</sup> March 2025. This contains specific funding allocations for Real Time Passenger Information and County Wide Traffic Signal Upgrade schemes. The proposal is to provide for a contract to allow the maintenance, upgrade and new RTPI systems across the County.

<b>Evidence / Intelligence</b> List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposal and can help to inform the judgements you make about potential impact on our ability to deliver our climate commitments.	<p>The new contract will facilitate the delivery of the Council's agreed Bus Service Improvement Plan, meeting the following objectives:</p> <ul style="list-style-type: none"> <li>- To deliver a programme of improvements to both at-stop real time information infrastructure and the background software and hardware capabilities, with the purpose of improving the passenger experience through providing information on local buses that can be trusted.</li> <li>- To deliver a programme of improvements to traffic signals at key junctions across Oxfordshire that will prioritise the movement of buses. This will primarily, but not solely, focus on improvements along corridors served by commercial bus operations.</li> </ul>
<b>Alternatives considered / rejected</b> Summarise any other approaches that have been considered in developing the proposal, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	<p>There is no do-nothing option for this service as the BSIP funding applied for from DfT includes provision for enhanced RTPI.</p>
<b>Completed by</b>	Keith Stenning - Head of Network Management
<b>Climate action sign off by</b>	Keith Stenning - Head of Network Management
<b>Director sign off by</b>	
<b>Assessment date</b>	24-Jul-23

# Climate Impact Assessment tool

## Assessment of impacts - fill in the areas shaded in blue

Report Name	Traffic Signals - Procurement
Project Notes	Report on a procurement to increase the capacity for Signals updates linked to BSIP
Export filename	Traffic Signals - Procurement CCIA 03.10.23



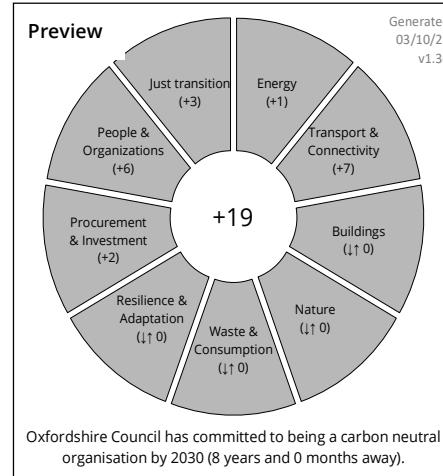
Category	Impact criteria	Score (-3 to +3) - select 0 only if not applicable	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	1	Signals require power to display traffic controls. Upgrades will reduce power consumption	N/A		
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		2 Supports public transport			
Transport & Connectivity	Supports active travel		2 Supports public transport			
Transport & Connectivity	Increases use of public transport		3 Supports public transport			
Transport & Connectivity	Accelerates electrification of transport		2 Supports public transport as part of BSIP			
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	N/A				

Waste & Consumption	Reduces overall consumption	N/A
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A
Resilience & Adaptation	Increases resilience to flooding	N/A
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	1 Supports public transport
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2 Supports public transport
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	2 Supports public transport
Just transition	Promotes green innovation and job creation	1 Supports public transport
Just transition	Promotes health and wellbeing	1 Supports public transport
Just transition	Reduces poverty and inequality	1 Supports public transport
Just transition	Promotes inclusion and participation	1 Supports public transport

# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Environment and Place - Network Management
<b>What is being assessed</b>	Procure of a new contract to provide Real Time Bus Passenger Information
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b>	Provide real time information at bus stops.
<b>Completed by</b>	Keith Stenning - Head of Network Management
<b>Climate action sign off by</b>	Keith Stenning - Head of Network Management
<b>Director sign off by</b>	
<b>Assessment date</b>	45131



## Detail of proposal

<b>Context / Background</b>	Oxfordshire County Council has provided a Real Time Passenger Information (RTPI) service since 2005. The current Real Time Passenger Information systems are provided under contract to the County Council by two suppliers. Both contracts come to an end on 29th November 2023. The value of new contract/s is expected to be £1,380,000 over a maximum 5-year period (3 years for the initial term and optional extensions of 2 years in aggregate). The preferred procurement strategy assumes a single contract on the grounds of efficiency.
<b>Proposal</b>	In August 2022, the Department for Transport (DfT) confirmed capital funding of £8.743 million to enable OCC to implement its proposed Bus Service Improvement Plan (BSIP) by 31st March 2025. This contains specific funding allocations for Real Time Passenger Information and County Wide Traffic Signal Upgrade schemes. The proposal is to provide for a contract to allow the maintenance, upgrade and new RTPI systems across the County.
<b>Evidence / Intelligence</b>	The new contract will facilitate the delivery of the Council's agreed Bus Service Improvement Plan, meeting the following objectives: <ul style="list-style-type: none"><li>- To deliver a programme of improvements to both at-stop real time information infrastructure and the background software and hardware capabilities, with the purpose of improving the passenger experience through providing information on local buses that can be trusted.</li><li>- To deliver a programme of improvements to traffic signals at key junctions across Oxfordshire that will prioritise the movement of buses. This will primarily, but not solely, focus on improvements along corridors served by commercial bus operations.</li></ul>

<b>Alternatives considered / rejected</b>	There is no do-nothing option for this service as the BSIP funding applied for from DfT includes provision for enhanced RTPI.
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Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency		Signals require power to display 1 traffic controls. Upgrades will reduce power consumption	N/A		
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		2 Supports public transport			
Transport & Connectivity	Supports active travel		2 Supports public transport			
Transport & Connectivity	Increases use of public transport		3 Supports public transport			
Transport & Connectivity	Accelerates electrification of transport		2 Supports public transport as part of BSIP			
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	N/A				
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		1 Supports public transport			
People & Organizations	Drives behavioural change to address the climate and ecological emergency		2 Supports public transport			
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		2 Supports public transport			
Just transition	Promotes green innovation and job creation		1 Supports public transport			
Just transition	Promotes health and wellbeing		1 Supports public transport			
Just transition	Reduces poverty and inequality		1 Supports public transport			

# Agenda Item 7

Divisions affected: *Kidlington South*

## CABINET MEMBER FOR HIGHWAY MANAGEMENT 12 OCTOBER 2023

### BEGBROKE: A44 WOODSTOCK ROAD – PROPOSED TOUCAN CROSSING

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 'staggered' Toucan crossing on the A44 Woodstock Road, in Begbroke.

#### **Executive summary**

2. This report presents responses to a consultation on a proposal to introduce a 'staggered' Toucan crossing (signal-controlled, for use by both pedestrians & pedal cyclists) on the A44 Woodstock Road approx. 60 metres north of its roundabout junction with Spring Hill Road, as shown in **Annex 1**.
3. Begbroke lies adjacent to either side the A44 Woodstock Road with there being an East and West Begbroke, the proposed crossing will link both parts of Begbroke whilst improving access to east and west bus stops.

#### **Financial Implications**

4. Funding for the proposals, including consultation, will be met from the Accessibility and Road Safety Fund.

#### **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 seek to improve road safety for vulnerable road-users in the immediate vicinity, specifically pedestrians and pedal cyclists.

## **Formal consultation**

7. A formal consultation was carried out between 09 August and 08 September 2023. An email was 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, the Cherwell District Council, local District Cllr's, Begbroke Parish Council, and the local County Councillor representing the Kidlington South division.
8. Letters were sent directly to approx. 20 properties, and street notices were also placed on site in the immediate vicinity of the proposals.
9. 287 responses were received via the online survey during the course of the formal consultation, with: 272 in support (95%), three objecting (1%), and twelve raising concerns (4%).
10. Additionally, a further three emails were received, with Cyclo (local cycling group/organisation) supporting with some concerns, Thames Valley Police (TVP) not objecting, but raising concerns, and one local resident supporting.
11. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

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

12. Thames Valley Police raised concerns – suggesting that speed limits should be considered as part of a package of measures to help manage vehicle speeds and improve road safety at a given location, and that changes to the highway (such as vertical traffic calming or re-aligning the road) should also be considered.
13. The concerns raised by Thames Valley Police are noted, Officers will look at the design and see if there are options to improve conspicuity of the crossing, be it the design itself, or improved signage.
14. Concerns raised by Cyclo are noted and will be addressed where possible during detailed design.
15. Some of the concerns raised by residents is the location. The location has been agreed with Begbroke Parish Council, it is also located to maximize access to the bus stops which are a significant generator of crossing movements.
16. Other concerns raised by residents include the removal of vegetation. This is noted and whilst some vegetation will need to be removed, Officers note that removal will be kept to the minimum be done sympathetically, in order to help maintain safe walking and visibility.

17. The main concerns raised by residents reflect the existing situation. The introduction of the crossing will significantly improve safety for these residents.
18. Of the three objections raised, two question the need of a crossing, who are not local to Begbroke, and as such are unlikely to be using the crossing on a regular basis.
19. The remaining objection questions the location due to increased noise outside their property. As previously mentioned in points 16 & 17 above, the location has been agreed by Begbroke Parish Council, and maximizes access to both bus stops. Whilst some vegetation will be lost, the aim is to keep this to a minimum.

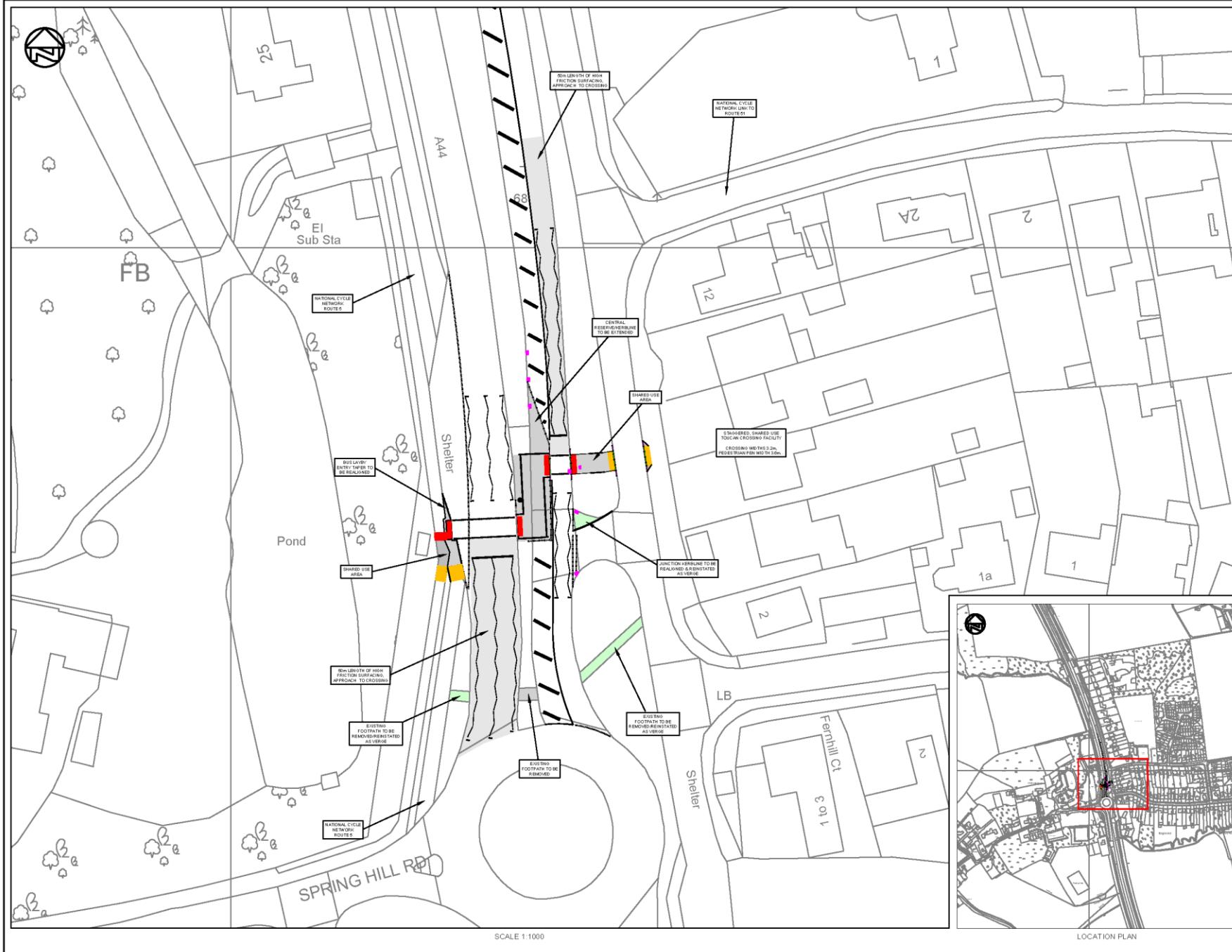
Bill Cotton  
Corporate Director, Environment and Place

Annexes Annex 1; Consultation plan  
Annex 2: Consultation responses

Contact Officers: Mike Wasley 07393 001045

October 2023

## ANNEX 1



## ANNEX 2

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle the Police have no objection providing the necessary speed monitoring has taken place and the results support such a crossing .</p> <p>This crossing fully meets the necessary design criteria.</p> <p>I have one concern . I acknowledge there are lots of examples already on the network where there are crossing close to roundabouts .There is a likelihood this could result in an increase in shunt collisions as a result of queuing/stationary traffic .</p>
(2) Local group/organisation, (Cyclo)	<p><b>Support (with Concerns)</b> – We are pleased to see a Toucan crossing is proposed at this site. It will be a great help for Begbroke residents accessing the bus stop and for people on foot and bike crossing from the west side into Begbroke.</p> <p>We do have concerns about the point on the west side of the crossing where the bike path and pedestrian path merge. People on bike have to turn very tight angle, back on themselves, to position themselves ready to cross when the lights turn green. This is an uncomfortable manoeuvre and potentially puts people on bikes in conflict with pedestrians. Waiting at the same spot. It is also problematic for cycle riders wanting to carry on north towards Woodstock and Bladon who find people waiting to cross the A44 directly in their path. We would like to suggest that the bus layby is shortened, the tapered section starting after the Toucan. This would allow more space is available for the cycle path and the toucan lights are at the edge of the carriageway, not at the edge of the bus shelter. There should be clear markings on the cycle path which let cycle riders know that they need to stop if pedestrians are waiting.</p> <p>The other issue we would like to raise is the need to ensure that there is sufficient space on the crossing for cargo bikes. We haven't got the measurements, but it is important to ensure cargo bikes 8ft long can traverse the crossing in comfort. A cargo bike rider would find the less than 90 degrees turn when travelling north and turning to cross the A44 very difficult to navigate. Equally the two sharp right-angle bends in the central reservation shouldn't be an</p>

	impediment to a cargo bike. I don't have the measurements but hope that there is enough space for a wheelbase cargo bike.
(3) Local resident, (Begbroke, Woodstock Road East)	<b>Object</b> – The crossing is in the wrong place. It should be south of the roundabout opposite the Royal Sun. It will be causing problems as it will be opposite my house with loss of hedgerows which absorbs noise from traffic. Alternatively put it where the existing crossing is now
(4) Local resident, (Yarnton, Paddocks)	<b>Object</b> – It's not needed – with so many crossings we won't need to walk soon. Let's encourage healthy living.
(5) Local resident, (Yarnton, The Paddocks)	<b>Object</b> – I don't feel we need I don't feel we have traffic incidents to reflect the requirement
(6) Local resident, (Begbroke, Begbroke Crescent)	<b>Concerns</b> – While a crossing is desperately needed and a Toucan Crossing would be great, the siting so far 50m or more – from the most used bus stops – the southerly pair near the roundabout – and main village roads is not as helpful as it could be. Many will find it very inconvenient – whether through mobility issues or impatience to catch a bus – to go 120m (60 m up and 60m back down) from Spring Hill Road, Fernhill Road and nearly as far from Begbroke Lane to reach the bus stop on the opposite side. As a result, it will not reduce the crossings or potential for accidents as much as it could if sited closer to the roads that connect the majority of houses to Woodstock Road and the southern (Royal Sun) bus stops (and closer to the pub for those the worse for wear).
(7) Local resident, (Begbroke, Fernhill Road)	<b>Concerns</b> – With the fast moving traffic it is impossible and dangerous to cross the A44 at Begbroke
(8) Local resident, (Begbroke, Fernhill Road)	<b>Concerns</b> – Whilst it is a relief to know that at last we are having a pedestrian crossing to enable us to cross the A44, I would have thought a safer option would have been to remove the roundabout and replace it with a four way crossing. This would also provide better access to the East side of Begbroke when approaching from the A44 North bound carriage way. The current arrangement to gain access to the East side of Begbroke from the A44 North bound carriage way is cumbersome to say the least and the fear of being shunted, by the traffic travelling fast onto and out of

	<p>the roundabout South bound as you slow down to turn left, is a constant worry. I understand that this is probably not an option because of the cost. The proposed Toucan crossing is better than no crossing but will there be adequate vision on the North bound carriage way showing when the traffic lights are red as, at the moment, traffic travels through the roundabout at high speed and there is a danger they may not see the red light until the last minute and have a problem stopping in time.</p> <p><i>It's valid that removing the roundabout is not an option due to cost, traffic lights would also significantly increase congestion, whilst also causing air and noise pollution.</i></p>
(9) Local resident, (Begbroke, Fernhill Road)	<b>Concerns</b> – I am supportive of a crossing for residents of Begbroke. However, the plan does not make it clear what trees, bushes, or shrubs will be removed or altered in order to accommodate the crossing. The existing mixed trees and shrubs provide a roosting and nesting habitat for sparrows and other small birds, as well as providing a sound buffer between the A44 and the houses on East Woodstock Road. Please ensure minimal damage to the existing trees etc. If absolutely necessary then a 'gap' between trees/bushes (similar to the existing uncontrolled crossing point) would seem reasonable, but not wholesale removal of plants. In a biodiversity crisis there is far too much 'tidying up' of nature as it is, please ensure a sensitive, nature-first approach to the implementation.
(10) Local resident, (Begbroke, Sandhill Road)	<b>Concerns</b> – Concerns for safety
(11) Local resident, (Begbroke, Sandhill Road)	<b>Concerns</b> – The traffic travels far too fast down the A44. Hard to cross with a pushchair and toddler at speed. Hard for elderly to get across the road. Children use buses. Anyone with any sense could see how dangerous it is. Only a matter of time before an accident will happen.
(12) Local resident, (Begbroke, Willow Way)	<b>Concerns</b> – I am 92 years old ,and I am unable to cross the road unaided so cannot get to Church or to the Pub
(13) Local resident, (Begbroke, Fernhill)	<b>Concerns</b> – Because it's very dangerous and you have to take your life in your hands every time you cross

(14) Local resident, (Begbroke, Woodstock Road)	<b>Concerns</b> – I cross this road everyday and the speed of cars and crossing has become very dangerous, especially for the elderly.
(15) Member of public, (Oxford, Quarry High Street)	<b>Concerns</b> – Necessary for pedestrians
(16) Member of public, (Begbroke)	<b>Concerns</b> – It would be far better to remove the roundabout surely. Cars race around the roundabout and then accelerate. To then have to break hard at a distance of 60 yards seems very dangerous.
(17) Local resident, (Yarnton, Park Close)	<b>Concerns</b> – At 60m north of a roundabout, is there a risk of regularly backing traffic up onto the roundabout? Could the lights be timed, so that there isn't a permanent green light all night (when nobody will be crossing), adding to light pollution?
(18) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – We had someone killed crossing from the royal sun to our side of a44 how many more do we need before you act
(19) Member of public, (Abingdon, Beetham Close)	<b>Support</b> – Crossing is needed for public safety
(20) Local resident, (Begbroke, A44)	<b>Support</b> – trying to cross over the a44 is difficult because there is a lot of traffic going at quite a speed. Although the roundabout should slow vehicles down, and does to a degree, the roundabout makes it difficult to see oncoming traffic and as it's 2 lanes each way, it's quite a wide road even with the island in the middle. As crossing the a44 is the only way over to the either side of the village, to the bus stops, church, pub. Village hall, playing field, community orchard, playgroup, unless you are in a car, it has become increasing necessary to have some way of stopping the vehicles, so that people can cross safely.
(21) As part of a group/organisation, (Begbroke, A44)	<b>Support</b> – I have witnessed several near accidents with people trying to cross the road here. This proposal will probably save lives.

(22) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – It is sorely needed due to the safety aspects.
(23) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – The crossing is needed to make it safer to cross the busy A44, in particular for those most vulnerable such as the elderly and young children.
(24) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – Very strong support. Crossing very seriously needed. Currently a major safety risk crossing road to Begbroke Royal Sun pub and bus stop (I do this with a pram and while walking the dog, avoiding 50mph traffic). Crossing very necessary and overdue.
(25) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – Crossing the road at the minute is very dangerous.
(26) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – It will be much safer and much better for the community
(27) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – Trying to cross this busy A44 to catch buses or visit the local village pub is extremely dangerous and has been in need of a controlled crossing for many years.
(28) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – This is an excellent proposal to support our secondary school age children in the village to cross safely to get the bus to school – now that school bus services are no longer running, and this is the only public transport option. It also makes it more likely that I will allow my daughter to cycle to secondary school as she will be able to cross the A44 safely, which is positive for her health and wellbeing. I currently drive her to school, so this will benefit with reduced car usage – with both bus and cycle options accessible as she will be able to safely cross.

	<p>It's also great to see the link of the national cycle route and will enable us to cycle to Woodstock more safely to visit family and the local centre there, and for my children to start to be able to do this by themselves, as and when they are old enough to do so.</p> <p>Both sides of the village will also be more easily linked, and allow youngsters to access the park and recreation field more easily from the other side of the A44. It is great to see this proposal.</p>
(29) Local resident, (Begbroke, Begbroke Crescent)	<p><b>Support</b> – I cross the road regularly when out walking the dog or running and it is clear just how dangerous it is to cross the road with no proper crossing in place – numerous times I have had near misses with both motorcyclists and cars speeding along the a44. It would make the crossing much safer for pedestrians to have a proper crossing in place.</p>
(30) Local resident, (Begbroke, Begbroke Crescent)	<p><b>Support</b> – I think a crossing is essential for safety reasons. It is currently very difficult to safely cross the road. As an adult, crossing from the east side of the main road to the west, it can be very difficult to have a clear view over the roundabout to see oncoming traffic. As a secondary school age child, who may need to cross to travel to school in Woodstock by bus or bike, it must be significantly worse. They will have less experience of crossing a wide road, with fast traffic, and they may not be as tall so are unlikely to be able to see over the roundabout.</p> <p>It is incredibly hard to cross safely with a buggy or pram and I suspect it is impossible to cross in a wheelchair. As things stand, many drivers don't slow down to a safe speed for a roundabout and this makes crossing safely even more difficult, particularly with the current crossing area being so close to the roundabout, and means that drivers are less likely to be able to stop suddenly if they need to for a pedestrian. I have often had to break into a run to safely finish crossing the road despite waiting for what seemed to be a safe time to cross.</p> <p>Children I know who live in Begbroke and cycle to school in Woodstock, initially cycle towards Yarnton so that they can safely cross the road at the pedestrian crossing by Begbroke Science Park – this adds to their journey time and distance they have to travel but they do this for safety reasons.</p> <p>My child does not get the bus to school in the morning because we don't feel she would be safe crossing the road alone or with school mates during commuter times (or at all!). She does get the bus home from school because she doesn't need to cross the main road when she alights. We are not alone in our concerns relating to this.</p>
(31) Local resident, (Begbroke, Begbroke Crescent)	<p><b>Support</b> – It is getting harder to cross the road from/to the bus stop. I cross on a daily basis and it is always difficult to cross at busy times.</p>

(32) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – Slow down speeding traffic as it is very dangerous at the moment
(33) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – The residents of Begbroke village have been concerned about the road safety realities of the A44 (formerly the A34) bisecting the village since 1965 (!). It has taken this long to get to the point of agreeing a firm proposal with Oxfordshire County Council (and its predecessors). As a daily bus user, having to cross the A44 in all traffic conditions (and with no enforcement of the current speed limit), there is no way that I would do other than support this proposal. I support the location, which offers convenience for bus users. I would ask that the crossing is configured to ensure pedestrian priority and ensure sufficient time to actually cross the different sections of the A44.
(34) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – The existing crossing is extremely difficult and dangerous to use with poor lines of sight and the volume of traffic at present which will only get worse. The proposed toucan will be a sensible solution.
(35) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – I live in the village and find crossing the road difficult to get to bus, pub, other side of the village
(36) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – The A44 is a very busy road and getting across it to catch the bus or go up Spring Hill road is a nightmare. A crossing is very necessary for all ages to use for our safety.
(37) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – Supporting to make it safer to cross the road. As a regular user of the bus, crossing the road is dangerous, and a crossing would make it much safer
(38) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – The roundabout in Begbroke is very unsafe for pedestrians currently. We frequently need to cross for various reasons, including to get the bus. This includes secondary school children every day going to school. Cars do not slow down for the roundabout, so children are trying to cross with cars flying through at 50mph.
(39) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – A safe crossing is needed.

(40) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – The a44 splits the village, and it is difficult to cross, especially at busy times when the traffic is almost constant. Visibility is also difficult because of the height of the roundabout, making it a dangerous crossing for children.
(41) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – The bus stop for the bus into Woodstock on the other side of the road from where most people live – meaning Marlborough school students are often crossing the a44 around rush hour without a crossing which is quite dangerous
(42) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – I have been a Begbroke resident for 25 years and this crossing is essential for our community. We have young children and crossing to go to Begbroke woods, the pub or to catch a bus into Woodstock is often a scary and slow process. Cars speed at a ridiculous rate, often people indicate incorrectly and frankly you do not know if you will make it over safely or get run over. Either way, you literally have to run across the road. We also have many elderly people in the village who don't visit our local pub (the only real amenity we have, because they are scared to cross the road. As a parent, I welcome this crossing for everyone in Begbroke. It's a life saving necessity.
(43) Member of public, (Begbroke, Begbroke Lane)	<b>Support</b> – Because cars speed and we have limited mobility and very difficulto to have to run across, we need to cross to get the bus.
(44) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – Crossing the dual carriageway is hazardous and several aged villagers have ceased going to church because of the dangers. The 50mph speed limit is largely ignored.
(45) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – Easier flow and safer between the bus stations and both sides of Begbroke.
(46) As part of a group/organisation, (Begbroke, Begbroke Lane)	<b>Support</b> – We are the Begbroke Link Team – Village magazine. Just before Covid we ran a petition, which was presented to the County Council. This contained over 400 signatures. The village is desperate for a crossing to ensure safety for all the residents. Crossing the A44 is a nightmare due to the speed which the traffic comes through and the volume of traffic. This will only increase with the added 500+ houses, about to be placed between Kidlington, Yarnton & Begbroke.

	<p>Blenheim have events all the time which just causes utter chaos for our village. It is virtually impossible to cross the road at various times.</p> <p>Everyone wanting to go to Woodstock by bus – for the GP, Dentist, School and shopping has to cross the A44. Our children's lives are in constant danger and the elderly people dare not risk crossing.</p> <p>If we want to go to the Pub, Church or for a walk you need to cross the A44.</p> <p>People living the Pub side of the village feel cut-off. The Village Hall is on Begbroke Lane and they need to cross to come to all the organisations, events that use that. People wanting to go to Oxford need to cross the A44 to catch the bus.</p> <p>Begbroke is a split village. Split by the A44. We need a safe way for our residents to cross.</p>
(47) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – I would really like to cross the road safely and be able to catch the bus to school instead of my parents having to drive me which is also bad for the environment. I would like to visit my friends in Yarnton but I can't get home safely. I also like walking in the bluebell woods on the other side of the road but can't do that safely without an adult.</p>
(48) As part of a group/organisation, (Begbroke, Begbroke Lane)	<p><b>Support</b> – I'm a member of the local WI group and catch the bus to and from Woodstock stopping at Begbroke. When catching the bus on the way back I have to cross the dual carriage way which can be very dangerous</p>
(49) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – It'd make it a lot safer and nicer to get from one side of the village to another</p>
(50) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – 1) I find the current crossing system to be actively dangerous when the vegetation on the roundabout is growing rapidly – I am 5'2 and physically cannot see if traffic is coming on the northbound carriageway when I'm waiting in the middle.</p> <p>2) For several years I had to go meet my kids off the S3 as they came home from school in Oxford, which meant I was unable to go back to work full time. Crossing that dual carriageway in the dark in the winter months is not something anyone should have to ask an under 11 to do.</p>
(51) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – Crossing this busy dual carriageway can be tricky, and I'm a reasonably fit guy who runs. Placing it to service one of the bus stops seems logical. I am concerned about visibility for northbound traffic who will suddenly find themselves confronted with a red-light as they are focussed on the roundabout traffic.</p>

(52) Rather not say, (Begbroke, Begbroke Road)	<b>Support</b> – It's important for the safety of the community
(53) Local resident, (Begbroke, Fernhill)	<b>Support</b> – Access to both the village pub and the bus stop on the northern dual carriage way are on the opposite side of the village. There is no access other than across the dual carriage way. Traffic volumes are high and with no speed camera to enforce any form of speed limit crossing the road is the only option. This is an exercise that I find incredulous that there has not been a collision. Having lived in the village for over 30 years and having experienced several near misses this crossing is long overdue. With traffic due to increase with the proposed housing developments both locally and in Woodstock as well as the closure of Sandy Lane at the crossing I am amazed that the council is still debating this issue.
(54) Local resident, (Begbroke, Fernhill)	<b>Support</b> – I support the crossing because it is challenging to safely cross the road at Begbroke. It has got much harder as traffic has increased over the years and with traffic set to increase a lot more (with all the new housing being built in the area) it will become even harder to cross the road. I am pleased to see the proposed location for the crossing is within the village and not too far from the roundabout, since those with limited mobility, like myself, would struggle to use a crossing that added significantly more distance to crossing the road.
(55) Local resident, (Begbroke, Fernhill)	<b>Support</b> – It's a constant worry crossing the road at the moment, especially in the dark, or rain, cars go so fast & don't seem to expect or see pedestrians trying to cross the road. A crossing will make it possible to cross the road safely, especially with the planned increase of people coming to live in the area. I have seen many near misses putting pedestrians in danger in my 40 or so years living in Begbroke.
(56) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – We need a safe crossing to give access to the other side of the village. Pub, Church walks and in my opinion the bus stop. When returning from Oxford or going to the doctors in Woodstock it can be quiet scary getting back over.

(57) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – The road is sooo fast it is very difficult to cross and dangerous. Every time you cross you think 'there will be an accident. It makes you think twice about using the bus as you have to cross the road. It puts you off going to the pub as you have to cross the road. It is vital we get the crossing. It will make Begbroke a safer place to get to.
(58) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – The average age of people who live in Begbroke are at least over 60 and struggle to cross the road.
(59) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – The crossing is a necessity in my opinion. With a village split in half by a very busy dual carriageway we need this for safety reasons alone. I often have to try to cross with my dog to get to walk up Spring Hill. It can be a bit dicey sometimes to navigate the traffic. My daughter often uses the buses to travel around locally ( to Woodstock mainly) and has to cross to get to the bus stop. At the age of 16 years she of course does this alone, but I always worry about her doing it. Please allow us to have a crossing!
(60) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – As things are the road is extremely dangerous, and cars are still approaching the roundabout to fast.
(61) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – The crossing would unite the two halves of the village enabling residents to safely cross a busy road to get to the village hall, playgroup, pub etc. it would also help cyclists crossing the dual carriage way at the village.
(62) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – I have concerns about the current safety of people (particularly children) crossing from one side of begbroke to the other.
(63) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Supporting for safety of crossing this busy part of dual carriageway
(64) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – So very difficult to cross the road to catch buses which is what we are encouraged to do. This must be the only village in Oxon that does not have a 30/20 mph speed limit.

	This crossing has been promised for all the time I have lived in Begbroke when I have attended many accidents as a nurse.
(65) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Must have a crossing as the A44 is to dangerous with out one. People seem to just through themselves at the roundabout.
(66) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – I am supporting as we need a safe crossing so as to be able to the cross the dual carriageway safely. Also having to wait extremely long time to cross. For an elderly it's getting more difficult to cross. Many elderly residents do not try to cross because it too dangerous.
(67) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Because I bloody dangerous road with nowhere safe to cross at the village
(68) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – for safety of residents and for ease of crossing as the A44 has/is becoming a more congested and busy main route and will become even more so with the Oxford University housing/science park development between Begbroke and Yarnton.
(69) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Begbroke urgently needs a pedestrian crossing. The roundabout at Begbroke blocks the views of people crossing the road between one side of Begbroke to the other, particularly when crossing to catch a bus. I am absolutely terrified for the safety of older residents (who may be slower crossing the road) and younger school age children.
(70) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – This is a fantastic idea and should be a priority as the road is busy and getting busier so will be getting ever more dangerous. Thank you for considering this proposal.
(71) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – I am strongly in favour of this crossing. I have lived in Begbroke for almost 50 years and really we have needed a crossing all that time. The road has always been dangerous to cross so it is time we had some help. There are many elderly people, like myself, living in the village and, of course, many families. The Church is the other side

	of the road and many of us are anxious about getting across the road. Likewise our only amenity now, The Royal Sun, is the other side of the A44 and anyone using the bus has to face the fast traffic one way or the other. It is definitely time we had a crossing.
(72) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Heavy traffic on A44 means that it is often very difficult to cross. For most of the day it is dangerous for anyone with even the slightest mobility impairment to try to reach the pub, the church or the bus to Woodstock from the Eastern part of the village (where most residents live).
(73) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – The village is split by the A4r and it is necessary to cross the road for many reasons, to visit friends, to reach the village church and pub or to catch or return from a bus. In order to use public transport residents on both sides of the village have to cross the A44 dual carriageway. This is a dangerous operation and often a time consuming one, waiting for a large enough gap to cross two lanes. A crossing has been needed and requested for very many years.
(74) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – I regularly have to cross to use the local bus service, the speed limit being 50 and the amount of cars makes it near impossible some mornings to cross the road a crossing is much needed for residents of all ages.
(75) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Because this road is very dangerous to cross due to cars treating the roundabout like a race track.
(76) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Obviously for safety reasons and to prevent any tragedy's of the past
(77) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – My family has lived in begbroke for nearly 40 years the dual carriageway has become incredibly unsafe to cross. School buses are now limited and more children are crossing daily and putting themselves at august Utica t risk in the process. We should have safe methods of crossing a road available. Particularly to a village split in half by a main road

(78) Member of public, (Begbroke, Fernhill Road)	<b>Support</b> – This really is a much needed and long awaited proposal – it is increasingly difficult to cross the road and I worry about the risks taken in doing so especially by young people and those with mobility issues. A safe crossing for pedestrians is essential.
(79) Local resident, (Begbroke, Foxglove Road)	<b>Support</b> – I am a local resident with young children needing to cross the road.
(80) Local resident, (Begbroke, Foxglove Road)	<b>Support</b> – As a elderly resident of Begbroke I'm a bit slow at crossing the road and find it scary at times.
(81) Local resident, (Begbroke, Foxglove Road)	<b>Support</b> – Having lived in Begbroke for 40yrs there have been many accidents, some fatal, in area of the proposed crossing, it's vital for the safety of all residents that this crossing is installed
(82) Local resident, (Begbroke, Foxglove Road)	<b>Support</b> – There is an overriding need for a toucan crossing at this point across the A44. It is notoriously difficult to cross the road in either direction as the traffic tends to use the roundabout as a chicane without altering their speed or slowing down. Children have to cross this road in the morning to go to school in Woodstock. Elderly residents have experienced great difficulty in crossing due to the limited sight lines and speed of traffic. There have been fatalities at this crossing over recent years. I fully support this toucan crossing.
(83) Local resident, (Begbroke, Foxglove Road)	<b>Support</b> – It is vital that we have a safe way to get across the A44. This looks like the best way to achieve this.
(84) Local resident, (Begbroke, Quarry End)	<b>Support</b> – Have been pressing for a crossing for many years. Would mean so much safer to get to the other side of the Village .
(85) Local resident, (Begbroke, Quarry End)	<b>Support</b> – It will be much easier to cross the road for older people like me.

(86) Local resident, (Begbroke, Quarry End)	<b>Support</b> – I live in Begbroke. The A44 is a very dangerous and difficult road to cross. There is a bus stop near the roundabout making it very dangerous when returning from Oxford with one's shopping. Also difficult to get to the Church, and more importantly, the pub! Thank you.
(87) Local resident, (Begbroke, Quarry End)	<b>Support</b> – I am supporting this proposal as the current crossing is not safe for those who use it.
(88) Local resident, (Begbroke, Quarry End)	<b>Support</b> – The current situation is highly dangerous for anyone crossing this road in either direction. Particularly for those in wheelchairs. The A44 road divides the village, it must be crossed to reach bus stops and to access the other side of the village. I have personally seen many near accidents there. Only a matter of time before there is a death.
(89) Local resident, (Begbroke, Sandhill)	<b>Support</b> – Less dangerous
(90) Local resident, (Begbroke, Sandhill Road)	<b>Support</b> – The current lack of a crossing is a current and substantial danger. This is needed for bus service, connecting the small community, church and pub. This proposed crossing answers the need.
(91) Local resident, (Begbroke, Sandhill Road)	<b>Support</b> – I am in support of the plan, although I am concerned how the traffic will be slowed I from the south I have seen plenty of times where traffic on the round about accelerating away back down the A44
(92) Local resident, (Begbroke, Sandhill Road)	<b>Support</b> – the road is a fast road it needs a safe crossing I am an older member of the village and now can not drive and need a wheelchair so to get I the A44 to the bus stop or the church is not possible without the crossing as drivers accelerate when half way round the roundabout
(93) Local resident, (Begbroke, Sandhill Road)	<b>Support</b> – My family and I cross regularly and it is a fast & dangerous road for pedestrians, we need to cross safely.

(94) Local resident, (Begbroke, Spring Hill)	<p><b>Support</b> – I have lived in Spring hill for 37 years. Crossing the road on a bike, by foot alone or with a buggy or small children has always been a fraught process. I drove our girls over to catch buses for school and then work as these were busy times, sometimes it took me a full 7 or 8 minutes to even get out onto the roundabout in a car. I have a 93 year old father-in-law who still crosses to catch the bus to his drs. This is ridiculously dangerous. I have feared all these years that there would be accidents or even fatalities as the roads get only busier. For this reason I have supported all attempts over the last 30 years to get a crossing put in for our village residents safety.</p>
(95) Local resident, (Begbroke, Spring Hill)	<p><b>Support</b> – Crossing badly needed. Traffic is prolific and fast. Crossing at present is very dangerous. The two halves of the village need safer connectivity.</p>
(96) Local resident, (Begbroke, Spring Hill Road)	<p><b>Support</b> – In order to use public transport I need to cross the road. At the age of 86 years this is becoming increasingly difficult and worrying</p>
(97) Local resident, (Begbroke, Spring Hill Road)	<p><b>Support</b> – It's sensible to place near the bus shelter and stagger due to speed of traffic.</p>
(98) Local resident, (Begbroke, Spring Hill Road)	<p><b>Support</b> – Safe crossing is needed</p>
(99) Local resident, (Begbroke, Spring Hill Road)	<p><b>Support</b> – I work at Solid State Logic and am always concerned when having to cross the road or my colleagues have to cross over. Anything that can be done to protect pedestrians when crossing the busy A44 has the potential to save a life.</p>
(100) Local resident, (Begbroke, Spring Hill Road)	<p><b>Support</b> – Traffic routinely gathers speed as it goes round the roundabout and if someone is crossing the road there is a potential danger spot.</p>
(101) Local resident, (Begbroke, Spring Hill Road)	<p><b>Support</b> – With the bus stop into Oxford and the glass recycling bins and local pub only reachable by crossing the very busy A44, it is essential that there is a crossing on the A44 in Begbroke.</p>

(102) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – The crossing at Begbroke is needed so the residents on both sides of the village can cross the A44 safely.
(103) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – We cross this road daily to take our three year old daughter to the play park on the East Side of Begbroke and it is an extremely dangerous place to cross. The nearest pedestrian crossing is nearly half a mile of extra walking, which with a three year old is a lot of work. Drivers are reckless coming off the roundabout and it's unfair on cyclists and pedestrians.
(104) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – We have seen families, school children and elderly folks trying to cross this road, and parents having to scuttle across with prams and strollers which is so dangerous. I am wholly in favour of a crossing before there is an accident. Thanks so much for taking this seriously and putting in a safe crossing for all.
(105) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – General Safety
(106) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – I often cross the A44 on foot or by pedal cycle; a crossing would make that much safer. For those travelling by bus a crossing would help enormously.
(107) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – It's essential for the safety of the Begbroke community and others using the area, to be able to safe on what is a very busy (and fast) road.
(108) As part of a group/organisation, (Begbroke, Spring Hill Road)	<b>Support</b> – To make it safe for young people to cross the busy during school hours

(109) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – The road is fast and too dangerous to cross. The roundabout should slow cars down but they approach it dangerously fast therefore endangering anyone trying to cross. It will also encourage bus use which requires a road crossing depending on the direction
(110) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – Currently we have 2 children who would like to access the other side of begbroke to use the park (from Spring Hill road), which, even when crossing with adults, is worrying. As the children get older we want them to be able to go to and from school on their own either by bus or by bicycle both of which are options where they will need to cross that main road to get home. At the moment the road is not safe enough for them to cross independently. With no crossing they won't be able to do that whilst still of school age reducing their independence and putting more pressure on me as a working mum. The crossing would be brilliant for the safety of the community.
(111) As part of a group/organisation, (Begbroke, St Michael's Lane)	<b>Support</b> – As a churchwarden of the parish church in Begbroke, I am very aware of the risks that our parishioners who live to the east of the A44 take every time they walk to church. Some of them are quite elderly and now will not walk, they have to drive the short distance from Fernhill Road to St Michaels Lane.
(112) Local resident, (Begbroke, Willow Road)	<b>Support</b> – I feel this is a good idea as crossing the road to get into Begbroke is currently unsafe. I struggle to cross it and the thought of allowing my child to cross it when they start secondary school is a concern to me.
(113) Local resident, (Begbroke, Willow Way)	<b>Support</b> – This crossing is long overdue. The A44 here is a high speed dual carriageway that has little speed enforcement and only an uncontrolled crossing. It is a “take your life in your hands experience at times”. Yarnton has two signalised crossings on the A44 duals. Woodstock has two signalised crossing and one zebra crossing through the town. All residents must cross to catch or get off a bus or access the other half of the village as well as cyclist on the national cycle route. There is also a school on the western side of the village (LVS) .
(114) Local resident, (Begbroke, Willow Way)	<b>Support</b> – This is a long-awaited crossing. The A44 through Begbroke is a very fast road and runs through the middle of the village. The 50mph speed restriction is often ignored. The west side of the village contains many residences, church, public house, LVS school and a bus stop with a shelter (which was demolished in August 2013 due to a traffic accident and was subsequently rebuilt). The east side contains many residential properties, car sales,

	village hall, a playgroup, children's playground, playing field and a bus stop. The cycle route crosses the A44 and is a direct route through to Kidlington.
(115) Local resident, (Begbroke, Willow Way)	<b>Support</b> – In support of a safe crossing for Begbroke residents and walkers, cyclists.
(116) Local resident, (Begbroke, Willow Way)	<b>Support</b> – It's a difficult road to cross. The bus stops the other side travelling from Oxford, and to catch the bus to Woodstock – a crossing is important for people travelling both directions using public transport, but especially school children.
(117) Local resident, (Begbroke, Willow Way)	<b>Support</b> – Begbroke residents have campaigned for years to get a pedestrian crossing. Each year that has passed the traffic has become heavier and waiting times to cross longer and more dangerous. I really hope this crossing is built ASAP.
(118) Local resident, (Begbroke, Willow Way)	<b>Support</b> – My children have to cross this busy road to get the public bus to school since the council stopped providing a bus.
(119) Local resident, (Begbroke, Willow Way)	<b>Support</b> – A44 is a very dangerous and fast road. The bulk of the village is on one side of the road so when leaving the bus stop I live or death crossing particularly at busy times
(120) Local resident, (Begbroke, Willow Way)	<b>Support</b> – To provide safe crossing of dual carriageway to access bus and to unite two parts of village
(121) Local resident, (Begbroke, Willow Way)	<b>Support</b> – This crossing is long overdue. The A44 here is a high speed dual carriageway that has little speed enforcement and only an uncontrolled crossing. Yarnton, has two signalised crossings on the A44 duals. Woodstock has two signalised crossing and one zebra crossing through the town. All residents must cross to catch or get off a bus or access the other half of the village as well as cyclist on the national cycle route. There is also a school on the western side of the village (LVS) .

(122) Local resident, (Begbroke, Willow Way)	<p><b>Support</b> – The point of crossing has been extremely dangerous for many years and, in the past there have been deaths, but still nothing has been done despite many appeals from concerned residents. When we moved to Begbroke in the 1970s we were young parents and were worried then about the safety aspect of crossing the road. We are now in our 70s and less agile and more concerned than ever about crossing this even more dangerous crossing due to increased traffic and speeds of said traffic.</p>
(123) Local resident, (Begbroke, Willow Way)	<p><b>Support</b> – Major safety issue for all ages to cross the very busy A44 safely. I signed the petition in 2022 to have a crossing installed so the Begbroke Community could feel safe crossing the A44.</p>
(124) Local resident, (Begbroke, Willow Way)	<p><b>Support</b> – I cross the a44 after getting off the bus during week and the road and have observed near misses on the road. My daughter will be travelling to secondary school from September and it terrifies me that she will need to cross on her own at some point. My son has dyspraxia and will really struggle to judge a safe time to cross when he is old enough to go out on his own. Please go ahead with this proposal.</p>
(125) Local resident, (Begbroke, Wolsey Court)	<p><b>Support</b> – A crossing is desperately needed</p>
(126) Local resident, (Begbroke, Woodstock Road East)	<p><b>Support</b> – The road is busy and traffic travels very fast. Crossing by myself as a mobile adult is hard enough – add into the mix dogs, kids, pushchairs or disabilities and it's a life gamble.</p>
(127) Local resident, (Begbroke, Woodstock Road East)	<p><b>Support</b> – This is a long overdue need, there is no safe why to cross the road esp with a bus stop/pub on a busy road. I feel trying to cross with a pushchair with what we currently have scary enough to get to the childminder, let alone when she'll be out of it with the speed cars drive along despite having a roundabout.</p>
(128) Local resident, (Begbroke, Woodstock Road East)	<p><b>Support</b> – This could be the most significant positive development for Begbroke in decades. I work in Oxford and, not least for reasons of sustainability, travel in and out by bus. Crossing the dual carriageway on the return journey is a nightmare. People, young and old, darting across the road at intervals with cars often unsighted by the roundabout. I have some circulation problems in my legs and cannot cross as quickly as I used to. The situation is dangerous. This crossing would be a very welcome move. I am also aware of elderly folk being unable to cross unaided due to the</p>

	traffic conditions and for some people that means being unable to attend at the parish church. I very much support this proposal for the local community.
(129) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – The A44 is a very busy road and is dangerous when crossing. It is especially dangerous for those with young children or the elderly. We attend St Michael's church and it would make a big difference to have a safe place to cross the road to get to church.
(130) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – Having the crossing would make my day to day life easier and would mean that crossing the road wouldn't be a life threatening act.
(131) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – I fully support the need for a crossing in Begbroke, but why does it have to be staggered. Couldn't it just be straight across both carriageways?
(132) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – Very much need a pedestrian crossing in Begbroke.
(133) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – Very much in support of the pedestrian crossing, but why does it have to be staggered? Can't we just go straight across.
(134) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – My children get the school bus and I will be very much about them crossing the road. The proposed crossing road ensure their safety.
(135) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – It is much needed for village residents. I welcome the crossing.
(136) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – It's not an easy road to cross with the high volume of traffic using the A44, if crossing from the east to the west side your vision can be obscured by the height of the roundabout looking towards the flow of traffic northbound. Moving it north will help with that.

	I am concerned that the speed of traffic up to and through the roundabout , many vehicles I have followed ( both north and south bound) fail to slow down at the 50mph flashing indicator.
(137) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – Children need to cross the road and are unable to. It's unsafe.
(138) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – We need a crossing. Full stop.
(139) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – This crossing is essential to residents of Begbroke. Cars passing through the village do not often adhere to the speed restrictions and can cause accidents e.g. recent accident where a car hit the stones on the side of the roundabout likely from approaching at too high a speed. Oxford are encouraging the use of buses into the city and so the bus stops and access to villages must also be made safe to encourage reduced use of cars. I have used the s3 bus and been dropped off at the bus stop on the west side of begbroke village and needed to cross the road with my three young children and their accompanying school bags. One such incident was on a dark winter's evening and it was quite hard to cross safely with children and bags in tow. I would not be confident that cars would take care if my children were alone and trying to make the crossing.
(140) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – I go to school and go into Oxford to see my friends and take the public bus to and from and this would make it safer for me and children like me
(141) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – Crossing the busy A44 is dangerous with vehicles fast approaching or exiting the round about. Specially when kids are coming back or going to school as well as for other pedestrians and cyclists.
(142) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – At the moment the village is cut in two. For example our children can't safely visit their friends on the other side of the village without adult supervision crossing the road. Further more, they can't catch the bus to Woodstock or from Oxford without coordinating adult help to cross the road. The net result is we tend to drive them instead. I would also point out the road is hazardous for the disabled or elderly.

(143) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – We've needed one- it's very dangerous to get to bus stop, especially with a pram, without a proper crossing.
(144) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – It's a fast and dangerous road and is used by so many people for access from the bus stop, the local pub, the church etc
(145) Member of public, (Begbroke, Begbroke Crescent)	<b>Support</b> – Grandchildren attending schools in Woodstock and Yarnton. Currently a very risky crossing of A44.
(146) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – Much safer for our children
(147) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – I would like a crossing because I find it so dangerous when I wish to cross the A44. The traffic both ways travels very fast. It's necessary for me to cross to reach the other half of the village and catch the bus.
(148) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – I have school aged children, and I'd like them to be able to cross a dual carriage way next to a roundabout more safely on the way to school (as the school bus was cancelled for Begbroke Village children)
(149) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – This is desperately needed, most of all for the safety of children getting buses to school etc
(150) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – My children are/will be attending Marlborough C of E Secondary School, and there is no current way to cross the A44 safely. We also regularly walk to the other side of Begbroke for walking the dog and some drivers fly through the roundabout. It would be so nice to have a toucan crossing to cross the A44 so we can be safer!
(151) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – Children crossing the area, so this is needed

(152) Local resident, (Begbroke, Begbroke Crescent)	<p><b>Support</b> – A crossing here is long overdue. It is frightening as an adult having to cross a dual carriageway just to access the bus stop or help support our local pub and as a parent of three children in the village of the ages 15, 11 and 8 I fully support the need for a crossing. My eldest is hesitant to use the public transport due to the bus stop across the dual carriageway and this is important for him as he has a part-time job in Woodstock as well as schooling there, ( in fact all three of my children do) which results in is using the car to Woodstock (sometimes up to six journeys per day). And my nearly 12 year old would like more independence to meet friends in Woodstock but I have ruled it absolutely out of the question to cross the road to access the bus. He also has a friend living over the other side of Begbroke and they can only meet up when a responsible adult is available to walk one of them across the road.</p> <p>It would also benefit anyone wishing to walk/run. The pathway on the main village side is technically a cycle path only so you walk/run along there at your peril- cyclists come by close and fast. The safest way is to use the designated shared path but again being the opposite side of the carriageway makes it difficult for us adults and not an option for my children.</p>
(153) Local resident, (Begbroke, Begbroke Crescent)	<p><b>Support</b> – Dangerous crossing on a busy road especially at night, I catch the bus to Woodstock regularly and it takes ages to get across the A44.</p>
(154) Local resident, (Begbroke, Begbroke Crescent)	<p><b>Support</b> – It is always like trying to run the gauntlet to cross from the bus when coming back from oxford and also to. Get to the other side of the village. Heavy lorry traffic use the raid and do not care that they are actually driving through a viillage. Also when the grass is not cut it is hard to see traffic approaching when crossing.</p>
(155) Local resident, (Begbroke, Begbroke Crescent)	<p><b>Support</b> – Safe crossing to use bus stops to visit pub and church</p>
(156) Local resident, (Begbroke, Begbroke Crescent)	<p><b>Support</b> – The traffic is so continuous now on the A44 it is very difficult to cross.</p> <p>Also as the speed limit is 50mph cars and lorries are very fast making the crossing of the road very dangerous</p> <p>Also returning from oxford or going towards Woodstock on the bus the bus stop is on the the other side of the A44 so residents especially elderly or young children have to negotiate the traffic to safety return home</p> <p>A pedestrian crossing would be a great asset to the village</p>

(157) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – We need a safe way to cross the road. Traffic comes across the roundabout at high speed and we have had a few near misses, some with our children by our side. I welcome the installation of a new staggered crossing. Also the improvement to the exit from Begbroke onto the A44 as vehicles regularly enter Begbroke via this route, I have seen it many times, sometimes almost causing collisions with exiting vehicles.</p>
(158) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – We need a crossing, it's dangerous to try and cross the road with my young children</p>
(159) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – We have been asking for a safe crossing at Begbroke for years. It is difficult to cross the busy road safely – cars speed through the roundabout as if it isn't there, and at busier times of the day there is a constant stream of traffic to negotiate. It is an accident waiting to happen. Our children are unable to cross from one side of the village to the other without supervision, which means that they do not get the s3 bus to school and they are driven to school instead, which is ridiculous. The kids could alternatively cycle to school, but again they would have to go back down the dual carriageway to cross at Yarnton before being able to head up to Woodstock. Our children are also unable to come back from their friends houses from Yarnton on the bus as I unable to cross back over the dual carriageway independently. All meaning we use cars instead of public transport much more than we need to. We would use the pub and go for walks on the other side of the village much more than we currently do, because we avoid it due to the dangerous crossing</p>
(160) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – I wholeheartedly support this proposal for a crossing. As a resident with 2 young children the opposite side of the road is often a no-go area due to the amount of traffic using the A44. During my time in the village I have seen the bus stop demolished twice, a speeding motorcyclist killed at the roundabout along with several cars losing control and crashing over the high curb located on the northbound section. Traffic using this road has increased exponentially over the last 40yrs (I have lived here since I was 3) and the A44 was a gauntlet to cross eve when I had catch the bus as a child in the 1990's. It is now much, much worse. Increased traffic, events at Blenheim Place and the planning proposals for 4000+ homes around Begbroke Science Park will only exacerbate the current situation. This crossing is long overdue for all residents of the village but especially the young and older generations.</p>

(161) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – Because it is currently very difficult and dangerous to attempt to cross the A44, both because of the speed of vehicles, the volume of traffic and lack of visibility for vehicles travelling north along the A44 .
(162) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – The current crossing is dangerous and very unsafe for children and elderly.
(163) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – The road is fast and dangerous
(164) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – It's a danger to cross the road with children and elderly people.
(165) Local resident, (Begbroke, Begbroke Lane)	<b>Support</b> – It will be useful for people and pets crossing the street
(166) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – To help to cross the on a section where some of traffic greatly exceeds 1 local speed limit
(167) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – prevent serious damage/potential death to persons trying to cross A44
(168) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Traffic so fast difficult and dangerous to cross road
(169) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – i've seen several near misses to people getting injured trying to get across 4 lanes of speeding traffic
(170) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – kids cross daily to get the bus to school and it's a dangerous crossinv

(171) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – The A4 is getting busier every day and it getting very hard to cross. The village is cut into two by this road with the church and pub one side and village hall and larger housing on the other. The buses northbound do not go into the village so residents young and old have to cross the dual carriage way to catch and return buses, which is very difficult in peak times
(172) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – I AM SUPPORTING THE CROSSING IT WILL BE VERY HANDY TO GET TO THE ROYAL SUN PUBLIC HOUSE WITH OUT GETTING RUN OVER BY SPEEDING TRAFFIC.
(173) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – This crossing has been needed for many years and it's a miracle that no one has been killed or seriously injured. Thank goodness for Jeff and the parish council for pushing for this to be done . People of Begbroke have been at risk over money for years.. about time. Mark Richardson
(174) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Cars & motorbikes still race over the roundabout so lights would make this crossing much safer.
(175) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – It is dangerous to cross here especially for young children who are no longer provided with a school bus.
(176) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Safety for children crossing the road to catch the bus Cars going too fast Crossing for dog walking
(177) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – There is no local safe crossing point for local residents. My son will likely attend Marlborough for his secondary education in a couple of years and I am concerned about him being able to safely cross four lanes of traffic.
(178) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – Safety. So our children can cross the road safely

(179) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – This is currently not safe for children. That crossing would definitely improve the situation
(180) Local resident, (Begbroke, Fernhill Road)	<b>Support</b> – N/A
(181) Local resident, (Begbroke, Foxglove)	<b>Support</b> – The road is getting busier and my elderly mother was nearly knocked down by a very fast motorbike this weekend the road is very fast and needs more crossing
(182) Local resident, (Begbroke, Foxglove Road)	<b>Support</b> – My children attend Marlborough school in Woodstock and will use the bus stop which is the other side of the dual carriageway.
(183) Local resident, (Begbroke, Quarry End)	<b>Support</b> – Long overdue but too far down especially when yarnton has a brand new one being installed really CLOSE to their roundabout
(184) Local resident, (Begbroke, Quarry End)	<b>Support</b> – It would be safer for everyone when catching the bus, going to church or the pub
(185) Local resident, (Begbroke, Rowel Drive)	<b>Support</b> – I walk the dogs and struggle to cross the road safely and busy times
(186) Local resident, (Begbroke, Sandhill Road)	<b>Support</b> – Because the crossing is a necessary to assist people to cross the road safely as traffic do speed along the road even though there is a roundabout very close to where you cross over most people who would use the crossing would be elderly and young mothers with children
(187) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – It's a very dangerous road to cross. And as you get older it takes more time.

(188) Local resident, (Begbroke, Spring Hill Road)	<p><b>Support</b> – The A44 is a fast and dangerous road, despite the 50 mph speed limit. It can be virtually impossible to cross at peak times, without taking your life in your hands. Old people, children and teenagers are particularly vulnerable, as often you have to cross the road at speed. The proposed building of more houses in Begbroke, Yarnton and Woodstock and further West will only increase the traffic flow further. A crossing is imperative to keep people safe. If we are being encouraged to use public transport then we will have to cross the road either to Oxford or back from Oxford. I don't see how people will be encouraged to use public transport otherwise.</p>
(189) Local resident, (Begbroke, Spring Hill Road)	<p><b>Support</b> – A safe traffic light crossing is absolutely essential. The traffic speeds along the approach to and across the roundabout.</p>
(190) Local resident, (Begbroke, Springhill Road)	<p><b>Support</b> – I have an elderly father that needs to cross the road. I need to cross and can't always see over the roundabout. My husband has had 2 accidents on this roundabout</p>
(191) Local resident, (Begbroke, Springhill Road)	<p><b>Support</b> – It is very difficult to cross the road here and will provide safety to many .</p>
(192) Member of public, (Begbroke, Willow Way)	<p><b>Support</b> – This is required to ensure the safety of anyone needing to cross an already busy dual carriageway, which will become even more so with the vast number of houses being built around it. My particular concern is for my elderly mother and her friends, one of whom cannot use the bus service to her doctors surgery in Woodstock because she is partially sighted and nervous to cross over the road.</p>
(193) Local resident, (Begbroke, Willow Way)	<p><b>Support</b> – How can anyone in their right mind NOT support having a pelican crossing for this village split by an extremely busy dual carriageway? Indeed, only the other day a fellow resident trying to cross with her two grandchildren was almost run over by a speeding car which overtook a lorry which HAD stopped to beckon her and the children across. How many more near misses does there have to be before we finally get our crossing or are we waiting for someone to be killed?</p>

(194) Local resident, (Begbroke, Willow Way)	<b>Support</b> – I fully support the proposed staggered Toucan crossing on the A44 in Begbroke. BPC have spent the last 4 decades appealing for such a crossing in Begbroke. It will ensure Pedestrians of all ages & cyclists will safely be able to cross the dangerously busy A44. I presented a petition in February 2022 to OCC with over 1000 signatures from Begbroke residents supporting such a crossing.
(195) Local resident, (Begbroke, Willow Way)	<b>Support</b> – I'm a 74 year old resident who frequently crosses the A44 here. Sometimes the wait to get across 1 carriageway is 5 mins and then only if you run or a kind motorist stops to allow you to go. It's dangerous and a miracle more people don't get hurt or worse. This crossing has been needed for many years so let's get people safely across, pedestrians and cyclists! It won't do any harm to slow down the traffic which ignores the 50mph limit and takes the roundabout far too fast.
(196) Local resident, (Begbroke, Willow Way)	<b>Support</b> – I fully support this proposal. The A44 runs through the middle of our village and is getting busier and cars faster. We have to cross this busy road to get to the church, bus stop and the public house it is quite dangerous for us and more especially older and younger residents of the village. A crossing will make it much safer and is much needed.
(197) Local resident, (Begbroke, Willow Way)	<b>Support</b> – I need to cross the A44 at least twice a day. I feel very vulnerable when trying to cross at time due to the amount of traffic the speed in which cars are still travelling and visibility.
(198) Local resident, (Begbroke, Woodstock Road)	<b>Support</b> – A crossing is essential, especially as children have to cross road to get a bus to school. I also have problems crossing, I am in my 70s and have arthritis. Also speed cameras should be installed to detect speeding traffic, motor bikes use the road as a race track, especially at weekends. I see there are crossings at Yarnton and Woodstock!
(199) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – It is extremely hard to cross the road with the speed and volume of traffic at the roundabout.

(200) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – I am supporting a crossing. My children have no choice but to travel to and from school by bus due to the LTN in Oxford town centre. Without a toucan crossing, their lives are being put at risk on a daily basis, just to travel to and from school. The crossing must go ahead.
(201) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – I cross the A44 most days to walk the dog and it's frankly scary
(202) Local resident, (Begbroke, Woodstock Road West)	<b>Support</b> – I support this as I live opposite the village and almost daily cross this road with my young daughter and dog. It feels unsafe especially with the roundabout blocking your view.
(203) As part of a group/organisation, (Begbroke Bowls Club)	<b>Support</b> – I am a former resident of Begbroke. As a member of Begbroke Bowls Club, I visit Begbroke several times a week to maintain the green and play bowls. We also visit family who are resident there. Most journeys are by bus from Woodstock. The A44 continues to be hazardous to cross; the provision of a pedestrian crossing will literally be a life saver and will greatly assist me in continuing journeys to the village using public transport.
(204) Local resident, (Begbroke East, Fernhill Road)	<b>Support</b> – I am visually impaired and I like to go to church, but unfortunately I cannot see to cross the road as the church is on the other side of the road
(205) Local resident, (Begbroke, Quarry End)	<b>Support</b> – We Desperately need this it's soo Dangerous!
(206) Local resident, (Begbroke resident, Willow Way)	<b>Support</b> – As a car free resident I need to use public transport and therefore frequently cross the carriageway to catch the bus or cycle
(207) Local resident, (Begbroke village, Sandhill Road)	<b>Support</b> – It will make it safer and easier to cross the road from the bus stop which is currently located at the opposite side of the road.

(208) Local resident, (Begbroke, Woodstock Road East)	<p><b>Support</b> – I support the need for a crossing whole heartedly as growing up in begbroke I've had to cross the dangerous A44 everyday after school and from job commutes from the bus stop and it was no easy feat along with it being quite scary as how fast cars come down that road.</p> <p>However, as I am also a motorist and am concerned for the number of traffic lights that are going up along the A44, would an option of a zebra crossing be better for traffic flow and prevent the addition for another set of traffic lights along the road?</p>
(209) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – I am getting older and have realised that driving may not be able for much longer. I will then depend on the buses more and more. I have sciatica and cannot run. Crossing the A44 on foot at Begbroke is a death wish. This will only get worse with the added number of houses about to go up. Traffic can only increase.</p>
(210) Local resident, (Begbroke, Begbroke Lane)	<p><b>Support</b> – I have lived in this village for over 40yrs. Have seen the amount of traffic on the A44 increase beyond reason, especially with all the Blenheim exhibitions/events.</p> <p>There is a 50mph through that part of the road which is ridiculous. Have seen numerous accidents and it is only a matter of time before someone is killed trying to cross.</p> <p>No mother lets their child cross the road to go to school in Woodstock. We no longer have a school bus so parents car share to ensure their children get to school safely.</p> <p>No elderly person or disabled person can cross that road in safety. You rely on the kindness of cars to stop and let you go. Not a good choice.</p> <p>We need the crossing to get a bus to go to the GP's or the Dentist in Woodstock.</p> <p>We need the crossing to go to the pub.</p> <p>We need the crossing to go to church.</p> <p>We need the crossing to go for a walk across the hills to Bladon.</p> <p>Cycles need the crossing as well.</p> <p>We need the crossing to unite our village. It has been totally split by the A44 and this is really urgent. Please make this happen. Yarnton now have 3 crossing. Woodstock has 2. We have 0.</p>
(211) Local resident, (Begbroke, Kidlington, Foxglove Road)	<p><b>Support</b> – As it stands now and the increasing speed of through traffic, it is a must and will not be long before we have a serious/fatal accident. I have lived here over 40 years and on a personal basis finding it so dangerous to cross to the bus stop with my decreasing mobility.</p>

(212) Local resident, (Begbroke, Begbroke Crescent)	<b>Support</b> – Very concerned for the safety of pedestrians trying to cross the main A44, with level of traffic increasing steadily.
(213) Local resident, (Begbroke, Spring Hill Road)	<b>Support</b> – I have a small child and dogs. Crossing the street can be really troubling, the visibility is not good around the median and my daughter is small and not very quick. Having a crossing would give me great peace of mind that we can cross safely. People often stop to be kind and let us cross, but I do worry someone will come from behind and try to pass the person who stops, which is even more dangerous. This has happened twice. Even the drivers feel bad for the pedestrians trying to make their way!
(214) Local resident, (Begbroke, Woodstock Road East)	<b>Support</b> – Crossing this section of road regularly, often by people with dogs or pushchairs or young children is extremely dangerous as people whiz round the roundabout and you are unsighted to them until they appear out of the roundabout and if you're halfway across the road gives everybody little time to get out of the way
(215) Local resident, (Bletchingdon, Oxford)	<b>Support</b> – About time
(216) Member of public, (Bletchingdon, Springwell)	<b>Support</b> – For safety reasons I think this is needed, with a special needs school that is crossing children this could be very dangerous
(217) Member of public, (Bridport, Fishweir Terrace)	<b>Support</b> – I grew up in Begbroke and now live in Dorset but I go back frequently to visit my Mum (who now lives in Yarnton), so even though I am no longer a resident of the village I am very aware of the problems crossing this stretch and have been aware for many years of the campaign to get a pedestrian crossing on the A34. I fully support this campaign and think it is something that should have happened years ago. I cannot believe the village has had to get by for so many years without some sort of safe crossing option. I actually had a brother who lost his life crossing this very stretch of road (in May 1962). This tragic event obviously had a profound effect on our family and as a result the issue of a road crossing is something I feel very strongly about.

	<p>As a child growing up in Begbroke I have clear memories of the many times I have had to cross this road. We lived on Sandhill road in the main part of the village and we used to have to cross this road to go to Church, or to visit the Priory, and in later years myself and other members of the family would cross it to go to the Royal Sun pub, to visit the churchyard or to go for walks. When I was older (and in later years when visiting my parents) I would often get the bus into Oxford and would have to cross the road after getting the bus back, and I nearly always felt like I was taking my life into my hands – crossing from the bus stop on the West side in particular always felt incredibly unsafe. The main problem was that the designated crossing spot is right by the roundabout, where cars are coming away (and usually accelerating) from the Oxford direction. It was always very hard to judge the speed of traffic and find a safe gap as vehicles were slowing down on approach to the roundabout and then accelerating away from it. In fact because this felt so unsafe I would often cross further away from the roundabout (at the bus stop) and then clamber over the central barrier, which was hardly an ideal option but it felt safer than using the designated crossing point. I am sure I was not the only person to do this.</p> <p>Once you crossed the first section, there was the second (Southbound) lane to negotiate. Vehicles coming from this direction were generally slowing down as they approached the roundabout, so this did not feel quite as risky as the first section but still involved judging the speed of vehicles and finding a safe gap to cross. Sometimes cars would stop to let us across, which was welcome but this in itself must have caused a level of risk. I remember the feeling of relief when I finally got across the road safely. Although I did this less frequently, crossing the road in the reverse direction (from East side to West) felt just as dangerous – visibility was hampered by the roundabout so crossing the Northbound lane in particular felt unsafe as it was so hard to see and judge the volume and speed of vehicles as they approached the roundabout.</p> <p>I found all this difficult enough when I was relatively young and fit, and could move fast, so I shudder to think how anyone elderly or infirm – or very young – is meant to deal with crossing this section of road, especially these days when there must be a much higher volume of traffic. I think the local campaigners have done a commendable and very important job highlighting the issue and now is surely the time to finally do something about it.</p>
(218) Member of public, (Chadlington, Rawlinson Close)	<p><b>Support</b> – Current road layout is really unsafe for residents trying to cross</p>
(219) Local resident, (Begbroke, Fernhill)	<p><b>Support</b> – I am aged 91 and unable to cross the road on my own and I am unable to get to church or go on bus to Oxford or Woodstock I feel very cut off from everything</p>

(220) Member of public, (Glossop, Simmondley Lane)	<p><b>Support</b> – I frequently visit this area and as a grandparent of young children have often expressed my concerns regarding the lack of safe means of crossing this extremely busy road. Apart from the light controlled crossing near the airport one is reliant on seeing gaps in the traffic, usually on lowered kerb crossings adjacent to roundabouts where one has to be aware of traffic coming from several approach points often at high speed. Once on the central reservation area the situation is the same. The potential for a tragic accident is incredible. It is absolutely imperative that pedestrian safety should be the primary concern of the local authority. Many children from the area, particularly those going to senior schools will be crossing the A44 daily without adult supervision and this crossing could make all the difference to their welfare. I hope that the crossing will be installed and that others will follow.</p>
(221) Member of public, (Horspath, Gidley Way)	<p><b>Support</b> – I have my daughter , son inlaw and two grandchildren living in Begbroke. It's a very dangerous road to cross.</p>
(222) Local Cllr, (Kidlington, Alexander Close)	<p><b>Support</b> – This crossing has been needed for years and can't come soon enough.</p>
(223) Local resident, (Kidlington, Chamberlain Place)	<p><b>Support</b> – To make if safer to go between both sides of begbroke.</p>
(224) Member of public, (Kidlington, Churchill)	<p><b>Support</b> – As a family we cycle from Kidlington to Woodstock. We use the cycle route and if this was to be built it would make crossing the A44 so much safer. This is such a good proposal, I believe anyone who has ever tried to cross here would agree. With the proposed increase in housing and the closing of Sandy Lane by network rail this would make this road crossing safer for all.</p>
(225) Local resident, (Kidlington, Hampden Drive)	<p><b>Support</b> – I now live in Kidlington but previously lived for years in Begbroke – the road crossing has always been dangerous – the roundabout has not slowed cars down if anything made it worse. What is needed is something that allows the public to cross safely in particular the disabled, children and the elderly. Over the years many have been killed crossing the road.</p>

(226) Local resident, (Kidlington, Hardwick Avenue)	<b>Support</b> – I believe steps need to be taken to make it safer for pedestrians and cyclists to cross this busy road at this location
(227) Member of public, (Kidlington, Kingsway Drive)	<b>Support</b> – This would so help the people that live there, we visit people in Springfield road and walk to the Sun p/h, trying to cross the road is like taking your life into your own hands.
(228) Local resident, (Kidlington, Oxford Road)	<b>Support</b> – This road is usually quiet busy many times I have watched people darting across the road trying to dodge the traffic. I also have a good friend who is disabled & struggles to cross this road as he cant see a lot of the traffic due to the roundabout & many drivers do not slow down
(229) Member of public, (Kidlington, Spruce Road)	<b>Support</b> – Safer for all
(230) Local resident, (Kidlington, The Ridings)	<b>Support</b> – I live in Kidlington and often catch the S3 bus to Chipping Norton from Begbroke. Though there is a suggested crossing area near the roundabout, it's difficult to see over the roundabout to check approaching traffic, and equally for cars to see that someone is preparing to cross, so I usually cross further up the road by climbing over the middle barrier, since that's actually safer. Obviously for disabled or elderly people, this is not an option, and they have to take a risk at the roundabout. The lack of a pedestrian crossing on the A44 at Begbroke is shockingly dangerous; whenever I've caught the bus with friends or family they've always commented on it in disbelief. For a village with small children and elderly to be split in half by a major road with no way to safely cross is a recipe for tragedy.
(231) Local resident, (Kidlington, Yarnton Road)	<b>Support</b> – I live in Kidlington and work down Spring Hill Road which I travel to on a daily basis. I have often seen pedestrians trying to cross the road using the existing set up and believe it to be very dangerous. I therefore support a crossing.
(232) Member of public, (Kidlington, Cherry Close)	<b>Support</b> – Feel very unsafe with watching children cross the busy dual carriage way.

(233) Local resident, (Kidlington, Cromwell Way)	<b>Support</b> – This is very much needed for safety of all residents & visitors to the area .
(234) Local resident, (Kidlington, Hawthorn Way)	<b>Support</b> – The crossing is needed to avoid future difficulties in crossing a busy road
(235) Local resident, (Kidlington, Nurseries Road)	<b>Support</b> – I worry every school day about children crossing the carriageway to catch buses to Woodstock to go to school (in particular my niece who does this now & soon my nephew will be joining her) – a crossing would make this so much safer for all the children I see crossing this road
(236) Member of public, (Kidlington, Oxford Road)	<b>Support</b> – It is a dangerous place to cross for school children to get their bus to school.
(237) Member of public, (Kidlington, Oxford Road)	<b>Support</b> – It is needed.
(238) Member of public, (Kidlington, Roundham Close)	<b>Support</b> – We drive with great care along this road because we've seen on many occasions where young school children and adults are crossing and cars just speed along and near miss them. I'm totally surprised there's not one in place already you have Begbroke one side and Yarnton the other and the road is used a lot by pedestrians crossing. There are so many great projects taking place around the area to make it safe for cyclists and pedestrians so should this not be considered as a safety issue for pedestrians so they may cross safely for busses, doctors appointments etc?
(239) Member of public, (Kidlington, The Closes)	<b>Support</b> – I support the proposed crossing as a regular user of the road (local district nurse) and I recognise the need for somewhere safe for pedestrians to cross this busy road, especially children catching their school bus ( I see them often waiting to safely cross the road).
(240) Local resident, (Kidlington)	<b>Support</b> – The road can be dangerous to cross on foot due to the speed and volume of the traffic

(241) Local District Cllr, (Kidlington, The Town Green)	<b>Support</b> – This crossing is much needed and long overdue. The A44 is a fast moving dual carriageway, which residents need to cross, particularly after alighting from the bus.
(242) As part of a group/organisation, (NHS)	<b>Support</b> – I am a District nurse and visit people in Begbroke, the road is very busy and I often see children and adults struggle to cross the road
(243) Member of public, (Northmoor, Thameside Court)	<b>Support</b> – I lived and I also visited Begbroke ois a beautiful place and getting from one side of the A 44 to the other is a nightmare xxxxx
(244) Member of public, (Oxford, Sandford Road)	<b>Support</b> – Simple. People's safety!
(245) Local resident, (Oxford, sandhill road)	<b>Support</b> – crossing the A44 is dangerous at Begbroke. The son of the previous owner of my house was killed crossing the A44 at Begbroke
(246) Member of public, (Kidlington, Oxford Road)	<b>Support</b> – Local children need this to remain safe
(247) Rather not say, (Strensham, Twynning Road)	<b>Support</b> – My elderly grandad has struggled to cross this road for years-. Access to the church and pub.
(248) Member of public, (Tring, Okeford Close)	<b>Support</b> – This is such a busy road. All ages in the community find it so difficult to cross. How are they supposed to get to the pub, church, school bus etc? This crossing should have been put in years ago.
(249) Local resident, (Woodstock, Boundary)	<b>Support</b> – We would use it

(250) Member of public, (Woodstock, Flemings Road)	<b>Support</b> – Extremely dangerous stretch when trying to cross. Especially with children, the elderly, or dogs. A crossing is long overdue.
(251) Member of public, (Woodstock, Glovers Close)	<b>Support</b> – I live at Woodstock and can't believe that there isn't a crossing at Begbroke. It is so dangerous there for anyone crossing the A44 especially with the traffic increasing year on year.
(252) As a business, (Woodstock, New road)	<b>Support</b> – Been travelling up and down that bypass for years to get to work. It's a disaster waiting to happen!
(253) Local resident, (Woodstock)	<b>Support</b> – This crossing is so overdue. We use the local bus service at least weekly and take our life in our hands to cross the A44.
(254) Local resident, (Yarnton, Aysgarth Road)	<b>Support</b> – I have lived in Begbroke almost a life time. It has been bypassed by the council for years. Both my boys who are now in I 50 had to take their lives in their hands to cross the road for the bus to school in woodstock The roundabout did nothing. Traffic I slow down and go over and off the road. Old people and children live in fear to try and cross the road. We NEED It. How many of you live in Begbroke to know what we fear every day.
(255) Local resident, (Yarnton, Aysgarth road)	<b>Support</b> – Two reasons. My 11 year old daughter walks to Begroke at the moment as her best friend lives there and she can't cross the road on her own because there is no crossing – so for that reason I support it. The second reason is because I am a runner and regularly run along the a44 and I cross the a44 at the Begroke roundabout but it's extremely dangerous.
(256) Local resident, (Yarnton, Bernard Close)	<b>Support</b> – This has been long overdue. This is really needed for the safe crossing of the road for both the old and young person.
(257) Local resident, (Yarnton, Broad Field Road)	<b>Support</b> – it is dangerous to cross, especially for school pupils that have to use the bus stop the other side of the road

(258) Member of public, (Yarnton, Broad Field Road)	<b>Support</b> – The current A44 is very busy and it can be difficult to cross – when the new houses at Yarnton/Kidlington are built there will be more traffic. I know the local residents have been asking for years to have a crossing as there is one at Yarnton which is used a lot.
(259) Local resident, (Yarnton, Broad Field Road)	<b>Support</b> – Makes crossing easier for children (and adults) on a very fast road! This is particularly useful for bus stops where the bus may drop you on the 'wrong side' of the road
(260) Local resident, (Yarnton, Cassington Road)	<b>Support</b> – For me personally as a walker I often cross this road. On behalf of the many families I know that live in Begbroke they need to be able to cross safely, not least the secondary aged children who need to be able to catch the S3 bus to Woodstock in order to attend school. Currently many parents are choosing to transport their children by car in the morning as they won't let their children cross the dual carriageway to catch the bus. From an environmental, health and developing independence perspective, being able to use a toucan crossing and catch the public bus would be advantageous.
(261) Local resident, (Yarnton, Cassington Road)	<b>Support</b> – Death trap for residents trying to cross A44
(262) Member of public, (Yarnton, Dashwood Avenue)	<b>Support</b> – Dangerous and treacherous road to try to cross – whatever your age. We suffered a fatality when our 4 yr old son was killed in 1962.
(263) Local resident, (Yarnton, Field Close)	<b>Support</b> – Very fast road, difficult to cross
(264) Local resident, (Yarnton, Hayday Close)	<b>Support</b> – Currently very dangerous and difficult to cross

(265) Local resident, (Yarnton, Meadow Way)	<b>Support</b> – The crossing will provide additional safety when crossing the A44 for my child to cycle up to Begbroke from Yarnton to visit friends
(266) Member of public, (Yarnton, Merton Way)	<b>Support</b> – I live at Yarnton and know that this crossing is badly needed for Begbroke residents to cross the A44 on foot, particularly to get to or from the bus stops. My brother lives at Begbroke and, along with his family, have struggled for years
(267) Local resident, (Yarnton, Merton Way)	<b>Support</b> – I have crossed the A44 here many times with kids on bicycles. Judging the best time to make the dash always scares me.
(268) Local resident, (Yarnton, Pixey Close)	<b>Support</b> – The existing crossing point is a very busy thoroughfare for local residents and businesses. The high speed of the traffic on the A44 makes for a highly risky crossing for all concerned, let alone the young, elderly or disabled.
(269) Local resident, (Yarnton, Rutten Lane)	<b>Support</b> – Anyone from the Begbroke or surrounding communities should have the right to a safe crossing on this extremely busy A44 road. This doesn't currently exist for the village of Begbroke. Every morning young school children, commuters, dog walkers and anyone else needing to visit Woodstock using the bus stop cannot do this safely because of the current crossing. The issue will only get worse with new housing developments coming along. The speed in which some vehicles hit the roundabout is extremely unsafe for pedestrians.
(270) Local resident, (Yarnton, Rutten Lane)	<b>Support</b> – The road there is very fast and there is nowhere to safely cross. Many children use the cycle lanes to go to school in Woodstock and there is no safe way for them to make it across the road.
(271) Local resident, (Yarnton, Sandycroft)	<b>Support</b> – That road is hell to cross and we should be encouraging walking and cycling
(272) Local resident, (Yarnton, Spencer Avenue)	<b>Support</b> – I believe that this will provide a safe option for people to cross the A4. At present it is dangerous to cross the road and this will help.

(273) Local resident, (Yarnton, Spencer Avenue)	<b>Support</b> – I support this proposal because I am often using this route for walks. It is difficult to cross to the other side of Begbroke sometimes and often dangerous if there is heavy traffic or due to the speed. Older people, young children or people walking dogs need enough time to safely cross.
(274) Local resident, (Yarnton, The Garth)	<b>Support</b> – A crossing would provide a vital safe place to cross the busy A44 for residents of Begbroke, for example to use the local bus services, as well as other local residents using this as a walking or cycle route.
(275) Local resident, (Yarnton, The Garth)	<b>Support</b> – This road is dangerous to cross. I don't like crossing this road with my children as the cars come off the roundabout at high speed. I would rather drive into Begbroke from Yarnton than walk/cycle to avoid crossing here.
(276) Local resident, (Yarnton, The Garth)	<b>Support</b> – It will help both pedestrians and cycle users to cross the road safely
(277) Local resident, (Yarnton, The Garth)	<b>Support</b> – My 14 year old daughter has friends in begbroke. Rather her catching the bus I drive her there. (From Yarnton) The road is very busy and not safe for her to cross. If there was a crossing she would be able to use her bus pass and catch the bus. I know I'm not the only person who does this. Surely less small journeys is better for the local environment. We should be encourage to use local transport than use our vehicles. This crossing would be such a benefit to not just begbroke but yarnton to.
(278) Member of public, (Yarnton, Woodstock Road)	<b>Support</b> – This is a village split in half by a major road crossing of which is dangerous . There has been at least one death (tjat one too many) and number of near misses over the years. About time there is a safe plac to cross this busy road.
(279) Local resident, (Yarnton, Woodstock Road)	<b>Support</b> – My son cycles to school in Woodstock and he struggles to cross the dual carriageway to meet his friends in Begbroke. My elderly parents also live in Begbroke and struggle to cross over the road.

(280) Local resident, (Yarnton, Woodstock Road)	<b>Support</b> – It is currently difficult to cross the road at Begbroke, particularly with children when trying to do local walks and bike rides
(281) Local resident, (Yarnton, Cassington Road)	<b>Support</b> – Safety
(282) Local resident, (Yarnton, Great Close Road)	<b>Support</b> – Adding a crossing to this busy road will provide a safe way for everyone to cross. Particularly important for school children getting the bus every day.
(283) Local resident, (Yarnton, Great Close Road)	<b>Support</b> – Crossing the A44 for pedestrians is dangerous and a crossing will improve the safety for all
(284) Local resident, (Yarnton, Meadow Way)	<b>Support</b> – We are a family of cyclists and would really value a safe way of crossing the A44 especially our children who cycle to school in Woodstock etc
(285) Local resident, (Yarnton, Merton Way)	<b>Support</b> – Safety to cross the road
(286) Local resident, (Yarnton, Rutten Lane)	<b>Support</b> – No crossing for a couple of miles in either direction, lots of vulnerable people and children shouldn't need to cross a dual carriageway to access S3.
(287) Local resident, (Yarnton, The Paddocks)	<b>Support</b> – I have school aged children and this really is essential for ongoing safety

(288) Local resident, (Yarnton, Woodstock Road)	<p><b>Support</b> – Safe crossing for children and families</p>
(289) Local group/organisation, (St Michael's Church)	<p><b>Support</b> – I am the parish priest of St Michael's C of E church on the west of the A44, and most of the community live on the east of the A44. My daughter has just finished 2 years at Begbroke Playgroup, and my wife is just starting as a governor there. My family lives just south in Yarnton.</p> <p>Crossing the A44 is currently extremely dangerous, relying on the small crossing area next to the roundabout. The building of a staggered toucan crossing is potentially a life and death safety matter.</p> <p>I watch cars speed round the roundabout at high speeds almost every day, as I am usually up in Begbroke most days each week.</p> <p>Many people cross the road:</p> <p>There are many residents living on the west, old side of the village, and there is the LVS School and D'Overbroecks Boarding House.</p> <p>There are many children who go on the bus to secondary school.</p> <p>There are many retired residents who do not have cars who use the bus for access and cross the road.</p> <p>The walk up to Spring Hill is a wonderful gift to those living nearby and opportunity to enjoy the beautiful countryside – most villagers need to cross the road.</p> <p>The pub has happily re-opened on the west of the village and villagers need to be able to walk safely to it.</p> <p>The church is on the west side of the A44 and people walk to church. We still have a number of funerals and special services alongside our weekly Sunday service. A lot of people walk to church for these services, from the east side of the A44.</p> <p>The busstop is currently next to the roundabout and in all these instances people do not always look properly when they get off buses.</p> <p>Every crossing is dangerous. I am constantly shocked, by the aggressive, careless and dangerous driving on the A44 from the Turnpike junction going north to Woodstock and back – as I move between the parishes in our Benefice (Yarnton, Begbroke, Shipton on Cherwell.)</p> <p>The crossing would not just be beneficial for the sake of residents crossing safely – it is also a mitigation against the extraordinary amount of shockingly bad driving, which would be a prime risk for accidents. People go so fast round the roundabout where the small crossing area is located. The staggered crossing in Yarnton, between Woodstock rd west and near gravel pits lane – is very effective and its distance from the roundabout is good for safety. The current crossing in Begbroke is perilously close to the roundabout.</p> <p>The proposed new housing developments exacerbate all the needs for a crossing.</p> <p>Since I came to the area 5 years ago, I know this has been and absolutely prime need and concern of villagers, and a lot of campaigning has gone on since long before that. It is often featured in the Begbroke Link magazine.</p>

	<p>The crossing would be a fantastic and much needed addition that would benefit the whole community, and have the potential to be life saving. I am 100% whole heartedly in support of the crossing, and very relieved and delighted if it is built.</p>
(290) Local resident, (Begbroke)	<p><b>Support</b> – This crossing is essential for the safety of pedestrians and pedal cyclists and is long overdue. We have lived here for over 20 years and we would say that this crossing was needed when we first moved here. We are on the slip road in Begbroke and from our home we are able to see pedestrians struggle to cross this extremely busy road. Please make sure we get this crossing.</p>

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# Agenda Item 8

Divisions affected: *Benson & Cholsey*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 12 OCTOBER 2023**

### **CHOLSEY/WALLINGFORD: A4130 BOSLEY WAY – PROPOSED PROHIBITION OF RIGHT TURNS AT NEW BARN FARM**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 'No Right Turn' restriction on the A4130 Bosley Way, Cholsey/Wallingford.

#### **Executive summary**

2. This report presents 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, as shown in **Annex 1**.
3. These proposals are a re-consultation of the same matters from February 2019 & July 2021, which have been put forward again as a result of the expiration of the two-year period within which to complete implementation on site.

#### **Financial Implications**

4. Funding for the proposals, including consultation will be met by the developer of the gravel extraction site.

#### **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 seek to help improve road safety and the safe movement of traffic in the immediate vicinity, specifically due to the increase in Heavy Goods Vehicle (HGV) traffic at the site.

## Formal consultation

7. A formal consultation was carried out between 16 August and 15 September 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email was 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, Cholsey parish council, and the local County Councillor representing the Benson & Cholsey division.
8. 11 responses were received via the online survey during the course of the formal consultation, with: 10 in support (91%), and one objecting (9%).
9. Additionally, an email from Thames Valley Police (TVP) was received, stating they had no objection to the proposal, providing that the burden of enforcement didn't fall on them.
10. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

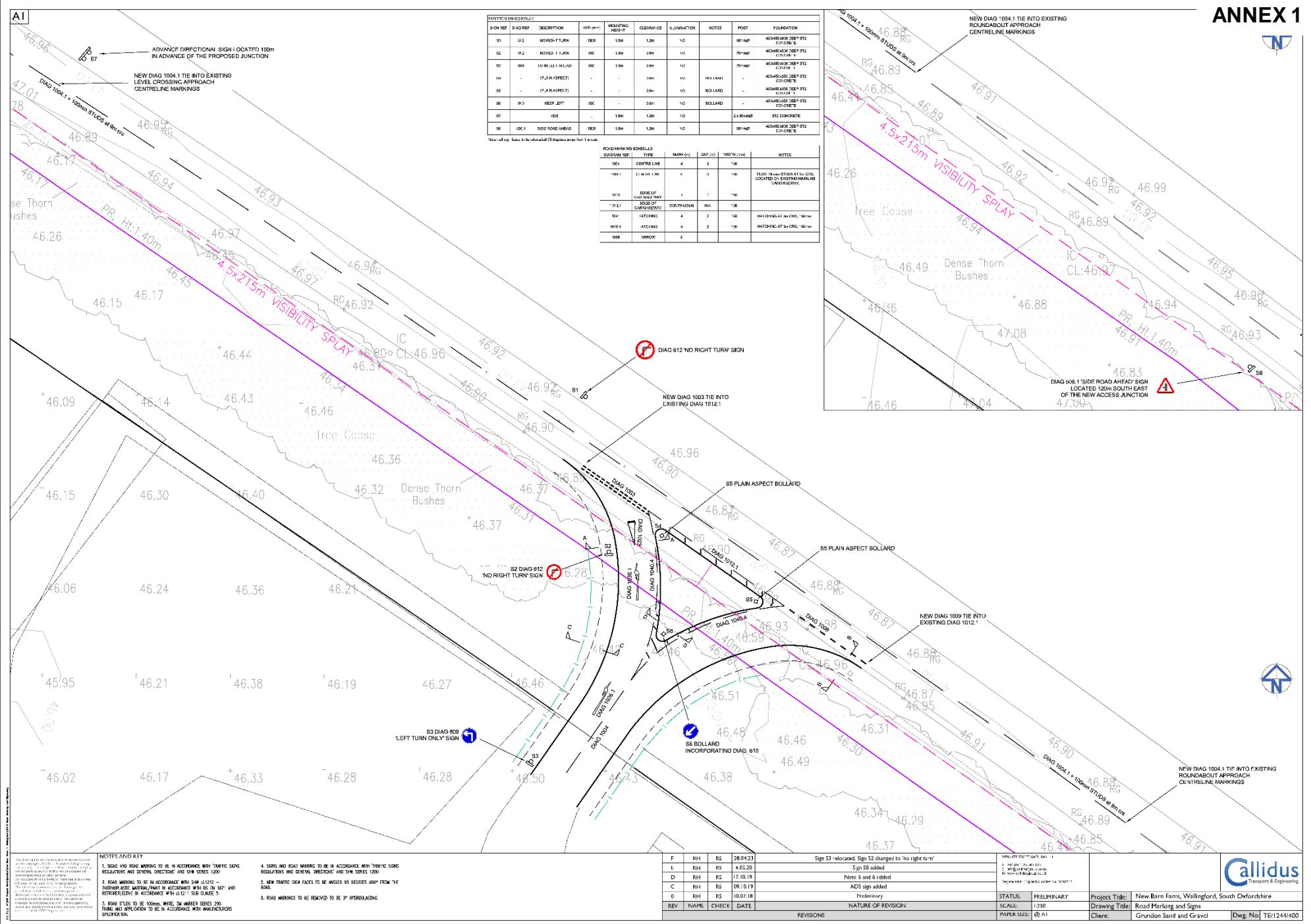
## Officer response to objections/concerns

11. Thames Valley Police raised no objection to the proposal, provided that no expectation would be placed on the Police in terms of future enforcement.
12. The objection received seems to be confused with the detail of the proposal. The proposal seeks to introduce a 'No Right Turn' restriction for traffic entering and exiting this gravel extraction site. This will improve the road safety and safe movement within the vicinity of this access.
13. The A4130 is a busy and fast road, and there has been an increase in heavy goods vehicles due to works being undertaken at the site. By implementing the turning restriction, it will only allow left turns in and out of the site, meaning that the heavy goods vehicles will not need to cross over the opposing lane when entering/exiting the site. This would in fact mitigate the concerns raised within the objection.

Bill Cotton  
Corporate Director, Environment and Place

Contact Officers: Aaron Morton 07393 001028

October 2023



Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – however there must be no expectation placed on the Police in terms of future enforcement.
(2) Cholsey Parish Council	<b>Support</b> - Cholsey Parish Council takes the view that this proposal contributes to the safety of this junction. It supports the proposal.
(3) Local Resident, (Cholsey, Station Road)	<b>Object</b> - The traffic from that road cannot see oncoming traffic and I have seen far too many near misses to think it's ok for a large vehicle to cross over two lanes without being able to see it properly
(4) Local Resident, (Cholsey, Bill Money Way)	<b>Support</b> - Safety!
(5) Local Resident, (Cholsey, Bill Money Way)	<b>Support</b> - It's a busy, fast road and the right turns increase the chance of accidents.
(6) Local Resident, (Cholsey, East End)	<b>Support</b> - Dangerous trucks turning
(7) Local Resident, (Cholsey, East End)	<b>Support</b> - Common sense
(8) Local Resident, (Cholsey, East End)	<b>Support</b> - The gravel pit turning is just after a roundabout, and traffic can back up around the roundabout at peak times. That would be made worse if the lorries coming out and turning right end up halfway across the road before having to stop for traffic which is not allowing him to join the flow, which in turns blocks the left hand lane. What about allowing a right turn after peak hours, when the road is quieter?
(9) Local Resident, (Cholsey, Ilges lane)	<b>Support</b> - Similar approach has worked well just before the roundabout on A4074
(10) Local Resident, (Cholsey, Papist Way)	<b>Support</b> - Makes sense to reduce congestion and risk of collisions
(11) Local Resident, (Cholsey, East End)	<b>Support</b> - Make sense to stop vehicles turning right

(12) Local Resident, (Cholsey, Cornflower Drive)	<b>Support</b> - Need all we can in village to slow cars down
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# Agenda Item 9

Divisions affected: *Didcot West*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 12 OCTOBER 2023**

### **DIDCOT: DIAMOND DRIVE – PROPOSED USE OF ANPR CAMERA ENFORCEMENT AT EXISTING BUS GATE**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. This report presents 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, as shown in **Annex 1**.
3. The introduction of the existing bus was included in the planning consent for the Great Western Park residential development, in order to remove the potential for ‘rat-running’ traffic to use these roads as a route between the Wantage Road at the north, and Park Road at the south.

#### **Financial Implications**

4. Funding for the proposals, including consultation will be met from the developer.

#### **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 facilitate walking & public transport use, whilst also helping to improve road safety in the vicinity.

## Formal consultation

7. As per the Traffic Management Act 2004 (under Part 6), a six-week formal consultation was carried out between 01 August and 15 September 2023. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Didcot Town Council, South Oxfordshire & the Vale of White Horse District Councils, local District Cllr's, and the local County Councillors representing the Didcot West, and Hendreds & Harwell divisions.
8. Letters were also sent directly to approximately 215 properties in the immediate vicinity.
9. Following concerns being raised regarding property Nos. 2, 4, 11, & 15 Birch Close not receiving a copy of the initial consultation letter due to a change in road name & property numbers since the original bus-gate consultation occurred, additional letters were sent out to inform them of the proposals.
10. 222 responses were received via the online survey during the course of the formal consultation, with: 112 in support (50%), 99 objecting (45%), ten raising concerns (5%), and one having no firm opinion.
11. Additionally, a further five emails were received, comprising of: two in support, two objecting, and TVP submitting a non-objection.
12. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

## Officer response to objections/concerns

13. Thames Valley Police raised no objection – however, did raise concerns over the wording of the Traffic Regulation Order with respect to police vehicle on 'routine' patrol as opposed to 'emergency' calls.
14. Having appraised & considered the responses received, Officers have identified a number of objections & concerns raised during the consultation process, and responses to these are provided below:

### *What is happening with existing Bollard?*

15. The existing bollard infrastructure will be left in situ, the bollard will be locked in the downwards position with all cabling removed to prevent it from raising.

### *Who will enforce the ANPR cameras?*

16. Oxfordshire County Council will be carrying out the enforcement of the ANPR cameras under powers conferred by the Part 6 Traffic Management Act.

*Will there be signage at the bus gate?*

17. There is existing signage at the bus gate which will be amended to reflect the change from bollard to camera enforcement. There is also an advanced signage scheme which will see signage erected at the Wantage Road junction and Park Road junction with Larch Drive which highlights the restriction in advance.

*Residents turning into driveways could be picked up by camera and fined and people turning around in private driveways*

18. The cameras will be positioned so that they only catch those driving through the bus gate. With regards to people turning around in driveways at the restriction, the advance signage will help deter people driving down to the bus gate, if not the signage at the bus gate is positioned to allow people to turn around using the roads, whether doing a loop or using the available turning head.
19. All evidence clips are reviewed by a CCTV operator before a PCN is issued to ensure a contravention occurred.

*Why is the restriction (bus gate) required?*

20. Outline planning permission for the Great Western Park development was given by South Oxfordshire District Council in 2008 (ref P02/W0848/O). Included within this planning submission was the access arrangements and movement parameters/framework to serve the overall development site (3,300 new dwellings).
21. Pedestrian, cyclist and public transport routes were included as part of movement framework, including measures to prioritise bus routes to promote sustainable journeys to & from Didcot and the surrounding areas. One of the mitigation measures to ensure the bus service through Great Western Park was able to operate at an attractive timetable frequency for users was to install a bus gate and deter any misuse of the bus route impacting on the service(s).
22. The location of this bus gate was identified and approved by South Oxfordshire District Council as part of a reserved application (ref P15/S3338/RM) for Great Western Parcels SN03A and SN03BCD in April 2016. The detail of the scheme was subject to a planning condition (4) of P15/S3338/RM, that was discharged by the district council in July 2020.

*Gives an alternative exit as there is only 1 (lots of concerns and comments on this point)*

23. There are two exits from the southern side of Great Western Park development, one being the signalised junction on the Wantage Road and the other a left in/out priority junction further west. It is noted that with the bus gate in place (with an accompanying existing Traffic Regulation Order in imposed) that this deters motor vehicles unless emergency vehicle) from

assessing this section of the highway network. This mitigation measure was identified and subject to approved transport submissions as part of the site's site wide planning permissions.

*There is currently a bollard, why the need for ANPR cameras?*

24. The hydraulic bollard has unfortunately failed on a number of occasions which has resulted in major disruptions to the bus service, there is also an associated cost and maintenance liability to the County Council once this gets adopted and therefore the decision has been made to us ANPR camera enforcement instead.

*Funding better spent elsewhere*

25. The current bollard arrangement (and its maintenance to date) at the bus gate and the proposed ANPR camera enforcement has been and will be fully funded by Taylor Wimpey.

*Privacy concerns*

26. The cameras will only be positioned at the restriction and will only record once a vehicle is detected as driving through it. They are designed to detect vehicles and registration numbers, buildings and can be blanked from video footage to protect privacy and to only record necessary information.

*Currently using Diamond Drive. It helps reduce congestion.*

27. There is currently an approved and in force traffic regulation order at the bus gate and therefore this shouldn't be being used as a short cut. Currently enforcement is carried out by Thames Valley Place.

28. The junction with Larch Drive and Park Road was not designed to accommodate more traffic than from the Bloor Homes development, this could lead to increased chance of a road traffic accidents and congestion through the Bloor Homes estate.

*Should have been an ANPR first, why waste money a second time.*

29. At the time the bus gate detail was being agreed with OCC, it was not possible to consider ANPR camera enforcement due to the legalities. However, since OCC took over civil enforcement from Thames Valley in South and Vale Districts in 2021. We have now been able to consider ANPR camera enforcement.

*Confirmation of what emergency services will be able to use restriction? Only when in an emergency? Or at any time?*

30. Emergency service vehicles are generally exempted from the restrictions, added to a 'white-list' maintained by the council. This would apply at all times.

*Not told about the bus gate when purchased the property*

31. The bus gate restriction has been included in the outline planning permission for GWP since it was approved in the early 2000s, the reserved matters planning consent for this phase of GWP also shows the restriction. Unfortunately, we cannot comment on why you were not made aware of this when purchasing your property from the developer.

Bill Cotton  
Corporate Director, Environment and Place

Annexes Annex 1; Consultation plan  
Annex 2: Consultation responses

Contact Officers: Ryan Moore 07557 082568

October 2023

Oxfordshire CC – Diamond Drive / Larch Drive

Bus Gate v2

Position: OX11 6DX / 51.598434, -1.260102

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Date Created	10-07-2023
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ANNEX 2

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle the Police have no objection, but I do need to clarify the following point regarding exemption.</p> <p>We have had similar discussions in the past. I am in receipt of two consultations concern ANPR enforcement. This one and the Plain roundabout. The exemptions for Emergency Services read different.</p> <p>The Plain states a Vehicle being used for Fire Brigade , Ambulance and Police purposes which I could accept Diamond Drive states Vehicle of the Police , Fire and Ambulance service in an Emergency . Which is confusing as it would suggest the exemption is only in an Emergency OR Is it referring to only Fire and Ambulance in an Emergency.</p> <p>I would like to see consistent wording. Many similar order shows Police Vehicle on Patrol which covers all eventualities.</p> <p>Having also spoken to the TRO &amp; Schemes Team Leader this week any contraventions will be referred to our White list removing the likely hood of penalty notices being issued especially to unmarked Police Vehicles.</p> <p>Can you confirm this will be the process going forward.</p>
(2) Local resident, (Didcot, Aster Close)	<p><b>Object</b> – There should be a wider consultation with the residents of Great Western Park South about the bus gate. It is ridiculous that only one entry point for the public exists for thousands of residents. This bus gate should not exist in the first place and serves as a detriment to the local community. Installing ANPR cameras is another attack on local residents who simply want to be able to navigate in and out of the development they live on to access facilities across the town.</p>
(3) Local resident, (Didcot, Aster Close)	<p><b>Object</b> – Limits access</p>

(4) Local resident, (Didcot, Avocet Close)	<b>Object</b> – The current bollard system should be sufficient if used properly .
(5) Local resident, (Didcot, Avocet Close)	<b>Object</b> – Local residents gain greater access to broader public services such as avess to dodcot wave, library etc. Also reduces trabel time from southern neighbourhood to several schools such as northbourne, willicroft, st birinus. These shortened journeys for local residents reduce time spent in car, reducing CO2 emissions generated. In summary, the benefits granted to local residents with this access improve quality of life, greater utilisation of public services and reducing CO2 emissions.
(6) Local resident, (Didcot, Avocet Close)	<b>Object</b> – Gives an alternative exit to the development as there is only 1.
(7) Local resident, (Didcot, Avocet Close)	<b>Object</b> – I think this road should be opened up for residents to use to access Didcot. This will reduce congestion through the estate, Diamond Drive is already a very dangerous road due to cars parking on the road/pavement and also congestion on Wantage Road. This will in turn reduce emissions and reduce likelihood of accidents.
(8) Member of Public, (Didcot, Balmoral)	<b>Object</b> – A gated access system has been installed for some time yet it has never worked. How is this great waste of time and money acceptable. Gated access is an important addition to residential traffic calming as it physically works. ANPR just generates income whilst leaving children vulnerable to vehicles that attempt to defy the restriction my making simple changes to their number plates that avade prosecution.
(9) Local resident, (Didcot, Birch Close)	<b>Object</b> – I wholeheartedly object to the use of cameras to enforce the bus only gate restrictions.Having this road open has only had a positive impact on us and everyone I've spoken to with regard to this. It cuts down on the amount of traffic that inevitably builds up on the Wantage Road junction and continues down the Wantage Road also impacting on the adjoining roads.  The amount of traffic on Didcot roads currently is ludicrous and this "bus gate" opening up for all road users to utilise has made a small positive impact on this. I can not stress how much I object to this being a bus lane only again.

(10) Local resident, (Didcot, Birch Close)	<b>Object</b> – The bus bollard has never worked really. Again something built but doesn't work. I think we should not have cameras this is right outside my front door. I think if people can't use it will make more traffic on Wantage Rd which is always very busy also park Rd. However I believe a speed camera should be put up there but I strongly think this should remain open
(11) Local resident, (Didcot, Bluebell Lane)	<b>Object</b> – Protect my privacy
(12) Local resident, (Didcot, Bluebell Lane)	<b>Object</b> – I don't want it in our local area
(13) Local resident, (Didcot, Bluebell Lane)	<b>Object</b> – The barrier itself should be changed not add AMPR cameras. There should be access there to allow for less car use and traffic at the other exit on the top part of the estate. The council should be more worried about the lack of doctors in Didcot than making money enforcing an exit route that is needed!
(14) Local resident, (Didcot, Box Tree Lane)	<b>Object</b> – I think it's better open for public use. It's good for all residents. Block the road doesn't make sense.
(15) Local resident, (Didcot, Box Tree Lane)	<b>Object</b> – I have always been in favour to have this route accessible for local residents.
(16) Local resident, (Didcot, Box Tree Lane)	<b>Object</b> – This would impose restriction. And it is very inconvenient for local residents as it will take longer to reach another side of it.
(17) Local resident, (Didcot, Box Tree Lane)	<b>Object</b> – Brunel rise side of the estate needs 2 forms of entrance/exits. It will cut commuting times and reduce emissions from traffic delay. If larch drive is okay for buses then it's okay for cars

(18) Local resident, (Didcot, Cedar Close)	<b>Object</b> – The road allows easy access for GWP residents to Diamond drive and Park Road and eases traffic on other main roads in and around Didcot. It does not make sense to force vehicles into a 15 minute journey to get to the same point and in so doing, increase emissions. Surely we should be trying ease the flow of traffic on the main arterial routes and offer the residents an option to be able to get around with ease.
(19) Local resident, (Didcot, Cedar Close)	<b>Object</b> – Free access through the neighborhood decreases traffic on main routes, cutting journeys by a good 10 minutes!
(20) Local resident, (Didcot, Chamomile Way)	<b>Object</b> – Need more than one entrance to GWP
(21) Member of Public, (Didcot, Churchill Rd)	<b>Object</b> – Costs
(22) Local resident, (Didcot, Clover Fields)	<b>Object</b> – I object to the cameras and I would like instead to not have any gate and have the road opened so the local residents have 2 exits, which I believe will have a positive impact on the area traffic and will also help to reduce emissions making journey times lower for some people.
(23) Local resident, (Didcot, Craven Way)	<b>Object</b> – It should be open to all
(24) Local resident, (Didcot, Diamond Drive)	<b>Object</b> – Will ease the traffic from the B4493 road
(25) Local resident, (Didcot, Diamond Drive)	<b>Object</b> – No detail is supplied for the reason for this ANPR camera. There is no information on why this is required. There are no surveys of existing traffic movements. There is mention that it will "help" but what is it trying to help? There is no detail supplied to help ensure drivers do not accidentally access the bus gate. Will they paint signage on the floor or ensure there is eye-level information that people are about to enter the bus gate? As you come around

	<p>the corner from the north, you are immediately into the bus gate, so what steps will be taken further back to ensure traffic movement.</p> <p>There is already a bus gate in existence with a device that is able to be lowered. This consultation does not detail what is happening with this? Will it be permanently removed? Given its already in place and paid-for, surely this is a better use of funds?</p>
(26) Local resident, (Didcot, Diamond Drive)	<p><b>Object</b> – The estate is far too large and congested to only have one route in and out. Having this route through larch drive will significantly improve the flow of traffic and congestion in and out of the estate and on the wantage road</p>
(27) Local resident, (Didcot, Diamond Drive)	<p><b>Object</b> – I object due to the traffic volume. Already many cars are parked on the road, with buses already using Diamond Drive , the increase of traffic it could bring from other travellers who don't even live on the estate will only make it even busier. It's so hard to see down the road and past parked cars. A head on collision is only imminent. Unless the same approach is taken as Sir Frank Williams and Greenwood Way with double yellows then I strongly object.</p>
(28) Local resident, (Didcot, Diamond Drive)	<p><b>Object</b> – Unhelpful, inconvenient for the local community</p>
(29) Local resident, (Didcot, Diamond Drive)	<p><b>Object</b> – Because it will increase travel time, push traffic to main roads, cause traffic jams and thus be more damaging to environment</p>
(30) Local resident, (Didcot, Diamond Drive)	<p><b>Object</b> – I don't understand why you've decided to put this in, when this road is a direct link to hagbourne village and surroundings. What's the purpose for it ? We are not London, we don't need these types of obstructions/roads in our small town !!!</p> <p>I live on Diamond Drive, my children attend Hagbourne Primary School and it's an utter shamble and faff to have to drive through the enter estate to join built up school traffic on the opposing end of Diamond Drive, to then drive straight past that section of road that is only for buses !!!</p> <p>We are using more fuel, energy and money on that extra 10/15minute journey - that is doing more damage to our eco system. The fact that our government and hierarchy are always going on about saving money, cutting costs etc when actually they've made things worse by allowing this to be implemented</p>

(31) Local resident, (Didcot, Diamond Drive)	<b>Object</b> – Na
(32) Local resident, (Didcot, Diamond Drive)	<b>Object</b> – Road should be open to all
(33) Local resident, (Didcot, Glebe Road)	<b>Object</b> – Oppressive, there are just too many cameras going up and they will be used to financially burden the public. There will be a day when as soon as you step outside your house you will be charged
(34) Local resident, (Didcot, Goldcrest Gardens)	<b>Object</b> – Concerned about privacy over surrounding properties, pedestrians and also other cars driving near the area having data recorded. Equally, considering this, I do not agree that this should be a bus gate. The enormous population on GWP south being funnelled through only one exit on the estate causes long delays/jams in the morning. Allowing another exit from the site is simply sensible.
(35) Local resident, (Didcot, Goldcrest Gardens)	<b>Object</b> – Diamond drive is overloaded and poses a serious risk if there is a fire at the junction with Wantage Road, Opening the bus gate to all traffic with mitigate this risk and allow the estate to flow properly. I believe that this will not become a "rat run" as it opens to local routes and anyone wanting the A34 etc will go via the main route,
(36) Local resident, (Didcot, Goldcrest Gardens)	<b>Object</b> – Diamond drive is overloaded, opening the bus gate to all traffic would reduce pollution and allow the estate to flow correctly. There is little risk of it becoming a rat run as anyone going to the A34 etc will take the more direct route. It will also mitigate the risk of not being able to exit the estate if there is an accident or fire at the main junction.
(37) Local resident, (Didcot, Goldcrest Gardens)	<b>Object</b> – It should be a through road for all vehicles. At the moment, having the entire southern part of great Western park use Diamond Drive is crazy, especially given the way cars are parked on both sides of a narrow road with bends. Having this open to all vehicles would reduce traffic on diamond drive and make trips safer.
(38) Local resident, (Didcot, Jackdaw)	<b>Object</b> – It should be opened to all residents to shorten journey ti.es and reduce emissions

(39) Local resident, (Didcot, Larch Drive)	<b>Object</b> – There is a gate no need to install ANPR. I suggest remove the gate and open for public.
(40) Local resident, (Didcot, Larch Drive)	<b>Object</b> – I live right next to the bus gate and am concerned that residence turning into their drive or parking on the road will be pinged by the anpr because of the extreme closeness to the bus gate and proposed cameras
(41) Local resident, (Didcot, Larch Drive)	<b>Object</b> – Stop shafting us with your cash making cons
(42) Local resident, (Didcot, Larch Drive)	<b>Object</b> – With the size of GWP it's stupid to restrict the traffic with this scheme, Park Road and Didcot Road at peak times are jammed with cars which has the inevitable knock on affect on other roads in the area. Depending on where you work you are forced to drive all the way around to access the road you need to get home, causing higher pollution in other areas due to traffic volume. Opening this restricted area would relieve congestion and traffic volume on other roads around Didcot. Have some common sense and open this road to ALL vehicles.
(43) Local resident, (Didcot, Lisa Head Avenue)	<b>Object</b> – Why this was not built initially and now duplicating public money for someone forgot to do there job correctly. Also is this such a big concern now? Money can be spend somewhere else where it needed perhaps a pedestrian crossing near district centre which will benefit children and elderly crossing street
(44) Local resident, (Didcot, Mereland Road)	<b>Object</b> – There should be no bus gate, it should be open to public to ease congestion on diamond drive, Wantage road. On an estate of this size surely it makes sense to have two entrances and exits.
(45) Local resident, (Didcot, Miles East)	<b>Object</b> – The bus gate should be removed. There is no access in or out of southern gwp, other than at miles east. I live on miles east and it is getting more and more busy. There should be another route in and out to ease congestion.

(46) Local resident, (Didcot, Na)	<b>Object</b> – privacy
(47) Local resident, (Didcot, Near Asda)	<b>Object</b> – Object
(48) Local resident, (Didcot, Reed Street)	<b>Object</b> – It should be a road that locals should be allowed to use to go from one end of the estate to another rather than just one way out of the estate
(49) Local resident, (Didcot, Reed Street)	<b>Object</b> – Only 1 entrance and exit to the estate is ridiculous. We were not told of the bus gate at time of house purchase.
(50) Local resident, (Didcot, Reed Street)	<b>Object</b> – This clearly needs to be open for all traffic as the main junction daytime is too congested
(51) Local resident, (Didcot, Reed Street)	<b>Object</b> – It should be open for all flowing traffic
(52) Local resident, (Didcot, Sorrel Close)	<b>Object</b> – While I understand the intention behind the proposal, I believe it will have negative effects on the residents and users of the estate. My primary concern is that Great Western Park (GWP) has only one exit and entrance. By enforcing the current Buses only 'gate' restriction with ANPR cameras, we risk exacerbating the already existing traffic congestion in the area. In case of any unexpected events or emergencies, having only one route in and out of the estate may lead to serious disruptions and potentially put lives at risk. Furthermore, the proposal claims that the installation of ANPR cameras will ease congestion on Diamond Drive, Park Road, and Wantage Road. However, there is no substantial evidence provided to support this claim. In fact, the restriction imposed by the bus lane may lead to even more congestion, especially during peak hours. The reduction of emissions is indeed an important goal, and I fully support efforts to promote eco-friendly transportation. However, implementing this restriction without comprehensive planning and alternatives in place may have unintended consequences.

	<p>Instead of focusing solely on the installation of ANPR cameras and enforcing the bus lane, I urge the council to consider other viable solutions.</p> <p>In conclusion, I object to the proposal for ANPR cameras on Diamond Drive due to the potential adverse effects on traffic congestion and the limited accessibility of Great Western Park. I kindly request the council to reconsider this proposal, prioritize public safety and convenience, and explore alternative solutions that can genuinely benefit the community while mitigating traffic and environmental concerns.</p>
(53) Local resident, (Didcot, Sundew Close)	<b>Object</b> – Extra exit helps with congestion
(54) Local resident, (Didcot, Sycamore Way)	<b>Object</b> – If no camera enforcement and the road can be open to public use in certain set time period, it can relieve the heavy traffic to GWP.
(55) Local resident, (Didcot, Teal Close)	<b>Object</b> – It should be already clear for everyone why people object this. We are living in a bottle neck, its already clear for everyone how the traffic in Didcot is in the morning when schools start and as there is no school places nearby people have to drive to other side of the Didcot to bring kids to school and in some mornings it takes 3 times the time it should because there is only one way to exit. So much talk about environment but clearly no one cares! It's so much easier, faster, shorter distance to use this exit to go for several places but what you guys do is block it for hundreds of people and create more traffic on a road that is heavily parked with cars on sides of roads, corners, bends, pavements etc. Why adding so much extra pressure for a single road where hundreds of families live and need to use several times on daily basis? Where these people came from who decided this? No other country has these miserable roads like UK and I wonder if Didcot must be the worst of them all!
(56) Local resident, (Didcot, Teescroft)	<b>Object</b> – Privacy concerns
(57) Local resident, (Didcot, Wheatfields)	<b>Object</b> – The road should never have been designed like it was in the first place.

(58) Local resident, (Didcot, Yellowhammer Place)	<b>Object</b> – I think we need more routes into GWP rather than a couple of main routes. I cannot see that this way in would be used by the mass but when needed it could easily be used by local residents. It also relieves traffic along wantage road for people that want to go from GWP to park road etc. it also means WHEN work starts on the Harwell mega roundabout that road users can use this alternate route.
(59) Local resident, (Didcot, Anonymous)	<b>Object</b> – Should be able to drive through unopposed
(60) Local resident, (Didcot, Birch Close)	<b>Object</b> – I've emailed with my reasons
(61) Local resident, (Didcot, Bluebell Lane)	<b>Object</b> – It's only used locally by residents and helps reduce congestion on a already clogged town
(62) Local resident, (Didcot, Bowmont Water)	<b>Object</b> – Care workers need to access the roads
(63) Local resident, (Didcot, Box Tree Lane)	<b>Object</b> – There needs to be more than one exit for gwp south
(64) Local resident, (Didcot, Broadway)	<b>Object</b> – I don't agree with bus only gates as it congest traffic to the few roads that are left and I also don't agree with it's for the good of the environment as it makes more pollution and congestion also this anti car rhetoric needs to stop before it's too late we don't need to live in a socialist society where just a few at the top can do as they please we should all have free movement
(65) Local resident, (Didcot, Buckthorn Crescent)	<b>Object</b> – The gateway is unnecessary. The access down to Park Road should be available for all road users. This would also alleviate the build up of traffic at the lights by UTC, made worse by no parking restrictions at that end of Diamond Drive.

(66) Local resident, (Didcot, Chamomile Way)	<b>Object</b> – GWP should have two entry and exit points.
(67) Local resident, (Didcot, Cowslip Gate)	<b>Object</b> – An estate this size needs more than one entry/exit. It makes no sense to not let cars through when it would ease congestion and reduce emissions.
(68) Local resident, (Didcot, Craven Way)	<b>Object</b> – This side of GWP needs a north and south exit. It will make travelling between Didcot easier, quicker and more efficient. Saving emissions and time. I would compromise on having peak and off peak hours to travel between the area.
(69) Local resident, (Didcot, Diamond Drive)	<b>Object</b> – Didcot has become a town that is over built and traffic during rush is awful. If the route could be used for cars as well as buses this could help divert the traffic which residents on GWP could use to get home.
(70) Local resident, (Didcot, Diamond Drive)	<b>Object</b> – Maintain convenience of movement.
(71) Local resident, (Didcot, Diamond Drive)	<b>Object</b> – Let's first focus on fixing existing infra issues then spending more of taxpayers money on useless mini projects for 10 households. This road should have been made public from day1 a given there is just 1 entry/exit to the entire southern community of thousands of houses. STOP!
(72) Local resident, (Didcot, Diamond Drive)	<b>Object</b> – I believe there should be two exits to such a big estate. It also lessens traffic on Diamond Drive which is where I live and that road is already so busy and people drive far to fast! It's also more economical for residents living nearer park road. It should be opened up to all to use.
(73) Local resident, (Didcot, Diamond Drive)	<b>Object</b> – Why can't cars use the gate to go through? Why I need extra 10 minutes journey if I live in Diamond Drive and want to visit my friend in Sycamore Way? It is ridiculous!

(74) Local resident, (Didcot, Dimond Drive)	<b>Object</b> – The Road should be open to all local residents
(75) Local resident, (Didcot, Ernest Road)	<b>Object</b> – A waste of money and another attack on car drivers, why can't it just be open for people to drive through for local deliveries.
(76) Local resident, (Didcot, Falcon Drive)	<b>Object</b> – Traffic in Didcot is bad enough as it is. We need more access, not less
(77) Local resident, (Didcot, Falcon Drive)	<b>Object</b> – I feel that this should be open for anyone to use! Having one entrance and exit is ridiculous for an estate this size! It helps ease congestion on Wantage road.
(78) Local resident, (Didcot, Falcon Drive)	<b>Object</b> – Absolutely no need for it, it's another exit/access road for GWP, if this is put up then it will just be a rat run like has been for the last x amount of years. This is a town, a thriving one at best. Do not enforce such rules that a city would have.
(79) Local resident, (Didcot, Falcon Drive)	<b>Object</b> – This link up should be open to the general public to be able to get out the top end of the estate. There is one way in and out if you live down the bottom end.
(80) Local resident, (Didcot, Falcon Drive)	<b>Object</b> – The whole idea of the bus gate is ridiculous. The only way on and out being at the traffic lights is dangerous and at peak times is very annoying. The bus gate Has broken and the cost to repair is a waste, when you could just make it a two way road that everyone could use.. If you live just on the other side of bus gate you have to a mile around. I bet the people who designed this don't live on GWP. It's bad enough that roads are narrow and you get a car / van being slightly over the car coming the other has to stop. So do us residents a favour get rid of the bus gate and make it a proper rd for all residents to use, and save the repair money.

(81) Local resident, (Didcot, Foxcote Crescent)	<b>Object</b> – The lack of an exit from this side of the GWP estate forces me to use other established older roads to get from the UTC junction to my parents house in Willow End. This results in unnecessary mileage to each journey (poor environmentally) and merely diverts traffic unnecessarily, adding to already high traffic volumes past the woodlands medical centre.
(82) Local resident, (Didcot, Goldcrest Gardens)	<b>Object</b> – It isn't over used. Diamond drive is actually a dangerous road for parking so actually going through to park road is a safe option and quicker so cars are using less fuel better for the environment
(83) Local resident, (Didcot, Greenway Development)	<b>Object</b> – I live in the Greenway development and actually find the road onto Diamond Drive very useful to use in my private car. I would like to continue doing so.
(84) Local resident, (Didcot, Greenwood Way)	<b>Object</b> – There is no need for it.
(85) Local resident, (Didcot, Guelder Rose)	<b>Object</b> – The road should be open to all local residents
(86) Local resident, (Didcot, Honeysuckle)	<b>Object</b> – Eases traffic problems out of one exit road from the estate
(87) Local resident, (Didcot, Larch Drive)	<b>Object</b> – Not needed just make road usable to everyone put speed humps to slow cars down
(88) Local resident, (Didcot, Loyd Road)	<b>Object</b> – From where I live to where my son lives in marjoram way, takes approximately 10 minutes not going through diamond drive & when the roadworks on Wantage road were in place, it took over 1/2 hour to do a 0.7 of a mile journey. I never use the route as a cut through, only to visit my son.

(89) Local resident, (Didcot, Mendip Heights)	<b>Object</b> – It not causing a problem
(90) Local resident, (Didcot)	<b>Object</b> – The build up of traffic around GWP is ridiculous! It should be used as a passageway for vehicles not limited to buses only.
(91) Local resident, (Didcot)	<b>Object</b> – 1. You will drive cars to use unsuitable back roads more often. 2. I am fed up with the authoritarian nonsense of Oxfordshire County Council. 3. We know that OCC would be happy to see everyone Dutch their cars. 4. I cannot wait for tour maniac councillors to lose their seats. They deserve to. 5. There is no need for this. Leave us all alone to get on with our lives.
(92) Local resident, (Didcot, Park Road)	<b>Object</b> – I think the bollard should be removed and allow all vehicles to use that road. Green way park and South didcot in general need better access to Wantage and Boundary park. It would alleviate the traffic on the “Mulberry pub roundabout “ at the end of Park road.
(93) Local resident, (Didcot, Ramsons Crescent)	<b>Object</b> – I feel the size the estate is, there needs to be 2 entrance and exits, it would make a huge difference to the traffic on the Wantage road
(94) Local resident, (Didcot, Streamway Cl)	<b>Object</b> – Focus investing on road quality and infrastructure than spending tax payers money on camera bollards etc
(95) Local resident, (Didcot, Sycamore Way)	<b>Object</b> – There are already a raising bollards installed, if they were functioning correctly the money of the cameras could be saved.
(96) Local resident, (Didcot, Teal Close)	<b>Object</b> – We are leaving in the end of Diamond Drive and its such a nightmare all this residential area use one single exit which generate every single day a traffic jam and long queue cars which affect our daily life routine. While that can

	<p>be avoided using another exit as well. We are really suffering of bad road planning and we thought to relocate into another area because of that.</p> <p>I will never forget when we had an emergency case and we had to bring our child to the GP and stuck with traffic in Diamond drive.</p> <p>Please don't put restrictions or make it accessible for residents</p> <p>Thank you</p>
(97) Local resident, (Didcot, Teal Close)	<p><b>Object</b> – Route should be changed to allow all cars to use to relieve congestion the other way</p>
(98) Local resident, (Didcot, Willow End)	<p><b>Object</b> – By only allowing buses to travel along this route, the surrounding road network is getting over used! It's a road network and should be open to all</p>
(99) Local resident, (Didcot, Wintergreen Close)	<p><b>Object</b> – Simon's drive is the only way it connects to beginning of the estate and to other areas. This will make it difficult as a local resident with no alternative to exit. Council should create and other exit point to the GWP Brunel Rise before enforcing such restrictions.</p>
(100) Local resident, (Didcot, Wynton Close)	<p><b>Object</b> – There are far more pressing needs for funding traffic measures and infrastructure in didcot</p>
(101) Local resident, (Didcot)	<p><b>Object</b> – Simply put this is a waste of tax payers' money. There must be better usage for this funding that would be a positive contribution to the 'environment'.</p> <p>We live not far from the buses only gate and have always found it senseless having to drive all the way around to get to Didcot. This adds to the congestion on Wantage Road and we end up driving a longer distance. Furthermore, our son is due to start reception next year and we are not able to consider Hagbourne primary as an option because of this reason, which otherwise would have been a really good option to have.</p> <p>I would also like to point out that there is currently only one exit from south side of GWP so it does get very congested at peak times. If anything was ever to happen on that one road/junction to exit then the residents would simply not be able to leave or access their estate.</p>

	Congestion is not helping the environment, so our household is for making this gate 'access to all' and not just designated vehicles.
(102) Local resident, (Harwell, Queen Gardens)	<b>Object</b> – Ridiculous having a bus gate in this location is ridiculous.
(103) Local resident, (Didcot, Beech Lane)	<b>Concerns</b> – There is only one way out of south GWP (traffic lights), so you are restricting access out of the estate. I used to live on the greenway estate and was always told this would be a through road so I could take my child to school on GWP but now it is a bus gate which means I have to drive all the way around to get him to school. Surely it would be better to have it as a normal road but add speed bumps or something so it can be used by others, not just buses.
(104) Local resident, (Didcot, Colborne Rd)	<b>Concerns</b> – Is signage adequate?
(105) Local resident, (Didcot, Diamond Drive)	<b>Concerns</b> – I understand the need, discouraging through traffic on Diamond Drive is important. However my understanding was that when constructed the bus gate has a bollard that can be lowered for buses etc surely if this system is already in place that should be utilised in the first instance. If for whatever reason the above is not the case then I support the use of ANPR.
(106) Local resident, (Didcot, Loyd)	<b>Concerns</b> – Without the 'bus gate' and electronic bollard, it would allow unrestricted access from the southern section of the Great Western estate onto Park Road and then through West and East Hagbourne, being a shorter and quicker route to the A417 and over Hagbourne Hill to the Harwell site and the A34. There is also the concern regarding the speed of vehicles travelling through Larch Drive onto Park Road
(107) Local resident, (Didcot, Marjoram Way)	<b>Concerns</b> – The road should be open to all to disperse the traffic rather than everyone having to use the same entrance/exit to GWP

(108) Local resident, (Didcot, No)	<b>Concerns</b> – I'm worried about the proposals for the driveways. Also, on Google and Apple Maps it takes you through said bus gate. It should be a normal road.
(109) Member of Public, (Didcot, Synderford Close)	<b>Concerns</b> – When dropping of resident after work
(110) Local resident, (Didcot, Beech Lane)	<b>Concerns</b> – There is a current bus gate - will that be locked into place and risks of it popping up randomly be addressed as part of the change to ANPR. Who will manage the system and penalty system? Will penalties be managed in a reasonable way. What are the plans for signs/communication to inform drivers? Who maintains the cameras, maintenance of them, repalcements if needed especially as the roads have not been adopted by the council yet. What is the cost to residents? Will bus flow be managed too with just timetabled buses going through the gate given there is only meant to be one bus using it and there isn't a bus stop near it.
(111) Member of Public, (Didcot, Drake Avenue)	<b>Concerns</b> – I think we should be looking at cameras that look at speeding in Didcot, rather than looking at whether someone is using a bus lane. That is a bigger concern.
(112) Local resident, (Didcot, Reed Street)	<b>Concerns</b> – Only one way in and out of an estate this size does not work - traffic in the morning is getting worse. Make it so that we are able to get in and out both ends of the estate.
(113) Local resident, (Didcot)	<b>Support</b> – The current setup is just absurd. People do what they want, park where they want, drive as fast and recklessly as they want. I absolutely support this!
(114) Local resident, (Didcot, A4130/Abington Road)	<b>Support</b> – Support safe drive and to get penalty on those over speed limit driver as punishment.

(115) Local resident, (Didcot, Abbott)	<b>Support</b> – Keep the roads safe and uninsured drivers off the road
(116) Local resident, (Didcot, Aster Close)	<b>Support</b> – It will stop drivers using GWP as a rat run.
(117) Local resident, (Didcot, Avocet Close)	<b>Support</b> – People drive very fast through here
(118) Local resident, (Didcot, Barnes Road)	<b>Support</b> – A camera-enforced bus gate does not suffer from problems relating to broken motorised bollards, so will not stop or delay buses or emergency vehicles. Keeping the bus gate will stop drivers using Diamond Drive as a through route, putting more dangerous and unhealthy traffic on residential streets.
(119) Local resident, (Didcot, Beech Lane)	<b>Support</b> – Cars are currently using this route as a rat run and are driving at dangerous speeds. This location used to have a bollard that has failed. It is important to reinstate this restriction
(120) Local resident, (Didcot, Beech Lane)	<b>Support</b> – I live on the Larch Drive side of the bus gate. Recently we have seen a significant increase in traffic. The greater concern is the speed of car travelling beyond the gate on Larch Drive. I have twice this week had a near miss accident due to poor / fast driving.
(121) Local resident, (Didcot, Beech Lane)	<b>Support</b> – I support the installation of ANPR camera to safely manage the bus gate now that the rising bollard is no longer in use.
(122) Local resident, (Didcot, Birch Close)	<b>Support</b> – As a Local resident in very close proximity to the bus gate I support the proposal for the following reasons, Traffic has increased dramatically since the current bollard has been out of action with people using as a rat run. The speed that people come through is unacceptable. The profile of the corner on the north side makes visibility poor especially with cars parked on the corner and results in traffic coming together head on, buses also need to use all of the road to get around with no room for vehicles travelling in the opposite direction.

	<p>It is also dangerous for residents pulling in and out of Birch close, I have witnessed a number of near misses here since the bollard has been down and I think it is inevitable there will be accidents in this area the more this is used as a rat run.</p> <p>In short traffic should be stopped from using the bus gate and I fully support the use of ANPR cameras to do so.</p>
(123) Local resident, (Didcot, Birch Close)	<p><b>Support</b> – Although it would be quicker for me to get into the town going through the bus gate, I support the introduction of the ANPR cameras providing it is appropriately advertised. It is currently used by many people - as local knowledge has advised that the bus gate is not in operation. I feel it would be unfair if people were fined without due warning.</p>
(124) Local resident, (Didcot, Birch Close)	<p><b>Support</b> – I strongly agree with the ANPR cameras due to security reasons, due to the poor parking and narrow lanes is not safe for residents to have a busy road like we have at the moment with bollard not working. Residents have purchased their houses according to the initial plan of not having regular traffic (only buses /emergency vehicles).</p>
(125) Local resident, (Didcot, Birch Close)	<p><b>Support</b> – I've been waiting for enforcement of the bus gate for 4 years, and the Council and developer's professional incompetence is unbounded. It's about time. 4 years too late and counting, but, whatever. Is this ever going to get enforced? We all agreed to this years ago, this is just dragging out endless unprofessional mismanagement. Apparently, so I am told in the complaint I have had a response to, that all has been going swimmingly and this has not run particularly late. 4 years. I beg to differ. Long overdue. You can do better. We deserve better.</p>
(126) Local resident, (Didcot, Box Tree Lane)	<p><b>Support</b> – Living very close to the proposed ANPR location, I have seen many cars already go through the bus only gate and would like to prevent this road from becoming too busy as it's already congested with parked cars</p>
(127) Local resident, (Didcot, Box Tree Lane)	<p><b>Support</b> – Fearful of the speed at which road users travel through Great Western Park. The width of the road and bus stops, along with more cars using the road as a short cut from Wantgaae Road to Park Road will create unwarranted congestion/emissions/noise and several other issues.</p>

(128) Local resident, (Didcot, Box Tree Lane)	<b>Support</b> – I live in Box Tree Lane and part of the reason we bought the house is because we were told by Taylor Wimpy that there would be a gate or control in place. We routinely see cars, delivery drivers and lorries ignoring the signs and in some circumstances driving around the corner at inappropriate speeds for the speed limit. I fully support this proposal.
(129) Local resident, (Didcot, Box Tree Lane)	<b>Support</b> – Will the electronic barrier be removed if ANPR cameras are in place? The barrier has never worked effectively. Not only has it stopped buses getting through but emergency vehicles too. Not only a nuisance but potentially endangering lives when emergency vehicles have to turn around and drive all the way around GWP to get to their destination. In addition, will there be any consideration for yellow lines or similar along Diamond Drive/Larch Drive? It makes it very difficult for buses to get through and they end up having to reverse along Box Tree Lane to manoeuvre out of the way of oncoming buses from Larch Drive. It was also much better when the buses were going one way. The visibility coming up Larch Drive onto Diamond Drive with a sharp left bend is difficult to see around. The buses slow right down on this corner but then have to loudly rev their engines to get up the hill/slope which makes it rather noisy in summer when windows are open. This is only exaggerated further when vehicles park on the corner and right next to the bus gate.
(130) Local resident, (Didcot, Boxtree)	<b>Support</b> – Is Dangerous , matter of time before a horrible accident
(131) Local resident, (Didcot, Boxtree)	<b>Support</b> – Is Dangerous the cars coming through
(132) Local resident, (Didcot, Buzzard Rise)	<b>Support</b> – Good idea so no-one tampers with the bus gate again and the buses continue without anymore problems.
(133) Local resident, (Didcot, Candytuft Way)	<b>Support</b> – There are crazy drivers in Didcot who will take advantage having cameras should stop this

(134) Local resident, (Didcot, Candytuft Way)	<b>Support</b> – I live on GWP, on the north part. I support not creating rat runs for cars, but making residential areas accessible by public and active transport.
(135) Local resident, (Didcot, Cedar Close)	<b>Support</b> – Prevents the area from becoming a rat run for cutting through in a residential area.
(136) Local resident, (Didcot, Cedar Close)	<b>Support</b> – The bus gate is currently being used regularly as a shortcut by vehicles. Some form of enforcement is required to prevent its misuse.
(137) Local resident, (Didcot, Cedar Close)	<b>Support</b> – I agree that the gate should only be accessible for buses, emergency vehicles and push bikes.
(138) Local resident, (Didcot, Cedar Close)	<b>Support</b> – The current bollard is not fit for purpose. It is currently broken and traffic speeds regularly down Larch Drive now.
(139) Local resident, (Didcot, Cottongrass Road)	<b>Support</b> – Cars often cut around the bollard
(140) Local resident, (Didcot, Diamond)	<b>Support</b> – Is now a speedy dangerous road and not how was it meant to be. Just because rising bollard never fixed.
(141) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – I live on Diamond Drive near the bus gate. I like that the road is not a through road, but cars do go through the bus gate, often after speeding down Diamond Drive. I would like the gate to be enforced to ensure the street remains quiet and safe.
(142) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – I live on Diamond Drive and have noticed an increase in through traffic when the bus gate bollard is not in operation, and also an increase in speed of vehicles passing through which is unsuitable for a densely populated residential area.

(143) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – To stop people using the road as a rat run, residents look out for each other and keep to speed limits, non residents seem to just speed through to avoid traffic
(144) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – As a Diamond Drive resident, I am keen that my street does not become a through road or shortcut. There is already a significant issue with speeding here, and more non-resident traffic using this road is likely to exacerbate this problem.
(145) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – We are residents of Dimond Drive and we are supporting the idea of ANPR cameras. When we bought the house on Diamond Drive , we were told this will be "no traffic through" road , which we were happy about . This has now changed , as due to the bus gate being opened , there is lots of speeding cars , which have no respect for local home owners and 20mph speed limit in the residential area . Hopefully the ANPR cameras will stop the traffic and the gate will be used as per original purpose and design.
(146) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – I live near the bus gate, traffic has worsened and has become dangerous. Some cars come through the bus gate and speed up Diamond Drive as if it was their own personal race track. It is indeed a rat run and has turned what was a nice quiet residential strip of Diamond Drive into a noisy and dangerous stretch of road as people simply cannot drive safely while children are around. I wholey support the cameras and would urge to do so for public safety.
(147) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – It has been a nightmare since the only bus gate in the end of diamond drive has been open to all traffic, lots of people dangerously speeding right in front of people's front door! There are children often playing outside and the drivers are not careful and just drive to fast!!
(148) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – 'My comments are: - GWP Roads are narrow and must not become a thorough fare for traffic taking a short cut to Blewbury or to Didcot Central since it will detract from being a residential area. - Since the mechanical bollard stopped working the traffic seems to have increased in the past year.

	<ul style="list-style-type: none"> <li>- Buses often have to zig-zag in between parked cars making it difficult for them to travel through GWP.</li> </ul>
(149) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – The signage is in place at the location of the 'bus gate' between Diamond Drive and Larch Avenue, yet in the early afternoon of 17/08/2023, I observed three private vehicles negotiate the gate in a short 15 minute period. Residents of Larch Avenue and Diamond Drive deserve the low traffic neighbourhood they expected when the estate was constructed.
(150) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – Children are nearly run over daily with folk abusing as a rat run, is a matter of time before a very serious accident
(151) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – I live near the bus gate and this end of diamond drive is difficult to navigate when there is essentially only the buses on the road let alone if we have through traffic as well. The bus service is a god send and I want it to stay safe and reliable by getting traffic out of its way!
(152) Local resident, (Didcot, Elbourne)	<b>Support</b> – Supported as the bollard introduced does not work and cars race through the estate by using this as a cut through in a road that has parked cars and reduced visibility round corners.
(153) Local resident, (Didcot, Elbourne)	<b>Support</b> – It's a bus gate, anything using it that isn't a bus should be penalised.
(154) Local resident, (Didcot, Elbourne)	<b>Support</b> – Live next to this part of GWP, maintaining the access purely for buses etc will prevent it becoming a rat run.
(155) Local resident, (Didcot, Elder Close)	<b>Support</b> – Greenway estate being used as a "Rat-run" shortcut by cars and delivery drivers causing unsafe road conditions. Several near-misses have already occurred on corners with poor visibility

(156) Local resident, (Didcot, Elder Close)	<b>Support</b> – We need a way to prevent cars to go through but let buses or emergency vehicles to go through. If we don't have cameras we would need something else.
(157) Local resident, (Didcot, Elder Close)	<b>Support</b> – In support of policing people using this to help with traffic safety and flow
(158) Local resident, (Didcot, Elder Close)	<b>Support</b> – I see multiple people driving through this bus-gate every day
(159) Local resident, (Didcot, Elder Close)	<b>Support</b> – The layout of Larch Drive was not designed or is suitable to become a through fare. The bus gate helps to discourage the use of private motor vehicles and encourage active travel, such as walking or cycling, for short trips.
(160) Local resident, (Didcot, Elder Close)	<b>Support</b> – While there are occasions when it would be convenient for me to drive from Larch Drive onto Diamond Drive in order to go to Great Western Park, or out towards Harwell, I fully support this route being available only to buses, bikes and pedestrians. If cars are allowed to drive through the Greenway development onto GWP, then there will be a significant volume of traffic coming from GWP along Larch Drive and then onto West Hagbourne; and the same in the other direction. Increased traffic brings with it an increased risk of accidents - between cars and, worse, with pedestrians especially children. This increased risk would apply all the way along Diamond Drive, but Diamond Drive is a reasonably wide road. I believe there would be a much greater risk on Larch Drive. The roads on the Greenway development were not designed for through traffic - even when driving out of the estate towards Park Road cars frequently have to give way because, with vehicles parked on the road there is only room for one other car to pass at a time. Indeed this must already be a problem for the (very welcome) buses which now take this route. It would be much worse if large numbers of private vehicles (plus delivery vans) were using it as a through route. Finally I'd say that I look forward to the local authority adopting all roads on the Greenway estate, and reducing the 30mph limit to 20mph.
(161) Local resident, (Didcot, Greenway)	<b>Support</b> – The bus gate was agreed and part of the decision in purchasing on the Greenway as there would be no through traffic which now races through. Why change a plan where many purchased knowing this was the case and is

	only an issue because the council / Taylor Wimpey will not repair the system that is already in place. I'd the bus gate cannot be repaired it should be replaced to give the same restricted access
(162) Rather Not Say, (Didcot, Hawthorn Place)	<b>Support</b> – Ensures lane is used correctly
(163) Local resident, (Didcot, Honeysuckle Way)	<b>Support</b> – '-
(164) Local resident, (Didcot, Larch Drive)	<b>Support</b> – Cars are going through the bus gate, LTN no longer working, streets became so busy now with cars going through even they know they're not allowed to
(165) Local resident, (Didcot, Larch Drive)	<b>Support</b> – So we have less traffic zooming through the estate.
(166) Local resident, (Didcot, Larch Drive)	<b>Support</b> – I reside in Larch Drive and it has become a nightmare since the rising bollard has been broken. It is a rat run, a constant flow of traffic, cars, commercial vehicles and motorbikes feeling they have the right to drive through the 'bus gate'. There is no penalty to them for doing so. They drive at high speeds which is dangerous and noisy. Our quiet 'no through road' is not the pleasant place to live that is once was. We are desperate for these ANPR cameras which Taylor Wimpey informed me had been given the go ahead and we're being installed before the end of the summer holidays. The only people objecting to this will be those flouting the rules!
(167) Local resident, (Didcot, Larch Drive)	<b>Support</b> – The traffic in larch drive is getting unbearable because of the amount that is coming through from diamond drive where there is supposed to be a rising bollard. All residents are fed up with this and need actions to be taken to stop it
(168) Local resident, (Didcot, Larch Drive)	<b>Support</b> – The volume of traffic from GWP South or phase 2 residents isn't sustainable for Larch Drive throughway. With a bus already running (which I love and wholeheartedly support), we CAN'T have more cars on the road this side. GWP South or Phase 2 residents need to work with their builders to plan another exit.

(169) Local resident, (Didcot, Larch Drive)	<b>Support</b> – Since the failure of the rising bollard there has been a huge rise in the number of cars travelling along Larch Drive. This when coupled with the number of buses and poor parking is representing a safety risk.
(170) Local resident, (Didcot, Larch Drive)	<b>Support</b> – Cameras are important for safety and maintaining law in a community I support it
(171) Local resident, (Didcot, Larch Drive)	<b>Support</b> – I cycle through the bus-gate and frequently encounter cars coming through which is dangerous for me.
(172) Local resident, (Didcot, Larch Drive)	<b>Support</b> – The bus gate should have been in place to restrict access between Larch Drive and Diamond Drive to buses, bicycles and emergency vehicles. These roads were not designed to cater for through traffic.
(173) Local resident, (Didcot, Larch Drive)	<b>Support</b> – I live on Larch drive, the amount of extra traffic passing through our road has doubled. It's become a rat run through great western and not how we were told it's going to be.
(174) Local resident, (Didcot, Larch Drive)	<b>Support</b> – It's very important to keep larch Drive safe by keeping traffic to a minimum , no double decker buses as it's a small development with very narrow roads and stop a rat run along Larch drive to hagbourne . This was a condition on the original GWP planing approval and needs to be upheld .
(175) Local resident, (Didcot, Loyd Road)	<b>Support</b> – When the GWP plans were first put forward it was always intended for the majority of the estate not to be able to exit via Park Road. Existing local residents were led to believe that the volume of cars to Park Road would be restricted. Due to the failure of the bus-gate bollard this can no longer be guaranteed. Enforcement needs to be put in place to return the estate back to the agreed position and ensure vehicles use the routes put in place to serve the new estate (e.g. the link road) - and thereby protect West Hagbourne from the unreasonable increase in traffic.

(176) Local resident, (Didcot, Medina Close)	<b>Support</b> – I think preventing rat running through housing estates is a good thing
(177) Local resident, (Didcot, Mereland Road)	<b>Support</b> – This was always in the plans, and why should it be removed now? The road would become a huge rat run for the whole of great western park, and it's not designed for that. People already speed through the area and children play on the roads. You shouldn't listen to a couple of moaners that they have to go the correct way out of the estate.
(178) Local resident, (Didcot, Moreland Road)	<b>Support</b> – dont want diamond drive to become a shortcut
(179) Local resident, (Didcot, Moreland Road)	<b>Support</b> – Help stop the route becoming a 'rat run'.
(180) Local resident, (Didcot, Plym Drive)	<b>Support</b> – If voluntary compliance is low then enforcement is required.
(181) Local resident, (Didcot, Portway)	<b>Support</b> – Means no need for mechanical bus gate and ensure that buses etc may safely run a need for the public to use
(182) Local resident, (Didcot, Queensway)	<b>Support</b> – I cycle my toddler to nursery three times a week in a trailer through the bus gate. This is because when the bollard is working it is a quiet route to cycle through gwp. But when the bollard is broken, some motorists use it as a shortcut which makes the route much busier and therefore less safe. I am reluctant to continue doing so all the while cars are allowed to drive through. It also means the residents have lost their bus route due to the hopeless malfunctioning bollard.
(183) Local resident, (Didcot, Reed Street)	<b>Support</b> – This is a good initiative, but should be complemented with speed cameras in Diamond Drive and other key arterials in Great Western Park to enforce the 20mph speed limits.

(184) Local resident, (Didcot, Slade Road)	<b>Support</b> – I have observed a high rate of non-compliance with the bus gate rules, leading to rat-running and a reduced incentive to active travel. Additionally, it seems that the police are expecting the council to take responsibility for enforcement.
(185) Local resident, (Didcot, South Park Avenue)	<b>Support</b> – Fixing the gate would be better, but this is fine. Traffic needs to be minimised through that end of the estate.
(186) Local resident, (Didcot, Sycamore Way)	<b>Support</b> – We have seen an increased volume of vehicles coming through where the bus bollard should be alongside side speeding vehicles making it more difficult to get out of side roads
(187) Local resident, (Didcot, Sycamore Way)	<b>Support</b> – I support these proposals-I live close to the bus gate and since the bollards have been left down, there has been a steady increase in the number of cars using the route as a shortcut in both directions. Not only does this increase the volume of traffic through the estate, but cars (and sometimes the buses) often fly through the gate at speed. My driveway is close to the bus gate on Larch Drive and I've nearly reversed into cars which have come through the bus gate when they shouldn't have, and so quickly that I hadn't noticed them when I've turned my head to check the other directions. The other day, I saw a car speeding through, and from my view point it almost looked like it was going to collide with the oncoming bus. The area by the bus gate can be congested with residents parking their cars if they don't have a driveway, creating additional hazards. Yes it would be incredibly convenient to have that cut-through to GWP as it would take traffic away from the main roads, however as a resident close by to the bus gate, I lean in favour of putting the ANPR in place or reinstating the bollards. I really feel like there is a road traffic incident waiting to happen because the simple, and promised traffic control methods have not been implemented effectively.
(188) Local resident, (Didcot, Sycamore Way)	<b>Support</b> – Because there needs to be something in place to prevent the cars from using the bus gate. It is currently being used as a rat run by often speeding cars.
(189) Local resident, (Didcot, Sycamore Way)	<b>Support</b> – I support cameras as there needs to be enforcement of the buses only bus gate. So many vehicles flout this so there is a constant flow of traffic through here with no consequences. Larch Drive has become a very busy thoroughfare for people taking short cuts.

(190) Local resident, (Didcot, Sycamore Way)	<b>Support</b> – People are using the short cut as a rat run. And are speeding though it so it's very dangerous just to cross the road near the area.
(191) Member of Public, (Didcot, The Avenue)	<b>Support</b> – safety
(192) Member of Public, (Didcot, Westwater Way)	<b>Support</b> – The implementation of measures that support public transport and active travel are very important in order to foster usage of these methods in the community. Car drivers disregarding these measures (and others such as LTN closures) makes roads less safe to other users.
(193) Local resident, (Didcot, Willow End)	<b>Support</b> – Currently used as a cut through & been many cases of speeding cars/vans using it as shortcut to Park Road from GWP. Can the ANPR cameras ensure local resident's cars on either side of the bus gate are not 'pinged' by the cameras. Be good if post office, council waste trucks are exempt and can use the access.
(194) Local resident, (Didcot, Willow End)	<b>Support</b> – Cars keep going through at such speed. Get the cameras up
(195) Local resident, (Didcot, Willow End)	<b>Support</b> – I am in full support of this. Many children play in this area and cars come speeding down this road. I have witnessed on more than one occasion a child nearly getting hit. There are also many cats in the area too. We moved into this property assured the bus gate would never be an open road and yet all through out the day (and night) cars drive through the bus gate and many going too fast. A camera here would hopefully put a stop to that.
(196) Local resident, (Didcot, Willow End)	<b>Support</b> – I support the installation of these ANPR cameras because this area has a lot of small children that play in the streets on bikes and scooters and through traffic hasn't been an issue until now with some cars driving very fast through this section using it as a cut through.

(197) Local resident, (Didcot, Willow End)	<b>Support</b> – Better control of traffic and only allow buses and bicycles to pass through
(198) Local resident, (Didcot, Willow End)	<b>Support</b> – Complete support: safety first! The gate was never meant to be a shortcut for general traffic.
(199) Local resident, (Didcot, Birch Close)	<b>Support</b> – I live just where this is and I can see the danger it is at the moment with the traffic non stop and cars speeding day and night. Several times accidents were to happen. As well there is not enough space for the bus and cars to be up and down and parking makes it even worst. The noise the traffic makes does not make me happy as well. I chose to buy this house in this specific place as this was to be just for bus and just locals would have the need to come this around therefore a calm and peaceful place and this changing feels like no consideration for people that bought the houses around as well. Buses are needed but there is no need at all for this to be a place of passage to everyone. Traffic should not be allowed. This should be just for buses.
(200) Member of Public, (Didcot, Bowmont Water)	<b>Support</b> – Nearly killed by someone cutting through while walking with my kids
(201) Local resident, (Didcot, Box Tree Lane)	<b>Support</b> – It's a bus gate - this reduces the through traffic and increases the safety of the roads around this area. Air and noise pollution will also increase if its status as a bus only lane is not enforced. People are currently ignoring the traffic restrictions already in place by using it so the ANPR cameras would stop this from happening. I would ideally also like the rising bollards to be reinstated- please could this be a serious consideration.
(202) Local resident, (Didcot, Cedar Close)	<b>Support</b> – It will act as a traffic control measure in this residential area and make it much safer
(203) Local resident, (Didcot, Cedar Close)	<b>Support</b> – I have concerns that it will become a 'rat run' through the housing, increasing how busy the road are. It would be the only link between Brunel Rise and the end of Park Road and as there would be no traffic lights, I believe people would be keen to use the route on a regular basis. There is a local park and green area where children play

	and increased traffic would be detrimental and increase safety concerns. Having the ANPR would be a good deterrent for this.
(204) Local resident, (Didcot, Clover Fields)	<b>Support</b> – Helps ensure the bus route is used for and only by buses
(205) Local resident, (Didcot, Crowberry Place)	<b>Support</b> – If camera are installed maybe people will stop using Diamond Drive as a F1 track to go to cut across the estate.
(206) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – Has become a racetrack an Id shortcut
(207) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – Supporting , traffic without any control since opening bus gate to public. Not respecting 20 miles limit. There are children playing in this streets.if nothing is done to make drivers stop one day something bad will happen. Streets and por parking are not designed for cars to circulate both ways with this speed.
(208) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – Allowing through traffic will make the residential road through the estate busier and therefore less safe for young children. There is also a large amount of on street parking which would cause problems if through traffic were allowed
(209) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – Drivers don't abide by the 20mph speed. There are lots families with little kids live here. Also school pupils walk and cross the road so its become very dangerous at times.
(210) Local resident, (Didcot, Diamond Drive)	<b>Support</b> – Happy to finally have a bus operation route in place to serve the local residents
(211) Local resident, (Didcot, Elder Close)	<b>Support</b> – Safety

(212) Local resident, (Didcot, Fen Violet Drive)	<b>Support</b> – Will increase pedestrian and cycle safety and improve traffic flow
(213) Local resident, (Didcot, Gwp)	<b>Support</b> – To control the use for anyone not understanding the signage.
(214) Local resident, (Didcot, Larch Drive)	<b>Support</b> – Too much traffic through the southern GWP. Not an issue if people drove sensibly but they speed through the bus gate dangerously
(215) Local resident, (Didcot, Larch Drive)	<b>Support</b> – Support the ANPR , but would also like the up / down post back working, as I believe some cars / vans will not care about CCTV ANPR .
(216) Local Cllr, (Didcot, Palmer Close)	<b>Support</b> – This is not made for traffic , and not safe, too noisy and dangerous as cars speeding
(217) Local Cllr, (Didcot, Red Kite Way)	<b>Support</b> – I have observed a lot of additional traffic using the route especially at peak times and at excessive speeds. Clearly the bollard itself doesn't work. So long as enforcement is very well signed this is appropriate to deal.
(218) Local resident, (Didcot, Reed Street)	<b>Support</b> – Would help restrict speeding traffic using the route as a cut through.
(219) Local resident, (Didcot, Sycamore Way)	<b>Support</b> – There is a huge amount of traffic that is using the bus gate as a daily right of way. This has to stop and there should be consequences
(220) Local resident, (Didcot, Sycamore Way)	<b>Support</b> – Need to stop the constant flow of vehicles through Larch Drive

(221) Local resident, (Didcot, Sycamore Way)	<p><b>Support</b> – Current physical gate rarely works, which has led to many cars from the great western park estate using the gate, often driving at speeds greater than is safe to do so. This is a concern particularly with regards to the gate's proximity to the small park on the greenwood estate where children play.</p> <p>My only concern would be the range of the cameras and whether they could be accidentally triggered by residents either side parking on their driveways.</p>
(222) Local resident, (Didcot, Teal Close)	<p><b>Support</b> – We as residents living locally are prohibited from accessing the route to exit GWP. This should be fairly enforced with penalties for those that are currently breaking the rules by using the access route.</p>
(223) Local resident, (Didcot, Greenway Deveopment)	<p><b>Support</b> – I ask that the council give this matter serious consideration as these cameras are desperately needed. I live in the Greenway development in which Larch Drive belongs.</p> <p>When we first purchased our property there was no development adjoining this one, no bus gate and no bollard. There are no objections to buses as they are essential for many people, although the use of double decker buses I feel is unnecessary! When the bus gate was first approved for Taylor Wimpey to install, a rising bollard and signage was part of the agreement. The bollard is now broken and the signage at the end of Larch Drive saying ' no through road' is so small ( literally a few inches in size) that it is not fit for purpose. The bollard was broken on several occasions after it was installed but each time I contacted TW who attended site and repaired. I contact them regularly and on the last communication they assured me that cameras had been agreed and work would start before September. Imagine my disappointment on receiving a letter to ask for views on this! The only people objecting to cameras will be those who drive through it and do not want to be stopped.</p> <p>We now have a considerable amount of cars, large vehicles and commercial traffic flowing through the bus gate at free will. They feel they have carte blanche to drive through as there are no consequences. There are often so many that they have to give way to each other. On shaking my head at some of these drivers I have been given rude gestures and verbal abuse through their windows.</p> <p>This bus gate is being used as a short cut between East and West Hagbourne, Portway, Queensway and many others for school runs, work journeys, deliveries being made and for multiple other reasons. I could list many, many companies who use this route.</p>

	<p>Larch Drive has no road markings, and no speed limits. Vehicles are well aware of this and they drive through at speed. Youngsters drive through in convoy at night with high spec cars which are fast and noisy. Before the bollard was broken this was a quiet and safe environment but not any longer. I ask that these cameras are installed so there are consequences for the constant flouting of the use of this bus gate. Please return it to be for the use of buses and bicycles only.</p> <p>Also, larger signs to reinforce this would be a valuable asset.</p>
(224) Local resident, (Harwell, Hornsby Fields)	<p><b>Support</b> – The route will be used as a short cut, if access is not controlled properly and there is already too much speeding occurring on Diamond Drive as it is. Since the bus gate does not work, ANPR is the next best solution.</p>
(225) Local resident, (Harwell, Reading Road)	<p><b>Support</b> – if not enforced, people will ignore the signs</p>
(226) Local resident, (Didcot)	<p><b>Support</b> – I am slightly confused as I thought the intention was to use bollards to control the use of this road. I assumed this was to be provided by the Builders of the estate.</p> <p>In which case shouldn't they be held accountable for the introduction of these Bollards? Not the County Council?</p> <p>If the bollards are not an option, which shocks me after all the time and effort spent on them, then the ANPR does need to be put in place as we are witness to a number of high speed vehicles racing along Larch Drive.</p>
(227) Local resident, (Didcot, Larch Drive)	<p><b>No opinion</b> – The barrier has been down for a long period of time now and although the gate open, the use from cars is very minimal. Since the gate has been open there has been no build up of traffic at my end of the development (larch drive) so whether there was a camera or not I don't think it really affects any aspect of living on larch drive.</p>

# Agenda Item 10

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

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 12 OCTOBER 2023**

### **OXFORD: THE PLAIN ROUNDABOUT – PROPOSED USE OF ANPR CAMERA ENFORCEMENT AT EXISTING LEFT TURN PROHIBITION**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve 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.

#### **Executive summary**

2. This report presents responses to a consultation on a proposal to introduce ANPR camera enforcement equipment 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, as shown in **Annex 1**.
3. Oxfordshire County Council wants to make our built environment safer. To enable this, road safety improvements have been implemented at The Plain roundabout in Oxford. As one of Oxford's busiest roundabouts, The Plain has a large volume of through traffic and there is a current banned left turn in place, it has been noted that a number of motor vehicles are still using this left turn despite the restriction.
4. The proposal has therefore been put forward as an extra measure to help further improve upon efforts towards safer use of the Plain roundabout by traffic and other vulnerable road-users such as pedestrians, and particularly cyclists. Banned left turn activity is a road safety hazard at this very busy location and increases road risks for all road users.

#### **Financial Implications**

5. Funding for the proposals, including consultation will be met from the 'Vision Zero' programme funding.
6. Under the proposed enforcement, motorists who contravene the restriction would be subject to a penalty charge notice payable at a rate of £70,

discounted to £35 if paid within 14 days. An appeals process is already in place for motorists who believe a PCN has been issued unfairly.

## **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 ensure that danger is minimised for the more vulnerable road-users (specifically pedal-cyclists), whilst also facilitating the effective and safe passage of traffic at a major junction in the City.

## **Formal consultation**

9. As per the Traffic Management Act 2004 (under Part 6), a six-week formal consultation was carried out between 27 July and 08 September 2023. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillors representing the St Clements & Cowley Marsh, and Iffley Fields & St Mary's divisions.

10. Letters were also sent directly to approximately 195 properties in the immediate vicinity.

11. 176 responses were received via the online survey during the course of the formal consultation, with: 121 in support (69%), 41 objecting (23%), eleven raising concerns (6%), and three having no firm opinion.

12. Additionally, a further five emails were received, comprising of: two in support, two raising concerns, and TVP submitting a non-objection.

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

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

14. Thames Valley Police raised no objection – however, did raise concerns over the wording of the Traffic Regulation Order with respect to police vehicle on 'routine' patrol as opposed to 'emergency' calls.

15. Having appraised & considered the responses received, Officers have identified a number of objections & concerns raised during the consultation process, and responses to these are provided below:

*An ANPR Camera in this position will not improve Road Safety*

16. The section of highway where Iffley Road and Cowley Road join the Plain and where the left turns occur, is the geographical area where the highest number road safety incidents take place on the Plain. An area of highway, with such a concentrated number of road safety incidents in one place is known as a 'Cluster point'. The banned left turn activity is a road safety hazard, and vehicles carrying out this manoeuvre increase the road safety risk in this cluster point area.

17. The council has a statutory duty under section 39 of the Road Traffic Act 1988 to take steps both to reduce and prevent collisions. An ANPR Camera in this position will encourage correct road use, and will help support improved road safety in this high risk cluster area.

*Banning the left turn from Cowley Road to Iffley Road will only increase the volume of traffic having to go all the way around on The Plain*

18. If vehicles exiting Cowley Road want to go into Iffley Road, they are required to go around the Plain for a full circuit and exit the left turn into Iffley Road correctly. This is currently the correct manoeuvre for vehicles using the roundabout to exit Cowley Road onto Iffley Road.

19. The correct use of the roundabout improves road safety as it helps mitigate the road safety risk in this accident 'cluster site' for the more vulnerable road users.

*Not sufficient Signage Infrastructure to support the banned turn*

20. New traffic signage infrastructure will be installed along Cowley Place, the Plain and on the junctions of Cowley Road and Iffley Road to support the banned left turn and to inform drivers of the ANPR Camera positioning.

21. The new signage will comprise of both enforcement signage and advanced warning signage, and will be positioned in such a way to provide drivers enough advance warning of the banned left turn so that they are able to prepare sufficiently for exiting Cowley Road, and for undertaking the necessary driving manoeuvre to go around the Plain to exiting into Iffley Road as needed.

*Privacy concerns*

22. The ANPR camera enforcement equipment will be positioned at the banned left turn restriction, and will only record once a vehicle is detected as making the banned left turn. The cameras are designed to detect vehicles and

registration numbers – other vehicles, pedestrian and cyclists are blanked from video footage.

23. Footage will only be used by Oxford County Council to enforce the banned left turn, which comes under powers conferred by Part 6 of the Traffic Management Act.

*Funding better spent elsewhere*

24. The Plain has a high road safety risk which has resulted in several serious road safety incidents, including a fatality. The council has a statutory duty under section 39 of the Road Traffic Act 1988 to take steps both to reduce and prevent collisions, and has committed to deliver Vision Zero, a road safety programme across all of Oxfordshire.
25. Vision Zero focuses on a whole safe system approach that starts with a simple premise - no human being should be killed or seriously injured as the result of a road collision. Whilst there has been a long-term downward trend in reported road collisions and injuries in Oxfordshire, there have been increasing road safety incidents reported recently. A zero-tolerance attitude to having anyone else killed or seriously injured is needed, and the council has funded Vision Zero to support this.

*Impacts on traffic flows*

26. The banned left turn is not a mechanism to manage, impact, reduce, or increase traffic flows – rather it is a road safety improvement to specifically reduce the road safety risk at a specific location on the Plain.

*Low Traffic Neighbourhoods (LTNs)*

27. The banned left turn is not connected to any of the LTN's, as per point 26 above, the proposal is a road safety improvement to specifically reduce the road safety risk at a specific location on the network.

*Will vehicles that exit Cowley Road, then go around the Plain correctly, and then make the left turn into Iffley Road be fined?*

28. No, vehicles that exit Cowley Road, then travel around the Plain and then make the permitted left turn into Iffley Road will not be fined. Only vehicles making the banned left turn will be recorded as carrying out the banned left turn, and therefore be fined for their traffic contravention.

Bill Cotton  
Corporate Director, Environment and Place

Annexes

Annex 1; Consultation plan  
Annex 2: Consultation responses

Contact Officers: Caroline Coyne  
Anthony Kirkwood 07392 318871

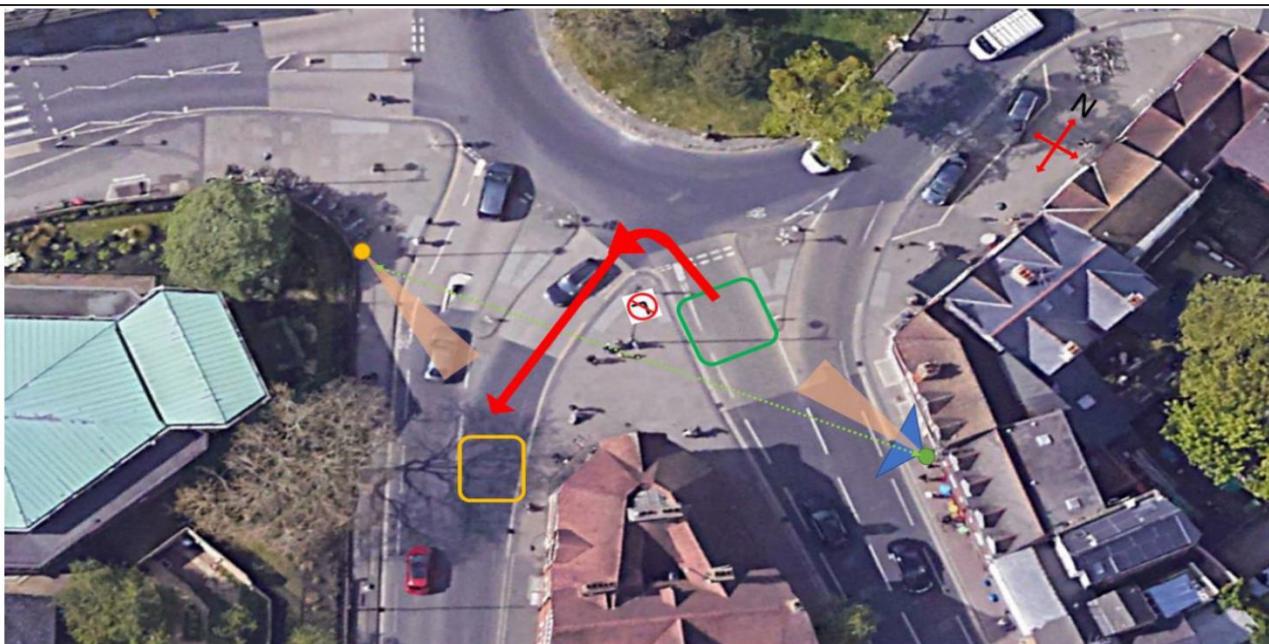
October 2023

Oxfordshire CC- Cowley Pl/Iffley Rd

Banned Turn

Position: OX4 1DZ/51.749855, -1.243627

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Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle the Police have no objection, but I do need to clarify the following point regarding exemption.</p> <p>We have had similar discussions in the past. I am in receipt of two consultations concern ANPR enforcement. This one and the Plain roundabout. The exemptions for Emergency Services read different.</p> <p>The Plain states a Vehicle being used for Fire Brigade , Ambulance and Police purposes which I could accept Diamond Drive states Vehicle of the Police , Fire and Ambulance service in an Emergency . Which is confusing as it would suggest the exemption is only in an Emergency OR Is it referring to only Fire and Ambulance in an Emergency.</p> <p>I would like to see consistent wording. Many similar order shows Police Vehicle on Patrol which covers all eventualities.</p> <p>Having also spoken to the TRO &amp; Schemes Team Leader this week any contraventions will be referred to our White list removing the likely hood of penalty notices being issued especially to unmarked Police Vehicles.</p> <p>Can you confirm this will be the process going forward.</p>
(2) Local group/organisation, (Cyclo/Cycling UK)	<p><b>Support</b> – This response is prepared by Cyclo, the cycle campaign group for Oxford. We campaign to put cycling at the heart of Oxford's future. Our purpose is to get more people cycling, more often, and more safely in and around Oxford. We collaborate with key decision makers to put cycling on the public agenda; partner with active travel and low-carbon groups; and engage with the local community to inform, encourage, and support change.</p> <p><u>Summary</u></p> <ul style="list-style-type: none"> <li>• Cyclo and Cycling UK support this proposal.</li> <li>• We regard this as part of the County Council's commitment to Vision Zero.</li> </ul>

- This part of the Plain Roundabout has a poor accident record, so any measures to reduce accidents at this location are to be welcomed.
- To ensure water tight defence against penalty appeals, a check should be made that the signage (existing as well as ANPR signage) is fully compliant with regulations.

Detailed response

- Cyclo supports this proposal.
- We regard this as part of the County Council's commitment to Vision Zero. This should be highlighted in any consultation (where relevant) to affirm the County Council's commitment to Vision Zero, it would also help explain the County Council's aims and objectives.
- This part of the Plain Roundabout has a poor accident record, so camera enforcement will help reduce the number of accidents at this location. The proportion of accidents from drivers turning illegally from Cowley Rd to Iffley Rd is probably relatively low, but every little bit helps. (Most accidents are probably from collisions with vehicles coming from the St Clements direction, as historically it has been difficult to distinguish between drivers turning into Cowley Rd and those turning into Iffley Rd.
- These proposals do not alter the traffic restriction at this point, which has been on place since 2006, they only alter the degree of enforcement, so it is hard to comprehend any objections to this, should any objections be submitted.
- Penalty appeals by drivers. There are always those who try to appeal anything, sometimes with the help of "Mr Loophole". Thus a check should be made that the signage and/or any road markings are technically completely watertight. Currently there are 3 no left turn signs, a big one on the side of a house at 100m from the give way line, showing how you should go round the roundabout, another identical but smaller one over a house front door at 50 m and the final round one on a pole at the turning. To make the prohibition signage clearer, we suggest the final sign is moved from the left side of the highway to the splitter island on the right – drivers are more likely to be looking that way to check if it is clear to pull out onto the roundabout. If this is done, the pole should not inconvenience pedestrians using the splitter island.
- Addition of "No left turn" painted in the carriage way on the Cowley Rd approach to the Plain roundabout would help ensure drivers are aware of the no left turn restriction.

	<ul style="list-style-type: none"> <li>The consultation document says “Note – Under the proposed enforcement, motorists who contravene the restriction may be subject to a penalty charge notice payable at a rate of £70, discounted to £35 if paid within 14 days. An appeals process is in place for motorists who believe a PCN has been issued unfairly.” No doubt some may ask for a grace period of offenders receiving a warning letter rather than the full penalty. While this has some merit generally, some might suggest there has been a grace period since 2006.</li> </ul>
(3) Member of public, (Abingdon, Peachcroft)	<b>Object</b> – As a rational member of the public.
(4) As A Business, (Abingdon, Peachcroft)	<b>Object</b> – It’s yet another money making scheme and nothing to do with safety. Please state the exact number of injuries reported at hospitals when making your argument
(5) Local resident, (East Oxford, Stanley Road)	<b>Object</b> – I use the Plain roundabout twice daily Monday to Friday as a cyclist and at weekends as a motorist and have never seen anyone contravene the regulations regarding access from Cowley Road to Iffley Road. If the current arrangements are not perceived to be working I would expect signposting in Cowley Road to be improved before implementation of APNR cameras.
(6) Local resident, (Headington, Downside)	<b>Object</b> – Cameras adding to street clutter of historical entrance to Oxford. Issue is mainly of own making by forcing all traffic into one place. Obviously in preparation of St Clements Bus Gate, therefore removing alternative choices. Road layout could be made better to prevent this instead. Another “Big Brother is watching” scheme.
(7) Member of public, (Headington, Pauling)	<b>Object</b> – The councils restrictions on the roads between these two roads are ridiculous and now you want people to pay if they use the only one left. Absolutely crazy.
(8) Rather Not Say, (Headington, Cecil Sharp Place)	<b>Object</b> – Cash cam
(9) Local resident, (Headington Oxford, Collinwood Road)	<b>Object</b> – Signage would need to improve, as a car driver. Motorcyclist and a pedal cyclist I would suggest the current signage is very poor and it is / would be very easy to make a genuine mistake.

	Also more cameras watching everyday life is contravening human rights the ANPR camera system indiscriminately collects and retains personal data on those who are of no interest to the police, in the absence of specific legislation that authorises an interference into private and family life's.
(10) Local resident, (Headington, New High Street)	<b>Object</b> – Seems counterproductive. Would entail more traffic on the roundabout at the Plain.
(11) Local resident, (Iffley, Church Way)	<b>Object</b> – Seems like a disproportionately expensive solution when better signage alone might be as effective.
(12) Local resident, (Iffley, Iffley Road)	<b>Object</b> – Problem caused by council blocking sidestreets. Proposed solution will further increase congestion & pollution
(13) Member of public, (Landlords In East Oxford, East Oxford, Iffley Road, Bullingdon Road)	<b>Object</b> – Firstly, motorists ignore the no left sign there from the Cowley Road into the Iffley Road, as nearly everyone turns left, a roundabout is a roundabout and without a no entry sign on the roundabout, people will just see the roundabout as a roundabout. Secondly, at all roundabouts, there is a lot going on and motorists need to concentrate their efforts on getting around the roundabout. Thirdly, the normal practise would be to use the first available exit if that is what you need to do, so the Council are trying to enforce a bad road layout. Fourthly, A no left turn from Cowley Road into Iffley Road at the Plain is unhelpful as the roundabout at The Plain is already overloaded so the Council should not be making people go around unnecessarily. Fifthly, there is more than one left turn from the Cowley Road towards the Iffley Road as there is Cowley Place as well. Sixthly, there are many streets that can be used to cross over traffic from the Cowley Road to Iffley Road but they are blocked unnecessarily by the Council's LTNs. Seventhly, the Council knowingly concentrated all the traffic onto The Plain against the better advise from the public and should not be therefore now, be asking the motorists to pay for the Council's own failings.
(14) Member of public, (Littlemore, Broadhurst Gardens)	<b>Object</b> – It makes no difference what the public say – OCC will ignore it and do what they want regardless. This has been shown repeatedly in former 'Consultations' about LTNs and Bus gates, with the OCC pressing ahead regardless

	of the majority of the public objecting to the dictators in the council. Stop waisting our time when you have no intention of doing anything we say!
(15) Local resident, (Littlemore, Lawn Upton Close)	<b>Object</b> – Unnecessary waste of funds. Remove congestion by removing LTNs
(16) Local resident, (Littlemore, Sandy Lane West)	<p><b>Object</b> – Although in principle it may seem a good idea to install ANPR cameras at this banned left turn junction it won't necessarily improve Road safety on this junction.</p> <p>The roundabout itself has become busier than ever since the East Oxford LTN trial started last year due to the fact that all traffic using St. Clements, Cowley Road and Iffley Road now has no other option other than to converge at The Plain and it has become even more of a pinch point than ever before made worse by the narrowing of Cowley Road by use of cycle barriers at this junction.</p> <p>Unfortunately, the existing road signs aren't necessarily very clear to see and often the area is so busy with all types of road users that responsible road users are concentrating on what is going on around them trying to avoid collisions rather than looking at the road signs.</p> <p>The introduction of the LTNs may even have contributed to more motorists making the illegal left turn as they can no longer travel between Cowley Road and Iffley Road.</p> <p>Having said that, there will always be a hardcore of road users no matter their chosen form of transport who have no regard for their own safety or that of others and the use of ANPR cameras will not prevent all traffic from making an illegal left turn from Cowley Road in to Iffley Road.</p> <p>It is not just some motorists who cause accidents or near misses at this junction, some cyclists, pedestrians and electric scooter riders have also caused dangerous situations here.</p> <p>Surely, rather than keep fining motorists it would be far better to educate all Road users to initially take responsibility for their own safety, in doing this, they are then making travel safer for everyone else around them. Until Road safety is drummed into all Road users, not just motorists there will unfortunately, always be casualties.</p> <p>Another concern is that with one camera on Cowley Road and one on Iffley Road, presumably should a vehicle enter the roundabout from Cowley, then legitimately go around the roundabout (not turning left) and then enter Iffley Road having gone around the roundabout it would trigger both ANPR cameras initiating an unfair fine to an innocent motorist.</p>

(17) Local resident, (Littlemore, Sandy Lane West)	<b>Object</b> – I'm confused as to how the Council has enough funding to install ANPR cameras. I was informed by one of your Councillors on 23rd July that there isn't enough funding to maintain the well over due work needed to cut back the grass verges and vegetation or fix potholes but there seems to be an abundance of funds to install ANPR cameras and Bus gates
(18) Local resident, (Oxford, East Field Close)	<b>Object</b> – the road junction can be improved so that drivers can only go around the roundabout and join Iffley Road in that way, rather than turn left
(19) Local resident, (Oxford, Aston Street)	<b>Object</b> – Improve the clarity of the road signs first before spending money on ANPR. The signs are not prominent enough at the moment
(20) Member of public, (Oxford, Chequers Place)	<b>Object</b> – To travel around the Plain before entering Iffley Road from Cowley Road would mean driving on the roundabout for several minutes longer than the few seconds it might take to turn left directly. This extra time on the roundabout will increase the chances of a roundabout accident, and therefore the whole idea of doing this for safety reasons is flawed. Care when turning left is all that is needed – perhaps a sign alerting motorists.
(21) Member of public, (Oxford, Chequers Place)	<b>Object</b> – To travel around the Plain before entering Iffley Road from Cowley Road would mean driving on the roundabout for several minutes longer than the few seconds it might take to turn left directly. This extra time on the roundabout will increase the chances of a roundabout accident, and therefore the whole idea of doing this for safety reasons is flawed. Care when turning left is all that is needed – perhaps a sign alerting motorists.
(22) Member of public, (Oxford, Coltsfoot Square)	<b>Object</b> – If people look where they are going instead of having nose to cell phone then hopefully it would not be needed.
(23) Local resident, (Oxford, Coolidge Close)	<b>Object</b> – As several roads from Crowley Road to Iffley Road have been deliberately blocked by LTNs there is little option to travelling to the Plain to access the Iffley Road. If you try to enforce the prohibition of this turn then more cars will travel round the Plain causing more delay and disruption to St Clements, already a disaster...

(24) Local resident, (Oxford, Dawson Street)	<b>Object</b> – Total waste of money
(25) Local resident, (Oxford, Fairacres Road)	<b>Object</b> – There are too many limitations on personal freedom already This is another example of intrusive personal monitoring
(26) Local resident, (Oxford, Freeland)	<b>Object</b> – use of apnr cameras are unfair
(27) Local resident, (Oxford, Gladstone Road)	<b>Object</b> – more big brother rules
(28) Local resident, (Oxford, Meadow Lane)	<b>Object</b> – Seems like another money making proposal from the council – I believe there are better initiatives to improve the safety of all road users
(29) Local resident, (Oxford, Norham Road)	<b>Object</b> – Being able to make a left turn from the Cowley Road into the Iffley Road is a reasonable driving option, given that the nearby roads between these two roads now have car barriers on them. Given that traffic leaving the Cowley Road can go around the Plain roundabout and then down the Iffley Road, it is not at all clear how the current ban significantly improves the road safety of the Plain.
(30) Local resident, (Oxford, Old Marston Road)	<b>Object</b> – I have seen several cars making this turn perfectly safely and sending them right round the roundabout just generates more congestion when they are already being sent all down the length of cowley rd just to cross into iffley rd. I think it is a waste of money and will further annoy motorists
(31) Local resident, (Oxford, Oxford)	<b>Object</b> – The camera is not necessary to enforce the traffic restriction referred to. It is an unwarranted invasion of the privacy of the majority of motorists who abide the restriction.

(32) Local resident, (Oxford)	<p><b>Object</b> – Oxford is to small for another restriction and anpr      Didn't realise it was a no left turn      And what choice do people have when the council have blocked all roads between the Cowley and Iffley road      Which we would have normally used      Now overly congested main roads and journeys that used to take 10 mins can take up to a hour and more pollution</p>
(33) Local resident, (Oxford, Temple Road)	<p><b>Object</b> – Another expensive fix to a problem caused by closing the side-roads between Cowley and Iffley. Every vehicle it prevents from taking a left turn will just have to go all the way around the roundabout causing more congestion.</p>
(34) Local resident, (Oxford, Cowley)	<p><b>Object</b> – Concern due to the cost. An expensive ANPR camera at this location is not value for money. Better signage for no left turn could help. And sometimes police presence to give on spot fines. Council is in debt already, there are more urgent areas such social care to spend money on please. Once council debt is clear and money is available then this could be looked at in the future.      From cyclists and pedestrian perspective reduction of number of cars on the Plain roundabout would be better, rather than cars going in circle, this could be achieved by making Circus Street one way from Cowley Road to Iffley Road, so cars do the left turn to access Iffley Road at Circus Street not the Plain roundabout. This would reduce volume of cars on the Plain roundabout making it safer for cyclists and pedestrians.</p>
(35) Local resident, (Oxford, Freelands Road)	<p><b>Object</b> – I no need for any ANPR camera's      Just remove the LTN'S , that way traffic will move smoothly between Cowley Rd , Iffley Rd , Morrell avenue &amp; through ST Clements.</p>
(36) Member of public, (Oxford, Oxford Road)	<p><b>Object</b> – Enough camera's . feeling like China</p>
(37) Local resident, (Oxford, William Morris Close)	<p><b>Object</b> – All you want is to fine people to death and get rid of all cars in Oxford. The idea of putting cameras on Ltns and this Roundabout is dystopian and reminds me of George Orwell's 1984. I do not consent to this as the majority of Oxford residents.</p>

(38) Local resident, (Oxford, Headington, London Road)	<b>Object</b> – Have lived and driven in the area for 20 years and have not seen once someone taking this left turn. It would be a complete waste of public funds.
(39) Local group/organisation, (Oxford, East Field Close)	<b>Object</b> – This turn is misleading wherever you come from. I know as a resident to be careful but strangers always overshoot the turn and end up going up Cowley Rd or reversing back to take the turn. It is very dangerous and needs changing.
(40) Local resident, (St Clements, London Place)	<b>Object</b> – Too many traffic restrictions
(41) Member of public, (Witney, Point Place)	<b>Object</b> – No need, would not make any difference, and ANPR is a sleepwalking move to other restrictions
(42) Member of public, (Wootton, Cumnor Road)	<b>Object</b> – Oxford is gridlocked with the new and current road restrictions. We cannot afford to live within the ring road in Oxford but need to enter the city to get to work at various sites. From our home, we have 1 bus an hour which stops at Osney Island and is always late due to road restrictions, nor does it go to the various sites I work at. Therefore I cannot get to work via public transport. I will be forced out of a job by these new penalties if you install the cameras.
(43) Rather Not Say, (unknown)	<b>Object</b> – Entirely lost trust in OCC to manage Oxford's roads
(44) Member of public, (Headington, Binswood Avenue)	<b>Concerns</b> – I can't understand from the limited information provided whether people who do need to take the Iffley road and have come from the Cowley road, would also be fined if they went all the way round the round about. This would not be acceptable I think, certainly it would need to be made clear well ahead of the junction of the round about.

(45) Member of public, (Headington, Downside)	<p><b>Concerns</b> – I absolutely get why this is a safety issue. It is an awkward turn. But firstly I am pretty sure I have done that turn having not noticed that this is no longer permissible. I put this down to having lived and driven in Oxford for over 30 years whereby I have that map in my head which says I need to turn left for Iffley out of Cowley and so have not noted any signage. I think it may also be because it feels odd to have an exit off a roundabout which cannot be taken immediately. So naturally you take this exit. If there is to be a camera here there needs to be some very large signage flashing lights to stop people turning left and taking an exit as they would normally proceed at a roundabout.</p>
(46) Local resident, (Headington, Staunton Road)	<p><b>Concerns</b> – Oxfordshire County Council traffic strategy does not align with the needs and wants of the people of Oxford. Since the introduction of the LTNs we have seen significant increase in traffic and pollution. Despite the council not adhering to the outcomes of past surveys I live in the hope that one day they will remember what it means to be a democratic country and not push in plans that quite clearly are not working.</p>
(47) Local resident, (Headington, Old Road)	<p><b>Concerns</b> – I am not against the cameras but have never seen anyone attempt to turn left from Cowley to Iffley road. Any sensible driver would avoid the area entirely. The LTNs have made the area dangerous for all concerned. Maybe traffic lights are needed, or open up throughways to Cowley road from Morelle avenue and get rid of the traffic calming in Cowley road too. I really do. It so that fining a few people will not solve the main issue.</p>
(48) Member of public, (Headington, Oxford, Dene Road)	<p><b>Concerns</b> – Traffic is a nightmare now without cameras. Cars for most commuters are a necessity. Why are you intent on causing havoc?</p>
(49) Local resident, (Oxford)	<p><b>Concerns</b> – I can understand that it is a good idea to have a deterrent for drivers who may wish to make the illegal left turn by fining them. In general, my experience is that many people who drive, do not read the signs around them and realise that there is no left turn and so until they are caught by the fine people will do this anyway through not being aware, thus every new driver who does this will put people walking and cycling at risk still. I feel strongly there are better and more effective ways of making this junction safer one of which would be to do with hard infrastructure design making the left turn impossible for drivers. The other major one would be to reduce the traffic on this junction massively with the use of a bus gate on St Clements. This would have the additional benefit of cleaner air and making the city's most dangerous junction safer for everyone. This would also align with the county's obligation to work towards climate goals.</p>

(50) Local resident, (Oxford, Bartlemas Road)	<p><b>Concerns</b> – The signage before the Plain should be improved. I have never needed to turn left in my car at that junction, but I had no idea until recently what the actual sign meant. It's rather like a written question mark &gt;&gt; '?' but the wrong way round.</p>
(51) Member of public, (Oxford)	<p><b>Concerns</b> – What allowances will be made for motor assisted pedal cycles and electric scooters? These are driven rather recklessly around Oxford at the moment (I have been almost knocked over on several occasions by users of such vehicles who don't follow the highway code and tear through lights and junctions with the power of a motor behind them)? These vehicles are more powerful than a standard pedal cycle and yet don't have to have a license plate or other way of being tracked. I have no objections to the scheme as a whole and think it a good one, but I would want it to cover all motorised transport and don't think these scooters and powerful bikes should be allowed to be an exception.</p>
(52) Local resident, (Oxford, Parker Street)	<p><b>Concerns</b> – I think the no left turn sign is too small and easily missed. As you drive up to the roundabout you will be checking for traffic on your right, on the roundabout. Before you automatically fine people you should improve the signage. I'm a cyclist who commutes via the Plain.</p>
(53) Local resident, (Oxford, Jeune Street)	<p><b>Concerns</b> – I walk, ride my bike, and drive through the Plain routinely. It is undoubtedly a very dangerous intersection, and sometimes it is terrifying (particularly for bikers). One is always braced for a problem. Even when I drive, I feel concerned, especially when turning from St. Clements toward Cowley, because it would be very easy to miss a biker coming up from behind who is not turning left onto Cowley. I do not object to a camera at the Plain but I do not feel that the presence of a camera solves the problem of this unsafe intersection. It will never be safe until the city actively reduces the number of vehicles driving there and the aggressive and appalling behaviour of vehicles as they drive there and throughout the city. To deal with this specific intersection in an effective way will also entail bringing Magdalen School into discussions that lead the school to view its responsibility to be part of the solution there and to take steps that will reduce the number of parents driving children through there to get to school (perhaps nearby drop-off points). No solution there can be found unless the school itself takes meaningful action. That said, my main concerns go well beyond the Plain. There is a palpable sense throughout the city that nothing is being enforced and that things are breaking down. I see more and more really threatening behaviour from some motorists. The utter absence of enforcement of very basic traffic laws is a problem – both in terms of the reality and a new perception that "anything goes". Motorists routinely flout the law, and this is met largely by a shrug from law enforcement. New signs</p>

	<p>post lower speed limits that no one enforces. (I can't tell you how many times I have kept to the 20 mph on Marston Road only to have an angry driver pass me.) New bollards go up and area stolen – with no one held to account. You see aggressive drivers all over the city driving in ways that are threatening to pedestrians and bicyclists – yet no push to stop or fine them (or bicyclists behaving dangerously, for that matter). If you stand or walk anywhere on Cowley Road, you see this routinely, and it is also an issue on Magdalen Road, despite the speed bumps. The residents of Jeune Street have begged for cameras or other enforcement to police the day-in, day-out illegal and very dangerous manoeuvres that pose a threat to public safety on our residential street – drivers zipping by at unconscionably high speeds, turning right onto St. Clement's or going straight across both lanes of traffic (where only a left turn is allowed), and drivers speeding in the wrong direction on the one-way street! Residents were told there was "no money" for this, even for a camera at the intersection where illegal turns are so routine that one might think that a camera (like the one you propose on the Plain) might generate revenue that could be used to address other traffic problems. I understand that there have been cuts to the police force and so forth, but the as one goes out and about the city, one gets a growing sense that public safety in terms of the city streets and traffic behaviours is just not being taken seriously. I see no evidence that the police care about or prioritise this basic civic issue which very much affects the quality of life in Oxford. The disregard of public safety on city streets is shocking.</p>
(54) Local Cllr, (Oxford, Princes Street)	<p><b>Concerns</b> – Open roads closed by LTNs then this wouldn't happen</p>
(55) Email response, (unknown)	<p><b>Concerns</b> – I think it is premature to consider ANPR cameras. I think the left turn prohibition is not understood by many drivers at The Plain. I suggest you get the signage reviewed by an expert who can test how far it is seen and understood now, and what could be done to make it clearer.</p> <p>I suspect that getting drivers to understand the rule on their first encounter with it is extremely difficult. The purpose of a roundabout is to reach your destination by turning left onto it and turning left again to leave it. So signs saying 'No Left Turn' are the last thing you expect. And the diagrams on the signs on Cowley Road as you approach the turning don't make sense to me, even after studying them for some time as a pedestrian.</p> <p>My best suggestion at a message is 'To turn first left, indicate right and go round the roundabout' - I presume that's what's intended.</p> <p>Of course this became a bigger problem after alternative routes to Iffley Road from Cowley Road were blocked by the LTN (which I believe is not yet permanent?).</p>

(56) Member of public, (Oxford)	<p><b>Concerns</b> – I have had an issue with this problem since the roads changed. Turning left from Cowley Road into Iffley is now one of the most dangerous manoeuvres that can be carried out at the plain especially after the death of the Doctor a year or two ago! Not just the danger to cyclists but to pedestrians as well. Crossing from The Cape Of Good Hope side to the Magdalen School side one should not have to turns one head a full 180 degrees to see if someone who is actually behind you is indicating to make that turn!</p> <p>The Cycle lane post should tell a motorist that making that turn is not a safe thing to do.</p> <p>When I am visiting the area if someone makes that turn as I am crossing or near I will step out in front of their car and stop them. Yes I know it could be dangerous, but ever since I learned how to stop bullies at school I have done such things.</p> <p>A few fines will stop many but there will always be those that will still make the turn if they are in a hurry, human nature! That however should not stop the installation camera. My concern is the 'extortion' element of the fine. £70 fine or £35 if paid in 14 days sounds like extortion to me, and this has never sat easy. Either its £70 or it £35. I know this 'extortion' works with Speeding fines and parking fines etc well but why does it have to?</p> <p>Good luck with the camera maybe I won't need to stick my neck out in future.</p>
(57) Member of public, (Abingdon)	<p><b>Support</b> – I think it will increase safety for cyclists, as intended. As well as allowing buses to move more freely by reducing car traffic.</p>
(58) Local resident, (Abingdon, Ock Mill Close)	<p><b>Support</b> – It is currently difficult to cross this road as a pedestrian due to so many cars breaking the no left turn rule. Someone might rightfully assume they are safe to cross but so often they're faced with an unexpected and illegal turn into them as they're stepping onto the road to cross. ANPR enforcement and fines will reduce this happening and be an important step to making a very dangerous roundabout more safe.</p> <p>I also support removing the parking spaces from outside the dress shop and the traffic filters proposed nearby. Please stand firm against the car lobbying, since these schemes have come into place I have spent so much more time and money in the east Oxford area, thank you</p>

(59) Member of public, (Abingdon On Thames, Langley Road)	<b>Support</b> – ANPR cameras are a really good & useful tool & I would always support the use of these cameras. I appreciate & understand that many ppl may object to these cameras but these are usually law breakers for most law abiding citizens welcome them
(60) Local resident, (Botley, Oxford, Murdoch Place)	<b>Support</b> – To help improve cycling safety, especially after a fatality caused by a lorry hitting a cyclist.
(61) Local resident, (Cowley, Berry Close)	<b>Support</b> – I support this as I've seen cars illegally go from cowley to iffley road and I think as a cyclist this is dangerous.
(62) Local resident, (Cowley, Between Towns Road)	<b>Support</b> – I support this because I cycle down Cowley Road for my commute to work. I've stopped a couple of people making that left turn illegally myself (mostly because I have a camera on when I cycle) and that generally works. However, there's no real deterrent. This is what is needed. Please do this regardless of the survey results. We've already had people die on The Plain. Things have got safer, but this adds another level.
(63) Local resident, (Cowley, Church Hill Road)	<b>Support</b> – I have seen many occasions where vehicles ignore the rule; turning left from Cowley Road to Iffley Road and in some cases, putting cyclists at serious risk
(64) Local resident, (Cowley, Leon Close)	<b>Support</b> – There is clear signs saying cannot turn left and with the cycle lane bring built cars that ignore this are going to cause serious problems eventually if nothing is done
(65) Local resident, (Cowley Marsh, Oxford, Bhandari Close)	<b>Support</b> – Traffic usage in Oxford is an ongoing issue, and if introducing cameras will help with a solution, then I'm all for it.
(66) Local resident, (East Oxford, Barnet Street)	<b>Support</b> – As a resident of East Oxford who frequently navigates the Plain, I fully support this proposal. I walk via the Plain roundabout almost every day, normally along the southwest side, crossing the junctions with Iffley Road and Cowley Place. Banned left turns from Cowley Road to Iffley Road are a common occurrence, and as a

	<p>pedestrian you have very little warning and time to react when cars do this. There's a lot to pay attention to when crossing the Iffley Road, with few gaps in traffic at peak times, and cars making an unexpected turn from Cowley Road can be startling and catch you off guard. While they are usually moving slowly enough to avoid a collision, it is unpleasant to suddenly have a car swing onto the road as you are about to cross – or already crossing. A car made this turn while I and other pedestrians were in the middle of crossing Iffley Road just this week, and one made the turn just after I had finished crossing yesterday.</p> <p>It's even worse when you are on a bike coming onto the roundabout from Cowley Road. I only occasionally cycle the Plain, as I do not feel safe cycling often in East Oxford. The potential of a "left hook", where a car on your right attempts to make a left hand turn, is very stressful and I have had it happen to me twice on the Plain, requiring me to brake hard to avoid being hit by a car. The banned Cowley-to-Iffley turn is a particularly dangerous spot for this, as the turn required is very sharp, and since it's a banned turn it can be unexpected when vehicles attempt to make it. Any steps to enforce the banned turn and discourage drivers from making it would be hugely appreciated.</p>
(67) Local resident, (East Oxford, Hill Top Road)	<p><b>Support</b> – Since a significant number of drivers appear to think roadsigns do not apply to them enforcement measures such as ANPR cameras and physical road closures (St Clements) are the inevitable consequence. Many road users already find The Plain difficult to negotiate, blatant disregard of safety measures by a minority of road users is inconsiderate and dangerous.</p>
(68) Member of public, (Garsington, Combewell)	<p><b>Support</b> – It's scary as a cyclist if you get cut up on that road. I no longer travel this route but have in the past and it is dangerous. A camera would discourage this behaviour and also provide evidence so the perpetrators can be fined.</p>
(69) Member of public, (Haddenham, Marriots Close)	<p><b>Support</b> – The safety improvements are obvious, and motor vehicle can still go from cowley to Filey rds by completing a full circuit of the roundabout.</p>
(70) Local resident, (Headington, Nort Way)	<p><b>Support</b> – It is evident that the restriction specifically pertaining to left turns is being disregarded in certain instances, whether intentionally or inadvertently.</p>
(71) Member of public, (Headington, North Way)	<p><b>Support</b> – It is evident that the restriction specifically pertaining to left turns is being disregarded in certain instances, whether intentionally or inadvertently.</p>

(72) Local resident, (Headington, Quarry Road)	<b>Support</b> – I am a cyclist and a driver as such I support this way to enforce sensible safety measures
(73) Member of public, (Headington, Burdell Avenue)	<b>Support</b> – Increased safety for non-drivers
(74) Local resident, (Headington, Old High Street)	<b>Support</b> – Anything which makes the roundabout safer for pedestrians and cyclists is welcome.
(75) Local resident, (Headington, Old Road)	<b>Support</b> – The Plain is recognized as being particularly dangerous for cyclists. We are encouraged to cycle both for our own health, and in order to reduce traffic congestion. Accordingly, revisions to the Highway Code focus on making our roads safer for the most vulnerable road users- cyclists and pedestrians. It therefore seems logical to create a situation where cyclists are protected from motor vehicles at known danger points, and that drivers infringing restrictions that are introduced to protect cyclists are duly identified and fines administered.
(76) Local resident, (Iffley, Fairacres Road)	<b>Support</b> – Decrease traffic
(77) Local resident, (Iffley, Howard)	<b>Support</b> – I am a cyclist and the plain is already very unsafe so every little thing will help
(78) Local resident, (Iffley, Cornwallis Road)	<b>Support</b> – Protect others
(79) Local resident, (Kennington, Colley Wood)	<b>Support</b> – Everything that can be done to improve safety at the Plain should be.
(80) Local resident, (Kennington, Poplar Grove)	<b>Support</b> – the left turn from cowley to iffley is very tight and not safe if you are on a bike.

(81) Member of public, (Kennington, Poplar Grove)	<b>Support</b> – It will make the junction safer for cyclists, and help compliance with the existing no left turn requirement.
(82) Local resident, (Kennington, Otters Reach)	<b>Support</b> – Support making roads safer for cyclists, particularly via enforcing traffic rules such as this
(83) Local resident, (Kennington, River View)	<b>Support</b> – The plain is a dangerous pinch point for various modes, surveillance in general will encourage better behaviors from all users, beyond just the left turn aspect
(84) Local resident, (Littlemore, Hillsale Piece)	<b>Support</b> – It's the best method of enforcement
(85) Local resident, (Marston, Hugh Allen)	<b>Support</b> – There also needs one at the bottom of Juene street to stop all taxis turning right against the left only sign !
(86) Local resident, (Marston, Oxford, Oxford Road)	<b>Support</b> – The no left turn restriction is there for good safety reasons, and it's routinely ignored by drivers, so enforcement is clearly required and ANPR cameras are probably the only way to economically achieve this.
(87) Local Cllr, (Oxford, Argyle Street)	<b>Support</b> – Current danger at the Plain to cyclists and pedestrians crossing at that point, including many children and teenagers going to Magdalen College School which is right next door. I would also suggest better signposting but ANPR is a great idea which I very much support.
(88) Local resident, (Oxford, Aston Street)	<b>Support</b> – I don't see why anyone would object. Drivers are disobeying the road sign, putting people in the cycle lane in danger and we know from recent experience that there is a high level of non compliance with traffic related rules and instructions. ANPR enforcement seems to be the only solution. It has worked for years on the High Street.
(89) Local resident, (Oxford, Augustine Way)	<b>Support</b> – This turn is dangerous because visibility is poor. It presents a hazard for vulnerable road users. That's why it's banned. Enforcement can only be a good thing.

(90) Local resident, (Oxford, Augustine Way)	<b>Support</b> – The turn is dangerous – that's why it's banned. Enforcement can only be a good thing.
(91) Local resident, (Oxford, Banbury Road)	<b>Support</b> – There is not enough enforcement of poor driving activity, far too much concentration on speed
(92) Local resident, (Oxford, Barnet)	<b>Support</b> – I cross the plain roundabout as a pedestrian as part of my daily walk to work and also often use the roundabout as a cyclist coming down the cowley road so I know firsthand how vulnerable pedestrians and cyclists are to people making the illegal lefthand turn and it happens ALL the time. I even joked to my partner after we moved (I previously lived on St Clement's so could walk past the plain without having to navigate the roundabout at all) that I was going to be killed by someone doing an illegal left turn from cowley road to iffrey road because I would be crossing there not expecting the cars to be making that turn. I'm actually a bit surprised nobody has been hit but I suppose with experience as a pedestrian you do learn pretty quickly to expect people to make the illegal turn and exercise caution, so I am hugely in favour of anything that might discourage the illegal turns and improve the safety of the plain roundabout. I've witnessed some near misses with cyclists too.
(93) Local resident, (Oxford, Bateman Street)	<b>Support</b> – As a pedestrian I've had some scares from drivers so would appreciate!
(94) Local resident, (Oxford, Beauchamp Lane)	<b>Support</b> – I support having cameras since this might improve safety and is unlikely to make it worse. Warning signs are likely to be more visible than at present. Drivers should be punished for this negligent behaviour. However, it is certainly not a full solution to the problem which has become worse since the closure of streets between Cowley and Iffley roads, using bollards for the LTNs. And whilst it might help catch culprits, that will be very cold comfort to anybody injured or the relatives of anybody killed at the junction since people are still likely to do it. I saw somebody turn left there this morning, and have seen this behaviour much more frequently since the LTNs reduced opportunities to move between the Cowley and Iffley Roads. This increased risk was easily predictable: many people want to move between the two main roads, some unaware of the illegality of the left turn and some too

	lazy to go all the way round the roundabout. There are evidently many observations of this illegal turn – see the Oxford Clarion tweet on this and the responses to it: <a href="https://twitter.com/OxfordClarion/status/1684490182626619394">https://twitter.com/OxfordClarion/status/1684490182626619394</a> It is very good the Council are aware of and have responded to this risk, but the cameras will not make the area as safe as it was before the LTNs. I argue it would be negligent not to take all reasonable measures to reduce the chances of such accidents, rather than just increase the punishment: those roads should be re-opened immediately.
(95) Local resident, (Oxford, Boundary Brook Road)	<b>Support</b> – I cycle the Plain on my way to and from work, and cars turning from Cowley Rd into Iffley Rd is very dangerous, I've almost been hit by cars doing just that. I fully support additional enforcement, but would also support additional signage, as I think its confusing for visitors. I would also support similar measures put in from Iffley Rd to Cowley Place (cars generally don't do it, but so many signal left on Iffley Rd and then go over Magdalen Bridge, which is not a left, and very confusing for cyclists).
(96) Local resident, (Oxford, Catherine Street)	<b>Support</b> – Stops cats doing dangerous turn
(97) Local resident, (Oxford, Chalfont Road)	<b>Support</b> – drivers who ignore the sign are dangerous and scary
(98) Local resident, (Oxford, Church Cowley Road)	<b>Support</b> – Every day you see drivers ignoring this sign. A camera still won't catch the ones hiding their number plates, or with money to burn, but will significantly reduce it.
(99) As A Business, (Oxford, Cowley Place)	<b>Support</b> – Magdalen College School strongly supports the use of ANPR cameras at The Plain roundabout. Despite the current signs, cars frequently make the left turn from Cowley Road into Iffley Road. Their unexpected action endangers the lives of our pupils and staff who transit around The Plain at least twice day. We would go further and request the ban of the left turn from the Iffley Road into Cowley Place as well, monitored by ANPR.
(100) Local resident, (Oxford, Cowley Road)	<b>Support</b> – I hope that this measure will reduce or even eliminate the incidents of the illegal turns in that location. I am regularly witnessing such incidents when I cross the street on the pedestrian crossing there and don't expect a car turning and running at me when it just should not do that. Once I even filmed such an incident and sent my video to

	the police who then punished the driver. I would be very glad if new traffic cameras will do such filming automatically, and consequently making the pedestrian crossing safer.
(101) Local resident, (Oxford, Cowley Road)	<b>Support</b> – Drivers frequently make that illegal left turn. I live near the Plain and see it happen multiple times a day. I have been endangered as both a pedestrian and cyclist, as have many others. The current signage is ineffective and a camera with a penalty should be put in place.
(102) Local resident, (Oxford, Crescent Road)	<b>Support</b> – As a cyclist I am increasingly worried about cars endangering the lives of cyclists at the roundabout, even after the deaths on the roundabout in recent years. I have seen first hand cars u turning where they are not allowed, creating serious near collisions with cyclists.
(103) Member of public, (Oxford, Cricket Road)	<b>Support</b> – As a cyclist I need to be sure where other vehicles are going
(104) Local resident, (Oxford, Cricket Road)	<b>Support</b> – Good idea, that left turn is v dangerous for cyclists but the signage needs to be improved before the ANPR goes in
(105) Member of public, (Oxford, Dene Road)	<b>Support</b> – I believe that the safety of the most vulnerable road users – wheelchair users, children, pedestrians and cyclists- should be ensured, and prioritised above the rights and free access of motor vehicle users (motorbikes, e-scooters, cars and vans/lorries).
(106) Local resident, (Oxford, Glanville Road)	<b>Support</b> – This is a constant problem and a clear, demonstrable danger. More than once, a driver performing this manoeuvre has cut directly across me, one of them striking my bike even after I told them clearly that the turn was prohibited. (Their response was "I don't fucking care.") Unless enforcement is addressed, another fatality at The Plain is only a matter of time.
(107) Local resident, (Oxford, Green Ridges)	<b>Support</b> – To help enforce the restrictions for cars

(108) Local resident, (Oxford, Henley Street)	<b>Support</b> – I'm a resident and cyclist, and I've experienced drivers left-turning across me.
(109) Local resident, (Oxford, Hernes Road)	<b>Support</b> – I support this proposal to try and make the Plain safer
(110) Local resident, (Oxford, Howard Street)	<b>Support</b> – Unexpected illegal u-turns here are dangerous, especially for pedestrians. Drivers waiting for a gap large enough to perform a u-turn also interrupt vehicle flows and contribute to congestion.
(111) Local resident, (Oxford, Howard Street)	<b>Support</b> – A lot more is necessary to make the Plain safe for cycling, but enforcement of the restriction on left turns will help reduce the uncertainties about vehicle movements in the collision hot-spot on the roundabout at the Cowley Rd arm, making it easier for people driving and cycling to understand and predict what people will do.
(112) Local resident, (Oxford, Howard Street)	<b>Support</b> – I'm a cyclist and I don't want to die. Driver's don't follow the rule.
(113) Local resident, (Oxford, Howard Street)	<b>Support</b> – Cars make the illegal left turn frequently and this is dangerous for pedestrians and especially cyclists. Signs have proven insufficient as deterrent.
(114) Local resident, (Oxford, Howard Street)	<b>Support</b> – A left turn from Cowley Road onto Iffley Road is a very tight turn. I assume traffic coming from Cowley Road can turn onto the roundabout toward City Centre and follow the roundabout all the way around the Plain and onto Iffley Road along with traffic coming from St Clements and City Centre.
(115) Local resident, (Oxford, Iffley Road)	<b>Support</b> – The Plain is a dangerous roundabout for motor vehicles, cyclists and pedestrians alike. Anything that can be done to mitigate unsafe use of the roundabout is worth doing in my opinion.

(116) Local resident, (Oxford, Iffley Road)	<b>Support</b> – I live very near the Plain and have seen many violations of the 'no left turn' by motorists. It would be good to control this, though it may not be worth the money. We have no idea what this would cost.
(117) Local resident, (Oxford, Iffley Road)	<b>Support</b> – As a cyclist, the roundabout is dangerous enough already without cars making a left turn. To dissuade drivers, perhaps one of the linking roads could be made open for through traffic.
(118) Local resident, (Oxford, James Street)	<b>Support</b> – To make the Plain safer for cycling, walking and crossing the road
(119) Local resident, (Oxford, James Street)	<b>Support</b> – The practice of those who left turn from Cowley Road to Iffley is a real problem. It endangers cyclist and pedestrians and it causes the offending vehicle to swing out in order to negotiate the sharp left turn and into the path of other traffic negotiating the roundabout. I notice that the dividers marking out the cycle lane at the bottom of Cowley Road have been removed as they were being driven over so frequently. The offending motorists should be fined as signage is very clear. This behaviour is just another example of drivers thinking they have carte blanche to do what they want regardless of the law and other law-abiding road/pavement users.
(120) Member of public, (Oxford, Kennedy Close)	<b>Support</b> – As a cyclist approaching the Plain from the Cowley Road I have been nearly hit more than once by a car turning left. Better signage would also help.
(121) Local resident, (Oxford, Kirby Place)	<b>Support</b> – I often cross Iffley Road from Cowley Road on foot at this point. Whilst it is possible to look for traffic turning off the roundabout onto Iffley Road, you have your back to Cowley Road which makes it impossible to check for traffic turning sharp left without taking your eyes off the road in front of you. On one occasion, I was almost hit by a car turning left from Cowley Road into Iffley Road. The prohibition on turning left at this point is fully justified for the safety of cyclists and pedestrians and I am only sorry that some drivers continue to ignore it, so fully support the proposed installation of a camera to enforce the regulation.
(122) Local resident, (Oxford, Leopold Street)	<b>Support</b> – There is a real problem with drivers making this illegal left turn, which causes significant safety concerns for all other road users. I have borne witness to, and felt threatened by, drivers breaking the law in this way as a cyclist, pedestrian, and driver.

(123) Local resident, (Oxford, Leopold Street)	<b>Support</b> – I walk to work on this route, crossing Iffley Road at the Plain, and regularly experience drivers from the Cowley Road making the banned left turn. Worse, their attention is often to their right, looking for a gap, and the exit Cowley Road at speed (to make a 'gap'), so approaching the Iffley turn crossing at speed and without due attention.
(124) Local resident, (Oxford, Lonsdale Road)	<b>Support</b> – This will hopefully improve road safety and change driver behaviour in a positive way
(125) Local resident, (Oxford, Lytton Road)	<b>Support</b> – Has to be done . I have seen people turn left it's so dangerous. The council have tried their best to make the Plain safer and still it happens.
(126) Local resident, (Oxford, Marston)	<b>Support</b> – Cyclists and pedestrians will be much safer if the no-direct-turn rule is actually enforced. I've had two near-misses with cars illegally turning into Iffley Rd from Cowley Rd – I deliberately cut through to Iffley Rd from Cowley now to avoid the junction.
(127) Local resident, (Oxford, Maywood Road)	<b>Support</b> – I have a strong interest in traffic management at the Plain. I go through it every day on my way to work (by bicycle), and all members of my family get around Oxford by bicycle, often going via the Plain. Measure to make it safer are hugely important to us. I nevertheless have the following concern: assuming that there are limited resources for improvements to safety for cyclists, I do not think this should be the priority. Just in this vicinity, the disappearing cycle lane as one approaches the High Street from Magdalen Bridge, with buses and taxis streaming around one, is much more frightening and likely to put people of cycling. And more generally I think any money available for improvements to cycling safety should be spent on segregating cycle lanes, which are too often driven into and parked on, and connecting them up properly so that there are safe, direct routes for cyclists. It is disappointing that this far into the new County Council administration so little has changed for cyclists.

(128) Local resident, (Oxford, Morrell Avenue)	<b>Support</b> – This is a dangerous roundabout for many road users and pedestrian. The existing signage is not being adhered to, and parking restrictions are not being enforced to the level needed. So I strongly support this small step to enforce any existing restriction to the fullest the law allows. I would also strongly support any traffic filters to reduce overall traffic levels.
(129) Local resident, (Oxford, Norreys Avenue)	<b>Support</b> – The Plain is such a dangerous roundabout for cyclists, pedestrians and e-scooters. This is a good idea and will restrict the number of people attempting to make this sharp turn in cars and other vehicles.
(130) Local resident, (Oxford, Pegasus Road, Blackbird Leys)	<b>Support</b> – I'm a cyclist who uses the Cowley Road. I'm alert to traffic coming around the Plain from St.Clements & the High Street, but I have been 'cut up' by cars on the Cowley Road (to my right at the junction) turning left directly into the Iffley Road. They rarely, if ever, signal this intention and they pose a real risk to 'trusting' cyclists i.e. those who believe car drivers will observe the 'no left turn' signs.
(131) Local resident, (Oxford, Pullens Lane)	<b>Support</b> – I'm a regular (twice daily) cycle user of the roundabout, especially during the closure of the university cycle path.
(132) Local resident, (Oxford, Regent Street)	<b>Support</b> – The Plain is extremely dangerous and anything that can help improve safety is welcome – but the banned left turn is not well signposted at present
(133) Local resident, (Oxford, Reliance Way)	<b>Support</b> – The banned left turn is contravened many times per hour and it's only a matter of time before another cyclist is tragically killed. This is urgent work to do.
(134) Local resident, (Oxford, Reliance Way)	<b>Support</b> – The banned left turn is contravened many times per hour. It's hugely dangerous and only a matter of time before another cyclist is tragically killed on this roundabout. This is urgent work.

(135) Member of public, (Oxford, River View)	<b>Support</b> – I'm a cyclist who uses the roundabout and appreciate the added safety measure.
(136) Local resident, (Oxford, Riverside Road)	<b>Support</b> – I'm a cyclist
(137) Local resident, (Oxford, Rymers Lane)	<b>Support</b> – Drivers routinely ignoring the signage, endangering pedestrians and cyclists here.
(138) Local resident, (Oxford, Silver Road)	<b>Support</b> – I've seen too many cars turning into Iffley Road direct from Cowley Road without going round the roundabout. A couple of times when crossing the road had to return to the pavement quickly as cars have turned illegally.
(139) Local resident, (Oxford, Southfield Park)	<b>Support</b> – The Plain roundabout is notoriously dangerous for several reasons. I often see drivers ignoring the no left turn restriction (whether deliberately or inadvertently).
(140) Local resident, (Oxford, Southfield Park)	<b>Support</b> – The Plain roundabout is notoriously dangerous. I often see drivers ignoring the no left turn restriction (whether deliberately or inadvertently).
(141) Local resident, (Oxford, Southfield Road)	<b>Support</b> – Too many drivers ignore it and it makes the roundabout dangerous
(142) Local resident, (Oxford, St Aldates)	<b>Support</b> – The plain is a really bad for the majority of people who travel through not in a private vehicle, and the no left turn measure is sensible. If people aren't following it then proper enforcement is definitely needed.
(143) Local group/organisation, (Oxford, St Omer Road)	<b>Support</b> – So many vehicles ignore the no left turn. I've had a number of near misses getting onto the Plain roundabout on my bike

(144) Local resident, (Oxford, St Thomas' Street)	<b>Support</b> – I regularly cycle round the Plain roundabout and whilst recent works have improved it for cyclists, it still feels dangerous with lots of traffic coming from multiple directions and car drivers not always being aware of cyclists. There is so much to watch out for as you approach the Plain on a bicycle, I tend to assume car drivers won't make the left turn from Cowley Road into Iffley Road as it is one less thing to think about. This then creates a dangerous situation if they do make that turn when I am not expecting it. The situation is especially dangerous for cyclists approaching the Plain from Cowley Road as we risk being knocked off by cars turning left because as it is not allowed, we don't necessarily factor it in to our decisions.
(145) Local resident, (Oxford, Stanley Close)	<b>Support</b> – Keen to see enforcement of this existing rule after a near miss incident due to a driver ignoring this a few months ago
(146) Local resident, (Oxford, Stapleton Road)	<b>Support</b> – Plain is far too dangerous
(147) Local resident, (Oxford, Temple Road)	<b>Support</b> – A camera will properly enforce the need of No Left Turn at The Plain roundabout. It is unusual not to be allowed to turn left at a roundabout. There are signs but this roundabout needs additional level to stop those quick lefts. Not all vehicles have a good turning circle. Visibility is blocked for bikes/pedestrians. Add those automated fine cameras. It should create a safer junction.
(148) Local resident, (Oxford, Trinity Road, Headington)	<b>Support</b> – I support the proposals – too many vehicles dangerously ignore the sign prohibiting the turn and some enforcement is needed to keep this junction safe for pedestrians and cyclists
(149) Local resident, (Oxford, Union Street)	<b>Support</b> – Cars frequently turn left here. As a pedestrian I know it is safe to cross Iffley road at the Plain when there are no cars approaching the Iffley road. However, cars making this prohibited turn shout abuse when they turn left and see I'm crossing the road at the same time. Anecdotally, I've heard of several near misses when cars have turned left into the path of cyclists.

(150) Local resident, (Oxford, Van Diemans Lane)	<b>Support</b> – This is a dangerous intersection and better enforcement of traffic regulations throughout the city would help
(151) Local resident, (Oxford, Wellington Street)	<b>Support</b> – That turn is dangerous and clearly infrastructure and signage have been insufficient, so camera enforcement is necessary.
(152) Local resident, (Oxford, Barberi Close)	<b>Support</b> – Motorists ignoring the rule are endangering lives for a shortcut, and this needs to stop. Without enforcement, deaths will continue.
(153) Local resident, (Oxford, Belvedere Road)	<b>Support</b> – For safety reasons. People contravening this put pedestrians and cyclists in danger
(154) Local resident, (Oxford, Campbell Road)	<b>Support</b> – It's a traffic law that should be upheld for the original purpose of users safety
(155) Member of public, (Oxford, College Lane)	<b>Support</b> – As A cyclist I am supporting the proposal as it will mean a safest cycling route
(156) Local resident, (Oxford, Cowley Road)	<b>Support</b> – As a cyclist who frequently encounters motorists forcing a left turn despite the signs I fully support this measure before someone is seriously hurt or worse
(157) Local resident, (Oxford, Cumnor Rise Road)	<b>Support</b> – Safety for cyclists
(158) Local resident, (Oxford, Holyoake Road)	<b>Support</b> – Fully supporting along with proposed traffic filters. However, do not support the watering down of LTNs with taxi access (which will create a taxi bypass from Headington to Abingdon Road)

(159) Local resident, (Oxford, Jack Straw's Lane)	<b>Support</b> – I think this is an important safety issue especially for cyclists
(160) Local resident, (Oxford, Jack Straw's Lane)	<b>Support</b> – Important safety issue especially for cyclists
(161) Local resident, (Oxford, James Street)	<b>Support</b> – The illegal left turn from Cowley rd into Iffley rd at the Plain is dangerous putting pedestrians and cyclists at risk
(162) Member of public, (Oxford, Marlborough)	<b>Support</b> – I'm a cyclist and can feel very vulnerable on that roundabout-anything that supports safer driving and prevents unexpected driver behaviour will protect cyclists, pedestrians, and other car drivers.
(163) Local resident, (Oxford, Meadow Lane)	<b>Support</b> – This is a very dangerous roundabout and this may help make it safer for cyclists. More is needed.
(164) Local resident, (Oxford, Princes Street)	<b>Support</b> – I cycle most days through the plain and I very regularly see cars turning from Cowley Rd into Iffley Rd (even a police van once!) it is really dangerous for cyclists
(165) Local resident, (Oxford, Reliance Way)	<b>Support</b> – I am a driver and cyclist, and have experienced multiple near misses with drivers ignoring the signs not to turn left. I am strongly in support of this proposal
(166) Local resident, (Oxford, Rymers Lane)	<b>Support</b> – Enforcement is needed here to enhance pedestrian and cyclist safety. ... however much more needs to be done to improve this on The Plain. Remove the parking already and enforce illegal parking on the loading bay at Sainsbury's. Move the hop on hop off bus stop!
(167) Local resident, (Oxford, Stainer Place)	<b>Support</b> – When cycling, I have felt very vulnerable at this interaction, I have had cars making this turn in front of me, it is very dangerous.

(168) Local resident, (Oxford, William Lucy Way)	<b>Support</b> – The Plain is one of the most dangerous junctions. We need to improve safety. Car drivers shouldn't be making this moves, it's careless, dangerous and lazy. Potentially dangerous. Therefore I support these cameras and the fines.
(169) Member of public, (Oxford City, Frenchay Road)	<b>Support</b> – Anything that helps keep cyclists safer, particularly at this notorious roundabout, has to be a good thing
(170) Local resident, (Oxford Resident, Thames Street)	<b>Support</b> – Safety. I am also in favour of bus gates.
(171) Local resident, (Oxford, Divinity Road)	<b>Support</b> – I have witnessed drivers doing this illegal manoeuvre and when challenged they react with offensive language and gestures!
(172) Member of public, (Oxford, Winchester Road)	<b>Support</b> – Improved safety for pedestrians and cyclists
(173) Local resident, (St Clements, Cave Street)	<b>Support</b> – This is an excellent idea. The illegal move this camera would be enforcing is regularly carried about because there is absolutely no enforcement. I've even seen police cars perform this manoeuvre! I've almost been hit several times as a pedestrian and cyclist at this junction. This is one easy way to improve safety on the Plain roundabout.
(174) Member of public, (Summertown, Banbury Road)	<b>Support</b> – Because it will act as a deterrent to dangerous driving and simultaneously, I hope, provide some additional revenue to the council
(175) As A Business, (Sunnymead, Oxford, Southdale Road)	<b>Support</b> – That is an extremely dangerous roundabout and anything (sensible) which can be done to make it safer is a good thing.

(176) Local resident, (Wheatley, Church Road)	<b>Support</b> – Although this is fine in principle I would like to understand if someone who enters the Plain from Cowley Road and does a complete circuit of the roundabout to enter Iffley Road (rather than turning immediately left) will contravene the left turn restriction.
(177) Member of public, (Wootton, Home Close)	<b>Support</b> – To protect cyclists.
(178) Local resident, (Oxford)	<b>Support</b> – I am supporting very much the proposed plans to put cameras at the bottom of the Cowley Road . I live and work minutes from there and constantly see cars turning left to the Iffley Road . Yesterday there was an accident there because of this . I myself actually did this a couple of weeks ago and was horrified I had done this . So absolutely the sooner the better before a serious accident happens.
(179) Local resident, (Cowley, Hendred Street)	<b>No opinion</b> – Personally, I neither object nor support the proposal. However, considering I drive down Cowley Rd to the Plain regularly, I couldn't recall seeing signage that says 'no left turn' into Iffley Road. Having purposefully looked out for signage yesterday, it wasn't immediately visible and when I did see it, I can't say it was the biggest or clearest sign, so I am not surprised that some drivers think it's okay to turn left into Iffley Rd, from Cowley Rd. Before installing an ANPR camera to essentially make more money rather than add more safety, I would suggest much clearer signage is installed.
(180) Local resident, (Oxford, Rose Hill)	<b>No opinion</b> – i wondered what the proposal was
(181) Local resident, (Witney, Thorney Leys)	<b>No opinion</b> – Is this tackling a known problem?

Divisions affected: *Charbury & Wychwood*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 12 OCTOBER 2023**

### **ASCOTT UNDER WYCHWOOD: LONDON LANE – PROPOSED 40MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 40mph speed limit on London Lane, Ascott-under-Wychwood.

#### **Executive summary**

2. This report presents 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, as shown in **Annexes 1 & 2**.
3. The proposal will help support the recently proposed 20mph speed, by introducing a 'buffer' speed limit in order to help better manage the speed of traffic entering/exiting the village.

#### **Financial Implications**

4. Funding for implementation of the proposal will be met from the Parish Council.

#### **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 seek to improve road safety for road users by ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic.

## Formal consultation

7. A formal consultation was carried out between 20 July and 11 August 2023. A notice was published in the Oxford Times newspaper, and an email was 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, Ascott-under-Wychwood parish council, and the local County Councillor representing the Charlbury & Wychwood division.
8. 48 responses were received via the online survey during the course of the formal consultation, with: 40 in support (84%), four objecting (8%), and four raising concerns (8%).
9. Additionally, an email from Thames Valley Police (TVP) was received, stating they had no objection to the proposal.
10. The full responses are shown at **Annex 3**, and copies of the original submissions are available for inspection by County Councillors.

## Officer response to objections/concerns

11. Thames Valley Police raised no objection to the proposal.
12. The “buffer” limit is proposed on this fast, narrow downhill approach to the newly implemented 20mph limit, with the aim of slowing vehicles at a suitable distance in advance. Despite the current limit being “derestricted”, this limit is not considered appropriate given the proximity to the village environment, 20mph speed limit and road alignment.
13. Several of the ‘concerns’ raised express fears that the current limit is too fast, this proposal is aimed at addressing those specific concerns.

Bill Cotton  
Corporate Director, Environment and Place

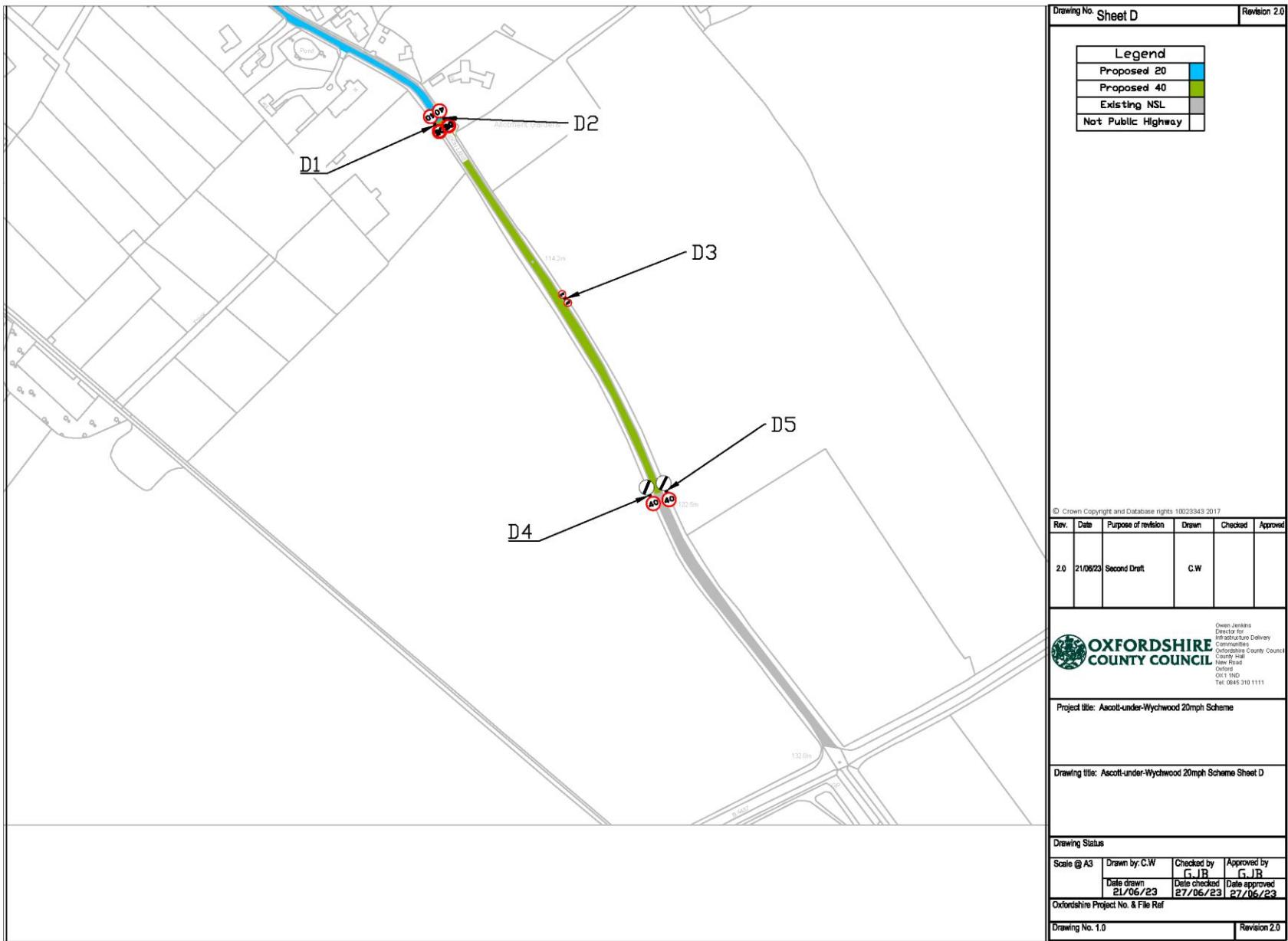
Annexes Annexes 1-2; Consultation plans  
Annex 3 Consultation responses

Contact Officers: James Wright 07789 926984

October 2023



Ascott-under-Wychwood		Revision 2.0
<b>Legend</b> <ul style="list-style-type: none"> <li>Proposed 20</li> <li>Proposed 40</li> <li>Existing NSL</li> <li>Not Public Highway</li> </ul>		
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Rev.	Date	Purposes of revision
2.0	21.06.23	Second Draft
		C.W.
 <b>OXFORDSHIRE COUNTY COUNCIL</b> Owen Jenkins Director of Infrastructure Delivery Communities Oxfordshire County Council County Hall County Road Oxford OX1 1ND Tel: 0845 310 1111		
Project title: Ascott-under-Wychwood 20mph Scheme		
Drawing title: Ascott-under-Wychwood 20mph Scheme Overview		
Drawing Status		
Scale @ A3	Drawn by: C.W.	Checked by: G.J.B.
		Approved by: G.J.B.
	Date drawn: 21/06/23	Date checked: 27/06/23
		Date approved: 27/06/23
Oxfordshire Project No. & File Ref		
Drawing No. 1.0		Revision 2.0



Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local Resident (Ascott-under-Wychwood, London Lane)	<b>Object</b> - There is a school on this road and I often walk it with my dog and young children. You need to be going slow to be able to respond to traffic or hazards in the area. Also the pathway along the side opposite the school isn't very clear so I often have to cross back and forth with the buggy
(3) Local Resident (Ascott-under-Wychwood, Shipton Road)	<b>Object</b> - There are no properties, businesses, driveways or any other hazard on this stretch of road. It is appropriate and safe for this stretch of road to remain designated as a national speed limit.  As an advanced roadcraft instructor for the IAM I strongly believe that lowering limits where there is no reasonable need encourages motorists to ignore the limits. Furthermore widespread and extreme limit lowering is causing inattention to the road by drivers who are having to travel unnecessarily slowly and are therefore becoming as distracted as they would in traffic jam.  Studies conducted of traffic light controlled junctions where the lights are not functioning show that there are fewer accidents than when the lights are working because drivers are forced to pay close attention to the road and use their judgement. Removing the need for any judgement or skill by lowering the limit to this level will, I believe, create the risk of poorer driving and less care being taken as motorists switch into autopilot.
(4) Local Resident (Ascott-under-Wychwood, Maple Way)	<b>Object</b> - The statement of reasons states 20mph speed restrictions are being used to promote alternative modes of transport for local travel, this application is to support that proposed speed limit. I don't believe reducing the speed limits in Ascott will promote alternative modes given there isn't really anywhere in the village people currently drive to due to it currently being 30mph, if the desire is to promote alternative methods, Oxfordshire CC should instead focus on sorting out the potholes which have been in place for weeks, if not months and focus on making it safe to walk/cycle to Shipton/Milton through the use of designated footpaths or just making the roads more cycle friendly.

(5) Member of public (Witney)	<b>Object</b> - No need to change the speed limit as everybody knows even the thickest of drivers know what the new speed limit is of the Village. Clearly another vendetta against motorists and again a waste of tax payers money wasting money on signage when it is useful elsewhere such as sorting out the potholes surrounding Ascott Under Wychwood.
(6) Local Resident (Ascott-under-Wychwood, High Street)	<b>Concerns</b> - Traffic regularly exceed 60 mph limit. Very dangerous to anyone coming out of the Allotments and the nearby properties. Likewise to any person walking in that area.
(7) Local Resident (Ascott-under-Wychwood, The Green)	<b>Concerns</b> - There are a few concerns. London Lane is a small, rural lane running through a small village where, during school dropping-off hours, many cars come down, park and congest the village centre. London Lane is also used as a short cut towards Chipping Norton - and cars tend to use it as a kind of challenge - to go down fast, disturbing the peace of the place and meeting up with the school drop-off.
(8) Local Resident (Ascott-under-Wychwood, Chestnut drive )	<b>Concerns</b> - Wild animals and domestic animals as well as pedestrians
(9) Member of public (Upper Rissington, Slingsby Close)	<b>Concerns</b> - There is a school on the corner of London Lane. West Oxfordshire has spent a lot of time reducing the speed limits in surrounding villages and Witney to 20. I fail to comprehend why the speed limit down London Lane has not been dropped to 20 mph as well. It is an accident waiting to happen
(10) Local Resident (Ascott, Shipton Road)	<b>Support</b> - Slow down
(11) Local Resident (Ascott , London Lane)	<b>Support</b> - I have direct experience of people driving down this lane far too fast into the village. There is a dangerous bend and the road is heavily used by walkers, cyclists and horses.
(12) Local Resident (Ascott-under-Wychwood, Chestnut Drive)	<b>Support</b> - The current 60mph hill terminates too closely to the built up area of the village and the 30mph signs are obscured by a bend in the road, so that drivers do not have sufficient time to slow down before they reach the High Street junction and the primary school.

(13) Local Resident (Ascott-under-Wychwood, Heritage Lane)	<b>Support</b> - Cars are currently driven too quickly along London Lane, which is the main road leading into the village; then have to slow down abruptly (and sometimes don't) when they reach the 30mph zone.
(14) Local Resident (Ascott-under-Wychwood, Heritage Lane)	<b>Support</b> - Traffic does need to be slowed down on this stretch as the current 30mph limit comes into force just at the sharp bend coming into the village
(15) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - Lived here 10 years and this access to the Village is downhill & towards a blind, narrow bend. It is a constant danger because too many drive far too fast for those conditions before meeting the existing 30mph limit too close to that blind bend.
(16) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - Ascott is a small village which, at certain times of the day plays host to a great deal of passing traffic. Anything which either deters, or slows down this traffic has to be a good thing. My only observation would be ....why 40mph? Why not 30mph?
(17) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - Currently traffic, including large delivery and heavy goods vehicles, are able to travel at up to 60mph down London Lane to be met with the current speed restrictions with little time to adjust their speed before the road narrows and enters a blind bend and a series of driveways. The reduction of the current 30mph speed limit to 20mph is to be welcomed, but will serve only to exacerbate the current problem as potentially vehicles travelling downhill at 20mph will have only a limited distance in which to reduce their speed which, inevitably many will fail to do. The introduction of a 40mph limit on London Lane would therefore seem to go some way towards a solution.
(18) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - Supporting the proposal as I am often walking, running, horse riding or cycling on this section of road and would feel safer with a lower speed limit in place
(19) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - This may make a marginal difference but will be largely ignored. More practical improvements would be rumble strips coming up to the 30mph limit and a mirror on the corner
(20) Local Resident (Ascott-under-Wychwood, London Lane)	<b>Support</b> - London Lane is a narrow lane coming into Ascott with a blind corner as you enter the current 30mph from 60mph. There is no pavement there but many walkers. The current speed limits make it extremely dangerous as drivers brake hard one way or accelerate too quickly when they leave the village.

(21) Local Resident (Ascott-under-Wychwood, London Lane)	<b>Support</b> - There is a blind corner as the current 60mph hits the 30mph section and no footpath. Anyone walking on the road is in danger from cars that are still over the 30mph limit. Especially if they are walking dogs for example.
(22) Local Resident (Ascott-under-Wychwood, London Lane)	<b>Support</b> - London Lane is used as a 'rat run' for vehicles between the B4437 and the A361. Cars, lorries and HGVs zoom down the hill and pick-up speed due to the gradient. By the time the vehicles slow down they are approaching the Windrush Valley School, where there are lots of children in the roadway at drop-off and pick-up times. There are sections of the lane where it is so narrow two cars struggle to pass each other, which many try to do at 60 mph - so I have witnessed many near-misses! It is essential for the speed limit to be graduated down into the village for the safety of pedestrians, cyclists and horse riders.
(23) Local Resident (Ascott-under-Wychwood, London Lane)	<b>Support</b> - I support a speed reduction to 40mph prior to entering a 20mph zone for safety reasons. London Lane is a narrow lane on a hill and heavy braking from 60mph to 20mph would increase hazard.
(24) Local Resident (Ascott-under-Wychwood, Shipton Road)	<b>Support</b> - It is extremely dangerous for traffic to be travelling at high speeds as far as the 30mph (current) sign. They are not prepared and often do not reduce their speed quickly enough. The road becomes very narrow and it is a blind bend at that point. In the recent past a car lost control, demolished the garden wall and hit the front wall of No 27. Motorists unfamiliar with the territory are particularly taken by surprise.  London Lane is used as a 'rat run' for vehicles, inc large vehicles, travelling from Witney to Chippy. They often take up the whole carriageway and vehicles travelling in the opposite direction have to very quickly take evasive action.  90% of the pupils from Windrush Valley School (situated on the Green) are out of village residents so drop off and pick up times are very busy on London Lane. Parents can be in a hurry and would be reminded to slow down before reaching the built-up area rather than hitting the brakes hard when entering the 30mph limit.  The footway becomes extremely narrow on the east side and eventually runs out close to the 30mph sign. There is no footway on the west side. This is a well trodden local walk which turns into the allotments area and links up with the west end of High St or the bridleway which turns southwards from the allotments. Dog walkers and riders on their horses are often in the road. They are alarmed by drivers who have not been prepared to reduce suddenly from 60mph to 30mph on a blind narrow bend.

(25) Local Resident (Ascott-under-Wychwood, Shipton Road)	<b>Support</b> - CARS ARE TRAVELLING TOO FAST DOWN THIS STRETCH OF ROAD.
(26) Local Resident (Ascott-under-Wychwood, Heritage Lane)	<b>Support</b> - It is a blind bend coming into London lane and not large enough for two big vehicles to pass at once
(27) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - This is a small, quiet village shared with walkers and horses so a 60 mph limit is far to high for such an environment.
(28) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - Safety
(29) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - Safety
(30) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - I have almost been killed on the blind bend.
(31) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - Safety
(32) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - It needs to be even slower but 40 would help
(33) Local Resident (Ascott-under-Wychwood, London Lane)	<b>Support</b> - Vehicles travel too fast down the hill and are going too fast & fail to slow at the 30 limit & there is no footpath on that part of London Lane & the road is narrow at the bend and it's dangerous for pedestrians, horse riders, and vehicles travelling up the hill.
(34) Local Resident (Ascott-under-Wychwood, The Green)	<b>Support</b> - Our Village is used as a cut through and as such we experience not only many fast cars up and down London Lane but there has been an increase of lorries as well. It's an accident waiting to happen. By introducing a 40mph, it won't stop some of the inconsiderate drivers but will make a lot of others more aware.

(35) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - Speed kills and this sensible reduction will play a part in making our roads safer.
(36) Local Resident (Ascott-under-Wychwood, Shipton Road)	<b>Support</b> - It's a very good idea and together with the proposed 20 mph limit in the village will be in line with what a lot of villages are doing
(37) Local Resident (Ascott-under-Wychwood, Dawls Close)	<b>Support</b> - We live in Ascott as a multigenerational family and have an age range. from 9.....77 we the oldies have an allotment off of London Lane and daily walk from shipton road to there. It's taking a big risk in walking the last sec. eg from the school upwards. The cars parked everywhere and the speed at which they travel, more 30 I would say. The children are not safe to ride there bikes in this area at all. All traffic should be slowed down before entering the village and even then 20 mph is more than adequate. we all support the speed restrictions.
(38) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - Please can you also move the 30mph sign further up London Lane so that speed limit starts from where the sign showing "Ascott-under-Wychwood" is placed. Currently it sits inside the village after passing the driveway for the first house.
(39) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - London Lane is a narrow, downhill, bendy road, where a 60 mph speed limit is dangerous.
(40) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - To reduce the speed of (in particular) traffic cutting through the village
(41) Local Resident (Ascott-under-Wychwood, High Street)	<b>Support</b> - 40 mph is more than adequate for this short stretch of road which has a dangerous bend as it enters/leaves the village.
(42) Local Resident (Ascott-under-Wychwood, High Street/London Lane)	<b>Support</b> - Traffic comes off the 60 mph road and does not reduce speed as it approaches the 30 mph sign at the edge of the village, which is on a deceptive, blind bend. Nor does it reduce speed through the village. I live on the corner of London lane and the High St and observe this daily. Big bars and vans stay in the middle of the road at high speeds with no consideration of pedestrians or drivers coming the other way.

(43) Local Resident (Ascott-under-Wychwood, London Lane)	<b>Support</b> - I live in London Lane, close to the existing 30mph limit sign and am very aware of speeding traffic. It makes entering and leaving my drive potentially dangerous. On one occasion a speeding vehicle demolished my front wall and ended up in my front garden.
(44) Local Resident (Ascott-under-Wychwood, Shipton Road)	<b>Support</b> - London Lane is a hill and traffic often travels too fast when meeting the proposed 20 mph limit lower down in the village
(45) Local Resident (Ascott-under-Wychwood, Heritage Lane)	<b>Support</b> - To slow the traffic down the hill before entering a 20 mph at the entrance corner
(46) Local Resident (Ascott-under-Wychwood, Shipton Road)	<b>Support</b> - A dangerous accident involving personal injuries or worse is only a matter of time which will be made worse if further vehicle access is allowed off London Lane for housing developments.
(47) Local Resident (Ascott-under-Wychwood, Church View)	<b>Support</b> - The B4437 has a speed limit of 60mph and traffic tends to accelerate to that speed on the straight run down London Lane to the village. The 30mph speed limit sign at the entrance of the village is not easily visible from a distance, especially in summer when the contrast between full sun and the shade cast by trees in the vicarage garden makes the sign less obvious. Thus there are frequent occasions when vehicles coming down the lane are unable to reduce speed sufficiently to comply with the speed limit.  There is no indication that the road narrows Just after the 30mph sign because of the blind corner, and drivers will have no idea of possible obstructions, pedestrians, horses or oncoming traffic.
(48) Local Resident (Ascott-under-Wychwood, Heritage Lane)	<b>Support</b> - For safety, cars need to slow down before they reach the current 30 mph sign because the 30 mph speed limit starts immediately before a sharp bend and the road at the bend is very narrow
(49) Local Resident (Ascott-under-Wychwood, The Green)	<b>Support</b> - Especially at night, a lot of cars drive through the village at approximately 40mph or more, and this feels and looks a lot more. Dangerous for people, pets and wildlife, and the drivers.

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# Agenda Item 12

Divisions affected: *Bicester North*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 12 OCTOBER 2023**

### **BICESTER: A4095 & B4100 BANBURY ROAD – PROPOSED 30MPH SPEED LIMITS AND RAISED SIDE ROAD ENTRY TREATMENT AT FRINGFORD ROAD**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve 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

#### **Executive summary**

2. The proposals are being put forward as part of a planned major improvement to the Banbury Road junction, which will primarily convert the current roundabout into a signalised junction, in order to deal with additional trips from the North West Bicester development and to help improve the safety and amenity for vulnerable road-users, specifically pedestrians and cyclists.
3. This report presents responses received to a consultation on:
  - the proposal to introduce 30mph speed limits on all the approaches to the A4095 Lords Lane/B4100 Banbury Road junction, i.e. B4100 Banbury Road, B4100 Bicester to Aynho road, A4095 Lords Lane, and the A4095 Southwold Lane
  - the reduction of the speed limit on Fringford Road (Caversfield) from 40mph to a 30mph speed limit from its junction with the A4095, northwards to a point 110 metres south of its junction with Aunt Ems Lane
  - the installation of a flat top road hump (approx. 100mm height) across Fringford Road, at its junction with the A4095 Southwold Lane.
4. There has been a minor adjustment to the layout of the planned signalised junction, which is presented in this report for confirmation.

## The Proposals

5. The proposals have been raised as a collective to improve the safety in the area for both road users and active travel users in conjunction with the junction improvements. The reduction in speed limit will improve safety through the planned signalised junction and the changes at Fringford Road are in response to feedback received from cycling stakeholder groups that requested for a priority pedestrian and cycling crossing over Fringford Road to be installed to encourage active travel in the area. In order to implement this request in the design, the team opted for a raised side road entry that provided a safe crossing facility for active travel users over Fringford Road, to link in with the proposals at the A4095/B4100 Banbury Road signalised junction.
6. The raised entry table requires a statutory consultation under the 1999 Road Humps Regulations, as well as a speed limit change to 30mph as road humps are not permitted in higher speed limits. This in turn prompted the team to consider and decide on the wider extent of the 30mph zone, which is what has been proposed.
7. Through the detailed design stage there has been a minor change to the design in terms of the routeing of cyclists and pedestrians through the signalised junction. The following design options were presented to Cabinet members on 27 July 2023.
  - Option A – Cyclops Design Proposal
  - Option B – Orthodox Dutch Design Proposal
8. The design proposal for the A4095/B4100 Banbury Road junction included an active travel crossing at the junction in a Cyclops orientation (see Option A in Annex 3). This junction design was proposed to provide pedestrians with the most direct desire line and to ensure that pedestrians are crossing the dedicated cycle lanes away from the cycle transitions on and off the carriageway, where cyclists' attention is more likely to be on the carriageway and not pedestrians.
9. Feedback received from active travel user groups, including Bicester Bicycle User Group and Coalition for Healthy Streets and Active Travel, suggested that an active travel crossing using an Orthodox Dutch style orientation (see Option B in Annex 4) would work better as it would remove some of the crossover points between those cycling and those walking or wheeling.
10. In discussion, the case for both orientations were strong, with each having their own advantages over the other. Road safety view on both options were neutral. The preference was to proceed with Option B. This aims to provide pedestrians a shorter distance to the crossing and a more uninterrupted path to the crossing for cyclists. This paper seeks a formal decision on this change.

## **Financial Implications**

11. Funding for consultation on the proposals and design and delivery of the scope has been provided by Cherwell District Council through the Department for Levelling Up, Housing and Communities to the value of £5.50m. Additional funding of £5.20m has been secured from the Growth Deal.

## **Equality and Inclusion Implications**

12. The raised side road entry treatment will improve accessibility and provide safer crossing facilities for all users including disability groups.

## **Sustainability Implications**

13. The proposals would help facilitate the safety of pedestrians and cyclists and encourage active travel modes for short journey trips.

## **Formal consultation**

14. Formal consultation was carried out between 20 July and 11 August 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 councillors, Caversfield Parish Council, Bicester Town Council, and the local County Councillors representing the Bicester North, Bicester West, and Bicester Town divisions

15. 276 responses were received via the online survey during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/objection	Total
30mph speed limit on junction approaches	196 (71%)	19 (7%)	58 (21%)	3 (1%)	276
30mph speed limit on Fringford Road	147 (53%)	27 (10%)	64 (23%)	38 (14%)	276
Raised side road entry treatment	169 (61%)	24 (9%)	42 (15%)	41 (15%)	276

16. The full responses are shown at **Annex 2**, and copies of the original responses are also available for inspection by County Councillors.

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

17. Thames Valley Police raised no objection to the proposals.

18. Of the responses that were received via the online survey, the most common objections and concerns for all three proposals were as follows:

- a. The proposals were unnecessary.
- b. The proposals would lead to congestion and traffic disruptions.
- c. The current arrangement was functional and did not require any changes to what was working.
- d. The speed limit in the area had recently been changed to 40mph, and that a further change to 30mph was unnecessary and unjustified, would disrupt traffic and would encourage road users to opt for residential roads for quicker access to the surrounding areas.
- e. Some cited that there had been insufficient time to assess the effect of the 40mph speed limit prior to advertising for a further change to 30mph.
- f. In terms of the raised side road entry proposal, there was concern that these structures tend to damage vehicles and motorcycles and would introduce difficulty to drivers at the junction, particularly as they attempt to manoeuvre over the raised table around the turn when attempting to join the adjoining carriageway.
- g. There were concerns that the raised side road would harm the environment due to the increased emissions caused by slower moving traffic and congestion in the area.

19. Officers appreciate the level of concern that has been raised. A large number of the responses assumed the existing roundabout was to remain or were in response to the overall plans to signalise the junction.

20. Caversfield Parish Council raised concern about the proposed raised junction, but most of their concerns relate to the overall junction design at Banbury Road. The proposals in this report are not specifically about the signalisation but the lowering of the speed limits will make that layout safer by increasing control of the traffic flow to improve safety for both road users and active travel users.

21. There were concerns from some residents and local councillors that the speed reduction would increase air quality and congestion issues, however, the lower speed in itself will not result in these outcomes.

22. The raised side road entry treatment has been proposed to provide safe crossing for active travel users at Fringford Road, in line with policies to encourage an increase in trips by walking, wheeling or cycling. The local councillor reports general support from residents who use this road and currently find it dangerous. The raised side road entry treatment will encourage active travel in this area and provide improved access to a wider range of users, while discouraging speeding in the area. The 30mph limit is required as road humps are not permitted in higher speed limits. The 30mph limit will help to enhance the safety of road users and active travel users even further. The extents of the speed limits were recommended by Safety Officers and Design Consultants, with consideration given to the potential congestion and traffic disruptions that may potentially be caused.

23. The proposals are therefore necessary in order to facilitate safe travel for active travel users as well as road users in the new signalised junction arrangement.

Bill Cotton  
Corporate Director, Environment and Place

Annexes:

- Annex 1: Consultation Plan
- Annex 2: Consultation responses
- Annex 3: Option A - Cyclops Design Proposal
- Annex 4: Option B - Orthodox Dutch Design Proposal

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Mohamed Gulamhussein

October 2023



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b></p>
(2) Caversfield Parish Council	<p><b>Concerns</b> – The Parish Council considered the planning application at the meeting on 19 July and agreed that the comments made on 9 April 2021 (see below) are still all valid.</p> <p>There were also concerns about the proposed 'hump' at the entrance to Fringford Road.</p> <p>The Council had no comment on the speed limits at the present time as the 20mph consultation will be reviewed shortly.</p> <p>Caversfield Parish Council met on 7 April to consider the consultation. Option 3 was the preferred choice. However, there were a number of comments.</p> <p>Concerns were raised about the volumes of traffic which would be using the junction as a whole and the Council would like to know what the current usage is and what the projected usage is in both five, and ten, years' time.</p> <p>The project must look at the infrastructure covering the whole of the northern Bicester area from the Howes Lane realignment to the Buckingham Road roundabout junction. It was felt at the presentation given by OCC on 24 March that consideration had not been given to the wider area. Lessons must be learnt from both the Rodney House roundabout and the Vendee Drive roundabout issues, both of which appeared to be designed in isolation without any apparent regard for the surrounding infrastructure or needs.</p> <p>Of primary concern to the Council was the access to the Fringford Road. This must be included in the current proposals and should not be an afterthought.</p>

	<p>The Parish Council would like to have information on the current numbers of pedestrians, cyclists and vehicles which use the Fringford Road, both north- and south-bound, together with those which come from the Southwold area travelling north up the Fringford Road (having gone all the way round the current roundabout).</p> <p>Another concern was to ensure that the surrounding roads are not used as rat runs.</p> <p>Aunt Em's Lane is a very narrow, rural road which is not suitable for heavy traffic and is also difficult to exit. The Caversfield section of Skimmingdish Lane is a residential road, which again, is not suitable for through traffic. Closure or restrictions to the Fringford Road would affect Aunt Em's Lane and Skimmingdish Lane to the detriment of both.</p> <p>For information, there is a bridleway from Fringford Road to the Banbury Road which could be enhanced for pedestrian and cycle use.</p> <p>The Council would also like to know what modelling had been undertaken to show how easy it would be for HGVs and particularly articulated vehicles to turn right from Southwold Lane at the junction north to the B4011. A large number of vehicles currently use the B4011 to access the M40 at Junction 10 and it is hoped that this has also been taken into account.</p>
(3) Local Resident (Bicester, Burdock Close)	<p>30mph on approaches – <b>Object</b> The ring road should run freely at a steady pace as it does now. It needs to take traffic away from the town and if the speed limit is 30mph folk will just go through town as it will be a quicker journey. Therefore, defeating the whole object of building a ring road</p> <p>30mph on Fringford Road – <b>Concerns</b> Just is there a need to change it? It seems to work, leave it be</p> <p>Traffic Calming – <b>Concerns</b> Road jumps/ traffic calming are more dangerous than help. Causes people to race each other to the obstruction in the road. Mad idea anywhere!</p>
(4) Local Resident (Bicester, Tangmere Close)	<p>30mph on approaches – <b>Object</b> The 'Statement of Reasons' sites as part of the major improvements works to road safety for pedestrians and cyclists as the reason behind the proposed speed limit reductions.</p>

Whilst I agree that reduced speeds are an important factor in improving road safety, and that the proposed improved cycle facilities are position, having reviewed CRASHMAP data (Acknowledging that this data does not take account of 2023, and some of 2022), back to 2012 the trend and number of collisions doesn't wholly support the argument of reducing the speed limit to improve road safety.

A4095

A4095 (W) - There have been 2 collision both outside the proposed speed limit reduction. One in 2015 at the junction with Germander Way (S) and a Serious further west in 2019.

A4095 (E) - Three collisions - 1 slight in 2018 at the junction with Fringford Rd with vehicles turning, 2 at the crossing both involving pedestrians on the crossing, 1 serious in 2016 and one slight in 2020

The number of collisions on the A4095 are not particularly high across a 10 year period, and given the recent reduction of the speed limit to 40mph it seems a waste of money to further reduce it to 30mph hour given a) the low collision record and b) insufficient time to assess the impact of the 40mph speed limit, and indeed whether it has been successful in reducing speeds.

As a user of the road it seems the 40mph speed limit does appear to have some impact on speeds, however I fear a short length of 30mph may have limited impact, as vehicles already appear to slow on the approach. Is there any published data showing what current speed within the proposed 30mph sections are

BANBURY ROAD

Banbury Road (N) - 1 serious in 2013 which appears to have occurred exiting the roundabout. This involved a vehicle turning and striking a motorcyclist. A reduction in the speed limit would have had no impact on this.

Banbury Road (S) - 2 at the roundabout - 1 involving young child on bike crossing with parent on foot (2019), and 1 involving older child riding home from school in carriageway. If the map is correct both appear to be on the exit arm of the roundabout.

The provision of a formal crossing at the junction should address these incidents, and I would argue that further reduction of the speed limit would have minimal impact.

1 serious child ped in 2014 further down crossing at the informal crossing point half way up which has long been largely obscured, this was made worse by the fact it was at night. Arguably, money may be better served improving visibility of the crossing

Two further collisions occurred at/near the buildout further down which involved rear end shunts in 2015 and 2019. You could argue that the 30mph speed limit starts to close to the buildout, but there is also a long standing issue of the advance warning signs being obscured by vegetation. I would also fear as this length does not directly front properties, and the back gardens are hidden by vegetation that drivers will be less likely to adhere to a 30mph speed limit. There are examples where speeds have actually increased in similar situations, particularly as there will be no terminal signs or repeaters as the route is street lit and therefore all signs will be removed.

Six further slights on the roundabout itself which appear to see a trend of 1 or 2 a year up to 2021.

	<p>You could argue that the reduced speed limit is to account for the change of the junction from a roundabout to a crossroads, however, the collision record at the established traffic signals on Howes Lane at the junction with Shakespeare Drive and indeed the A41 signals at Tescos/Bicester Shopping Park would not support this.</p> <p><b>30mph on Fringford Road – <b>Concerns</b></b> Concerned if the 30mph limit is introduced, the lack of terminal signs will result in increased speeds rather than a reduction in speed, and that the repeaters placed where there is no street lighting will be insufficient</p> <p><b>Traffic Calming – <b>Concerns</b></b> Concerned about the discomfort experienced by road users negotiating a 100mm hump at a junction, particularly given the tight turn in and out, meaning wheels will not approach/leave the hump straight on. Even at slow speeds this creates an uncomfortable journey, particularly for those with disabilities, bad backs, arthritis, returning from surgery etc</p>
(5) Local Resident (Bicester, Boston Road)	<p>30mph on approaches – <b>Object</b> Too slow</p> <p><b>30mph on Fringford Road – <b>Concerns</b></b> Delays</p> <p><b>Traffic Calming – <b>No opinion</b></b> Ok</p>
(6) Local Resident (Bicester, Field Street)	<p>30mph on approaches – <b>Object</b> The Ring Road needs to be the preferable option for road users to go AROUND Bicester. Dropping the speed limit will push further road users THROUGH Bicester.</p> <p><b>30mph on Fringford Road – <b>Concerns</b></b> Concerns for residents</p> <p><b>Traffic Calming – <b>No opinion</b></b> NA</p>

(7) Local Resident (Bicester, Bassett Avenue)	<p>30mph on approaches – <b>Object</b>            Why are you spending an extortionate amount of money on a section of road that works perfectly well as it is. Lights will cause tailbacks creating yet more congestion around the town. Clearly the planner do not live here or even visit the area. Please spend the money on resurfacing the road as the filling is already coming out of the existing pot holes</p> <p>30mph on Fringford Road – <b>Concerns</b>            I appreciate that the Council want people out of their cars and are trying to inconvenience car users by doing this but not everyone is able bodied enough to walk or cycle great distances. Buses also don't go where you need to get too.</p> <p>Traffic Calming – <b>No opinion</b>            No objection</p>
(8) Local Resident (Bicester, Withington Road)	<p>30mph on approaches – <b>Object</b>            Slowing the road to 40 has already disrupted the flow of traffic around Bicester</p> <p>30mph on Fringford Road – <b>Concerns</b>            As above</p> <p>Traffic Calming – <b>No opinion</b>            Na</p>
(9) Local Resident (Bicester, Bassett)	<p>30mph on approaches – <b>Object</b>            The rd and junction work perfectly fine atm and do not need changing it will cause major traffic issues with the proposed changes</p> <p>30mph on Fringford Road – <b>Concerns</b>            Seems to work fine as it is atm all this reducing of speed limits is causing more congestion</p> <p>Traffic Calming – <b>Object</b>            Traffic calming causes issues with congestion and damage to cars</p>

(10) Local Resident (Bicester, Kingsclere)	<p>30mph on approaches – <b>Object</b> Best it will not benefit the town</p> <p>30mph on Fringford Road – <b>Concerns</b> Because it will not benefit the town</p> <p>Traffic Calming – <b>Object</b> Because it will not benefit the town</p>
(11) Local Resident (Bicester, Banbury road)	<p>30mph on approaches – <b>Object</b> Not a busy or dangerous road so no need for 30 limit</p> <p>30mph on Fringford Road – <b>Concerns</b> A quiet country road no need for 30 limit also hard to enforce so a waste of money.</p> <p>Traffic Calming – <b>Object</b> The roads runs perfectly well - this is not needed.</p>
(12) Local Resident (Bicester, Fair Close)	<p>30mph on approaches – <b>Object</b> The roundabout works fine at the moment. The speed limit has already gone down to 40mph. I feel if it is reduced to 30mph along with other traffic calming measures, people will go through Bicester, as it will be quicker than using the ring road.</p> <p>30mph on Fringford Road – <b>Concerns</b> The speed limit has been dropped from 50mph to 40mph.</p> <p>Traffic Calming – <b>Object</b> I find the road humps do not always work. Drivers try to drive around them, or speed up in between each road hump.</p>
(13) Local Resident (Bicester, Lodge Close)	<p>30mph on approaches – <b>Object</b> It's not broken. No need to mess with it</p>

	<p>30mph on Fringford Road – <b>Concerns</b>        What about the road towards Bicester town? That needs reducing to 30 from 40mph</p> <p>Traffic Calming – <b>Object</b>        Flat humps don't really slow traffic</p>
(14) Local Resident (Bicester, Priory)	<p>30mph on approaches – <b>Object</b>        At the moment the layout and speed already there flows very well. Why would you change something that functions good!</p> <p>30mph on Fringford Road – <b>Concerns</b>        This for one will increase traffic and take longer for people getting out of the town, and cause more road rage, this road flows well as it is.</p> <p>Traffic Calming – <b>Object</b>        Pointless putting in humps, people drive over them fast anyways and also not great for the emergency services.</p>
(15) Member of public (Southwold Bicester, Sycamore gardens)	<p>30mph on approaches – <b>Object</b>        The speed limits already present are perfectly reasonable for the roads as they stand. Introducing unrealistic limits on a road which is really a bypass is counterproductive to traffic flow.</p> <p>30mph on Fringford Road – <b>Concerns</b>        The road has only 2 houses along its length. 30 limits are for built up areas</p> <p>Traffic Calming – <b>Object</b>        What is the point. You have to slow down to enter the A4095 anyway.</p>
(16) Local Resident (Bicester, Curtiss Close)	<p>30mph on approaches – <b>Object</b>        You have recently dropped it to 40 mph and that is low enough</p> <p>30mph on Fringford Road – <b>No opinion</b></p>

	<p>I don't have any opinion on this as I rarely drive it.</p> <p><b>Traffic Calming – Concerns</b> A hump at a junction would not help slow the traffic.</p>
(17) Local Resident (Bicester, Nuffield close)	<p>30mph on approaches – <b>Object</b> Traffic flows well there at the moment. Any changes will lead to traffic build up and congestion and will make the traffic considerably worse</p> <p>30mph on Fringford Road – <b>No opinion</b> Objecting to traffic calming measures.</p> <p><b>Traffic Calming – Concerns</b> People drive round them</p>
(18) Local Resident (Bicester, Rochford gardens)	<p>30mph on approaches – <b>Object</b> As a carer I have a need to get around Bicester in a timely manner changing to 30 mph from 40mph will impact my travelling time to and from clients, this road is not used by pedestrians as is the ring road of Bicester so do not see the need to reduce the speed further</p> <p>30mph on Fringford Road – <b>No opinion</b> I do not regularly use this road so have no opinion on this</p> <p><b>Traffic Calming – Concerns</b> On a junction!! Need I say more</p>
(19) Local Resident (Bicester., Conifer Drive)	<p>30mph on approaches – <b>Object</b> The county council have only just reduced the limits in this area and I suggest that there has been insufficient time to assess whether this was sufficient or if further reductions are needed. Crossings and cycleways already exist in this area to accommodate the more vulnerable road users, so I argue that further changes are currently unnecessary.</p> <p>30mph on Fringford Road – <b>No opinion</b></p>

	<p>This is a village setting and a reduction in speed limit could be justified simply because it is a residential road.</p> <p><b>Traffic Calming – Concerns</b></p> <p>I dont see the point of this. It is already a slow junction. I think a better alternative is to make it a 'No right turn', both to prevent people turn right out of it (an awkward operation on most days anyway because of the volume and rate of traffic on the A4095) and turning right into it (the traffic posts preventing this have been demolished, making it a possibility for people to do so). Put in a more substantial barrier to accommodate this.</p>
(20) Local Resident (Bicester, Germander Way)	<p>30mph on approaches – <b>Object</b></p> <p>There is no need for this, there are no speeding issues or accidents and I drive these roads daily at various times of the day and it is already ridiculous this road has been reduced from 50 to 40. Pointless.</p> <p>30mph on Fringford Road – <b>No opinion</b></p> <p>I don't use this road.</p> <p><b>Traffic Calming – No opinion</b></p> <p>Do not use road to have an opinion</p>
(21) Local Resident (Bicester, Graven Hill)	<p>30mph on approaches – <b>Object</b></p> <p>It's ridiculous. It's a long straight road away from residential properties. There is no need.</p> <p>30mph on Fringford Road – <b>No opinion</b></p> <p>I have no opinion on this.</p> <p><b>Traffic Calming – No opinion</b></p> <p>N/a</p>
(22) Local Resident (Bicester, Heather Road)	<p>30mph on approaches – <b>Object</b></p> <p>The recent introduction of the 40 mph limit on Southwold Lane has made it harder to pull out of Hornbeam and Heather Roads on to Southwold Lane, even at quieter times of day, never mind rush hour. As it is, I already have turn left when I want to go right, go up to the roundabout and double-back. Your proposals are just going to make my life (and other Southwold residents' lives) UNNECESSARILY DIFFICULT.</p>

	<p>The whole scheme is unwanted by the people who actually live in Bicester, as I understand was evidenced by the recent online survey, so why you are ploughing on with it and wasting MILLIONS of pounds in finding a problem for a solution on which you are FIXATED is extremely concerning.</p> <p>30mph on Fringford Road – <b>No opinion</b> N/A</p> <p>Traffic Calming – <b>No opinion</b> N/A</p>
(23) Local Resident (Bicester, Overstrand Close)	<p>30mph on approaches – <b>Object</b> The junction works perfectly fine as it is now at the speed it currently is. Slowing things down will cause longer traffic queues. Don't change something that does not need fixing</p> <p>30mph on Fringford Road – <b>No opinion</b> It is right that those who live here are heard, and listened too. Those in power are meant to do the will of the people who elected them. Listen to local residents.</p> <p>Traffic Calming – <b>No opinion</b> I do not live there so cannot say</p>
(24) Local Resident (Bicester, Swansfield)	<p>30mph on approaches – <b>Object</b> The current 40mph is adequate. People don't stick to 40mph how are they going to reduce to 30mph?</p> <p>30mph on Fringford Road – <b>No opinion</b> Don't use that Road so have no opinion</p> <p>Traffic Calming – <b>No opinion</b> As before</p>
(25) Local Resident (Bicester, Avocet Way)	<p>30mph on approaches – <b>Object</b> Traffic runs slowly when busy already</p>

	<p>30mph on Fringford Road – <b>No opinion</b> Don't use this road</p> <p>Traffic Calming – <b>No opinion</b> Don't use this road</p>
(26) Local Resident (Bicester, Danes road)	<p>30mph on approaches – <b>Object</b> Cyclist and pedestrians have a completely separate footpath/ cycle way at a distance from the highway. It would be useful if cyclists were prohibited from the main highway where there is a cycle way provided</p> <p>30mph on Fringford Road – <b>No opinion</b> No comment</p> <p>Traffic Calming – <b>No opinion</b> No comment</p>
(27) Local Resident (Bicester, Maple rd)	<p>30mph on approaches – <b>Object</b> It's supposed to be a ring road if it's a 30 I will drive through the town rather than use the ring road.</p> <p>30mph on Fringford Road – <b>No opinion</b> I use the road every day.</p> <p>Traffic Calming – <b>No opinion</b> I have no opinion on this.</p>
(28) Local Resident (BICESTER, Bassett Avenue)	<p>30mph on approaches – <b>Object</b> Traffic flow is better without more speed restrictions., Too many traffic calming places around bicester already, causing traffic due to lack of infrastructure before allowing all housing estates and industrial units around Bicester. Spend the money on GP services and better roads instead!</p> <p>30mph on Fringford Road – <b>No opinion</b></p>

	<p>Road surface is terrible, fix that first before spending money on speed restrictions.</p> <p><b>Traffic Calming – Object</b> Not needed. Road surface is terrible already.</p>
(29) Local Resident (Bicester, Bristol road)	<p>30mph on approaches – <b>Object</b> This junction is nowhere near as bad as the councils think. Yes, it can be busy at times, but to spend 10 million on it is not worth it when a lot of roads need resurfacing.</p> <p>30mph on Fringford Road – <b>No opinion</b> No opinion</p> <p><b>Traffic Calming – Object</b> Waste of time and money, will also cost motorists on suspension over consistent use.</p>
(30) Local Resident (Bicester, Glory Farm)	<p>30mph on approaches – <b>Object</b> The traffic at peak times is already causing you to queue/drive slow when approaching the junctions. Work should be undertaken to appease the traffic flow directly on the junctions themselves rather than the lead up to. Slowing the speed down will only impede traffic flow at quiet times when the current speed limit is appropriate.</p> <p>30mph on Fringford Road – <b>No opinion</b> I don't use Caversfield Fringford road enough to comment</p> <p><b>Traffic Calming – Object</b> Wasted fuel economy for drivers having to decelerate then accelerate up to speed again (More emissions). Car wear and tear in economic times of hardship.</p>
(31) Local Resident (Bicester, I don't see that this is relevant)	<p>30mph on approaches – <b>Object</b> The whole point of a ring road is to move traffic efficiently around an urban area, not slow it to the point where traffic has no incentive to use it.</p>

	<p>30mph on Fringford Road – <b>No opinion</b> This is not part of the ring road so a speed limit here will not affect the smooth flow of traffic around the urban centre of Bicester</p> <p>Traffic Calming – <b>Object</b> For the reasons already given</p>
(32) Local Resident (Bicester, Manorsfield Road)	<p>30mph on approaches – <b>Object</b> This is a major route out of town, this constant need to slow everything down to a snails pace is destroying traffic flow in the town.</p> <p>30mph on Fringford Road – <b>No opinion</b> This is a more minor road, I don't see why it needs to change but I don't object.</p> <p>Traffic Calming – <b>Object</b> This didn't work on Middleton Stoney Road, other than to annoy and frustrate, and it won't work here. They're not maintained properly, and again this is a major route into town.</p>
(33) Local Resident (Bicester, Manston Close)	<p>30mph on approaches – <b>Object</b> Frankly the entire project to replace a roundabout with a traffic light controlled cross roads is idiotic. This is going to create chaos both during and after construction. The amount of traffic lights that have gone up in and around Bicester over the years have only served to make congestion worse and hinder the flow of traffic. Roundabouts without traffic lights are the best way to keep traffic moving. Pedestrian safety is better served with dedicated crossings and pedestrian bridges.</p> <p>30mph on Fringford Road – <b>No opinion</b> No opinion</p> <p>Traffic Calming – <b>Object</b> There are enough holes in the roads around Bicester that speed bumps are redundant. Do the work that needs doing on the roads and not waste money on unnecessary changes.</p>

(34) Local Resident (Bicester, Meredith close)	<p>30mph on approaches – <b>Object</b> The A4095 is the main ring road for traffic around Bicester - the route through town is not suitable for the volume of traffic so the ring road is required. A 30mph limit on this main traffic route will result in heavy congestion and worse air quality for local residents. If a new alternate high speed (IE 50mph) route were built this change would be acceptable but this would need to be in place before the 30mph limit were imposed on the current ring road.</p> <p>30mph on Fringford Road – <b>No opinion</b> I don't use this road so no comment</p> <p>Traffic Calming – <b>Object</b> I object to the 30mph limit and therefore traffic calming measures would not be suitable at the current speeds</p>
(35) Local Resident (Bicester, Orchid Close)	<p>30mph on approaches – <b>Object</b> The A4095 is a ring road that by design removes traffic away from the town centre. There were no issues with the previous speed limit of 50mph on the A4095, and traffic now builds up more since the reduction to 40mph. Since the reduction to 40mph It is now quicker to drive through the town centre instead of using the ring road. Also, with the lower speed limits it has seen more build up of traffic on the A4095 and is now also much harder to leave Bure Park/Southwold when trying to cross the carriageway. The speed limit on the A4095 ring road should be put back to 50mph which had no issues previously. The one exception I will add is that the Banbury Road junction has long needed a proper crossing (just below the junction of Lodge Close). This is a pedestrian crossing with no actual crossing/lights. In the absence of an actual crossing (which has always been needed), reducing the speed limit to 30mph would be a great help for pedestrians using this crossing. It would make the whole of Banbury road a consistent speed and not require any changes to the ring road. Also, adding in different speed limits makes it more difficult for drivers as there is a constant need to keep checking the speed limit. A speed limit should be clear, consistent for as long as possible, and be suitable for the surroundings (e.g. ring road should be 50mph, inner ring road should be 30mph). Please instead invest in much needed cycle lanes and cycle routes from this area of Bicester to allow for more direct cycle lanes when travelling to and from the city centre.</p> <p>30mph on Fringford Road – <b>No opinion</b> I have no opinion on this as I only use this road occasionally when visiting friends in Caversfield, both when walking and driving. I have never been aware of any issues with the 40mph speed limit.</p>

	<p>Traffic Calming – <b>Object</b> I only use this road for visiting friends and am not in support road humps as I have never found them to be effective in slowing traffic.</p>
(36) Local Resident (Bicester, Severn Close)	<p>30mph on approaches – <b>Object</b> It's only just been reduced to 40MPH. 30 is far too slow, everyone will drive through the centre of town instead.</p> <p>30mph on Fringford Road – <b>No opinion</b> None</p> <p>Traffic Calming – <b>Object</b> Humps damage cars</p>
(37) Local Resident (Bicester, Chichester Close)	<p>30mph on approaches – <b>Object</b> You won't be going very fast anyway</p> <p>30mph on Fringford Road – <b>No opinion</b> No comment</p> <p>Traffic Calming – <b>Object</b> All road humps damage cars whatever speed your going</p>
(38) Local Resident (Bicester, Juniper Gardens)	<p>30mph on approaches – <b>Object</b> There is no need. There has never been a serious accident there</p> <p>30mph on Fringford Road – <b>No opinion</b> As I do not use this road I do not feel I can comment</p> <p>Traffic Calming – <b>Object</b> It will make it even more difficult and dangerous for all road users</p>

(39) Local Resident (Bicester, Kings Meadow)	<p>30mph on approaches – <b>Object</b> It works as it is. The proposals are over complicated and over priced and totally unnecessary.</p> <p>30mph on Fringford Road – <b>No opinion</b> No need to put a speed limit really as that is a sensible speed for that stretch of road which most drivers will do anyway and the speeders will speed regardless.</p> <p>Traffic Calming – <b>Object</b> As answered earlier. More damage to cars and emergency vehicles who need to go faster.</p>
(40) Local Resident (Bicester, Restharrow Mead)	<p>30mph on approaches – <b>Object</b> Simply unnecessary</p> <p>30mph on Fringford Road – <b>No opinion</b> Na</p> <p>Traffic Calming – <b>Object</b> Unnecessary</p>
(41) Local Resident (Bicester, Southwold estate, Cypress gardens)	<p>30mph on approaches – <b>Object</b> I was under the impression that the roads you are talking about are part of the “ring road” and therefore how is that going to help the flow of traffic around Bicester</p> <p>30mph on Fringford Road – <b>No opinion</b> Unsure of this action as to why the reduction</p> <p>Traffic Calming – <b>Object</b> Why ?? They do not help calm traffic and they are never maintained correctly so issues occur with the road itself as seen in other areas of Bicester</p>

<p>(42) Local Resident (Caversfield, Trenchard Lane)</p>	<p>30mph on approaches – <b>Object</b> Unnecessary waste of money</p> <p>30mph on Fringford Road – <b>No opinion</b> It is a quiet road and I have not experienced any problems</p> <p>Traffic Calming – <b>Object</b> Unnecessary</p>
<p>(43) Local Resident (Elmsbrook/Bicester, Sage Street)</p>	<p>30mph on approaches – <b>Object</b> Speed limits have already been reduced on nearby roads, decreasing the speed limit further will only frustrate drivers. All approach roads to the junction are large and with unobstructed views. Reducing speed limits will increase journey times which will disincentives road users to use the Bicester ring road system, and instead routes through the centre of Bicester which already suffer from congestion will get more congested.</p> <p>30mph on Fringford Road – <b>No opinion</b> Unlike the main roads joining the roundabout, this road is more enclosed and joining a main road. I have no objection or support for the reduced limit.</p> <p>Traffic Calming – <b>Object</b> Traffic calming humps are not required if adequate signage and visibility is provided to the junction.</p>
<p>(44) Local Resident (Launton, Station Road)</p>	<p>30mph on approaches – <b>Object</b> I cycle through this junction a lot and never have an issue with the speed of motorists, people are in general very courteous around this junction, there's an odd exception who wouldn't respect a 30 anyway. As a driver through here, 30 is too slow and unnecessary given the size of the roads.</p> <p>30mph on Fringford Road – <b>No opinion</b> Also cycle around this a lot and have no opinion as I don't drive through it.</p> <p>Traffic Calming – <b>Object</b></p>

	<p>As a cyclist this would make it more dangerous, a small middle of the road bump causes me to have to move out into traffic (I do not pass these close to the curb) and a full width is exceptionally annoying on a bike</p>
(45) Local Resident (Upper Heyford, Hampden Square)	<p>30mph on approaches – <b>Object</b> 0</p> <p>30mph on Fringford Road – <b>No opinion</b> 0</p> <p>Traffic Calming – <b>Object</b> 0</p>
(46) Local Resident (Bicester, 2 poppylands)	<p>30mph on approaches – <b>Object</b> It works as it is.</p> <p>30mph on Fringford Road – <b>Object</b> How many accidents happen here? Not many. Resources are better focused elsewhere.</p> <p>Traffic Calming – <b>Concerns</b> That junction needs addressing for traffic turning right onto the a4095</p>
(47) Local Resident (Bicester, Bicester)	<p>30mph on approaches – <b>Object</b> Far too slow for that junction. It'll cause massive tailbacks.</p> <p>30mph on Fringford Road – <b>Object</b> Far too slow for that junction. It'll cause massive tailbacks.</p> <p>Traffic Calming – <b>Concerns</b> If done wrong ruin cars</p>

(48) Local Resident (Bicester, Churchill Road)	<p>30mph on approaches – <b>Object</b> This includes sections of the ring road, which means that it becomes quicker to go through town, rather than round the ring road. There are cycle paths on most routes to this junction, negating the need for further reductions from the 40mph currently in place.</p> <p>30mph on Fringford Road – <b>Object</b> With very few roads sharing a junction with the Fringford Road, once again there is no real reason to reduce the limit further.</p> <p>Traffic Calming – <b>Concerns</b> I can't see the need for this when people will be slowing for the junction anyway.</p>
(49) Local Resident (Bicester, Longfields)	<p>30mph on approaches – <b>Object</b> Absolutely no need for traffic calming in these areas. I assume this is to appease cyclists under the guise of active travel, as usual.</p> <p>30mph on Fringford Road – <b>Object</b> Absolutely no need for traffic calming in these areas. I assume this is to appease cyclists under the guise of active travel, as usual.</p> <p>Traffic Calming – <b>Concerns</b> No need for traffic calming in this area. Please could you provide analysis of why this is needed and the cost benefit for this to go ahead</p>
(50) Local Resident (Bicester, Spruce drive)	<p>30mph on approaches – <b>Object</b> There is no reason why the road should be a 30th limit, it is not a built up area. It's a ridiculous idea, as was putting the ring road down to 40 from 50.</p> <p>30mph on Fringford Road – <b>Object</b> There is no need to reduce any of our current speed limits apart from on housing estates where cars are parked near junctions and lots of turns and windings.</p>

	<p><b>Traffic Calming – Concerns</b> Are these really necessary or are we just trying to make it harder for vehicles.</p>
(51) Local Resident (Bicester, Wellington close)	<p>30mph on approaches – <b>Object</b> Utterly ridiculous, not an accident hotspot, absolutely no reason for this proposal to be implemented! Not dangerous whatsoever. Better things to spend time and money on</p> <p>30mph on Fringford Road – <b>Object</b> No reason whatsoever given for this proposal. Not an accident spot. Utter waste of time and public funds</p> <p><b>Traffic Calming – Concerns</b> This is a significant concern, and will in actuality make the road dangerous when it isn't currently!</p>
(52) Local Resident (Bicester, Tangmere close)	<p>30mph on approaches – <b>Object</b> This seems like a monumental waste of money that could be put to better use repairing the carriageway which is in a dire condition and poses a significant risk to cyclists and motor cyclists in particular. Why has the speed limit been reduced from 50 in the first place only for a plan to reduce it further? This would more likely create problems than solve them. Locals used to driving at 50 on this road probably still will, but now they'd encounter people doing 30 leading to dangerous overtakes and possible accidents. These plans do not make sense</p> <p>30mph on Fringford Road – <b>Object</b> I see this as a further waste of money as described above</p> <p><b>Traffic Calming – Concerns</b> It might have an effect on motor traffic, but it's not likely to help 2 wheel road users and the budget would be better spent improving the general carriageway and segregating cyclists from general traffic.</p>
(53) Local Resident (Langford, Falcon)	<p>30mph on approaches – <b>Object</b> Will cause even bigger traffic problem</p> <p>30mph on Fringford Road – <b>Object</b></p>

	<p>Completely unnecessary as there is really nothing going on down that road</p> <p>Traffic Calming – <b>Concerns</b></p> <p>‘</p>
(54) Local Resident (Langford village, Merganser road)	<p>30mph on approaches – <b>Object</b> It's slow enough getting round Bicester. Changing those roads to 30 would have no benefit to the residents of Bicester</p> <p>30mph on Fringford Road – <b>Object</b> It will not benefit the locals</p> <p>Traffic Calming – <b>Concerns</b> Maybe try repairing the state of the roads before adding more things that will ultimately damage car suspensions because the upkeep of the roads is abysmal</p>
(55) Local Resident (Stratton Audley, Mill road)	<p>30mph on approaches – <b>Object</b> A ring road is to take traffic away from the Town to reduce pollution and for safety reasons and it needs to be done as quickly as possible. People are travelling to work, taking children to school they are in a hurry. A slow pace will lead to irritated drivers, ergo careless, increased pollution. Many will, like me, just do the shortest route to save fuel.</p> <p>30mph on Fringford Road – <b>Object</b> It is not needed except in the areas that are built up</p> <p>Traffic Calming – <b>Concerns</b> a diagram would be better to show where the speed hump would be, the roundabout or traffic lights, depending on what happens at that junction, would already do the slowing down.</p>
(56) Local Resident (Bicester, Bisley close)	<p>30mph on approaches – <b>Object</b> This measure is not needed. The higher speed does not create a dangerous road and the investment could be better invested in fixing the roads - e.g pot holes</p> <p>30mph on Fringford Road – <b>Object</b></p>

	<p>Once again this action is not needed. The road is not dangerous at the higher speed.</p> <p><b>Traffic Calming – No opinion</b> Is this measure really needed.</p>
(57) Local Resident (Bicester, Burns Crescent)	<p>30mph on approaches – <b>Object</b> The whole point of a ring road is to allow smoother driving and take traffic away from the town. If it is the same speed limit, this negates the need for a ring road, and traffic will worsen in the town.</p> <p>30mph on Fringford Road – <b>Object</b> This is a main road and facilitated journeys into Bicester</p> <p><b>Traffic Calming – No opinion</b> No opinion</p>
(58) Local Resident (Bicester, Grebe road)	<p>30mph on approaches – <b>Object</b> It already takes too long to get round town at 40. If you drop the limit to 30 then traffic will start to look for quicker routes through more populated residential roads.</p> <p>30mph on Fringford Road – <b>Object</b> Same as above.</p> <p><b>Traffic Calming – No opinion</b> Not necessary. This will just frustrate drivers even more.</p>
(59) Local Resident (Bicester, Hornbeam Road)	<p>30mph on approaches – <b>Object</b> The speed limit has just bee; reduced to 40. This is more than adequate. There is also absolutely no need to change a perfectly acceptable roundabout to traffic lights, at considerable cost.</p> <p>30mph on Fringford Road – <b>Object</b> The existing speed limit is fine.</p>

	Traffic Calming – <b>No opinion</b> -
(60) Local Resident (Bicester, Kingsmere)	30mph on approaches – <b>Object</b> There is no need  30mph on Fringford Road – <b>Object</b> No need  Traffic Calming – <b>No opinion</b> It says no opinion!
(61) Local Resident (Bicester, Pipits Croft)	30mph on approaches – <b>Object</b> 40mph is bad enough... I've seen more dangerous overtaking with impatient drivers since the speed limit change to 40mph so this will only be an accident waiting to happen & probably a fatal one! 50mph was working fine. More road rage now & I have been using this Russ several times a day for more years than I can remember. Please do not decrease further  30mph on Fringford Road – <b>Object</b> Same as connects above. 40mph is bad enough with dangerous overtaking since the decrease. Decreasing further is a fatal accident waiting to happen & not necessary!  Traffic Calming – <b>No opinion</b> No major opinion in this
(62) Local Resident (Bicester, Purslane)	30mph on approaches – <b>Object</b> It's a ring road. Bicester is congested enough without slowing traffic down further. If it was residential on each side, maybe, but not as it currently is.  30mph on Fringford Road – <b>Object</b> It's a ring road. Bicester is congested enough without slowing traffic down further. If it was residential on each side, maybe, but not as it currently is.

	<p>Traffic Calming – <b>No opinion</b> No comment</p>
(63) Local Resident (Bicester, Spruce Drive)	<p>30mph on approaches – <b>Object</b> There is already a clear and separate cycle and pedestrian pathway, adjacent to the road, helping to ensure that these people are already safe. There is no need to reduce the speed limit on such a large and safe road. There is also no need to change the roundabout, which works just fine, to something that will stop 3 out of 4 people moving at a time. Please spend this money more wisely, such as filling in potholes.</p> <p>30mph on Fringford Road – <b>Object</b> See above.</p> <p>Traffic Calming – <b>No opinion</b> '-</p>
(64) Local Resident (Bicester, Fircroft)	<p>30mph on approaches – <b>Object</b> It's a waste of taxpayers money The new junction will cause more queues, especially at busy times as traffic will be held at lights, at quiet times traffic will also have to queue compared to the roundabout at the moment provides no delay when it is quiet . The original residence questionnaire provided no ability to vote for the roundabout to be left alone, why??? The traffic light proposal will increase pollution and the proposal had a high amount of local objection</p> <p>30mph on Fringford Road – <b>Object</b> This 'ring road' used to be 50mph limit, reduced to 40 and now you want to reduce it to 30, why don't you just ban all cars. It's too slow for a ring road.</p> <p>Traffic Calming – <b>No opinion</b> Occ will do what they want, they always do and never listed to what people want</p>
(65) Local Resident (Bicester)	<p>30mph on approaches – <b>Object</b> 50mph was fine, 40mph as it is now is just about acceptable but 30mph is a joke.</p>

	<p>30mph on Fringford Road – <b>Object</b> As above</p> <p>Traffic Calming – <b>No opinion</b> Na</p>
(66) Local Resident (Bicester, Juniper Gardens)	<p>30mph on approaches – <b>Object</b> I'm not sure why speed was reduced to 40 from 50 I can see no reason why it needs to come down to 30 it's not built up no schools nobody crossing all it will do is make what is already traffic issues worse. No reason to it all. Waste of our council tax money to re new signs when it could be spent on things this town actually needs</p> <p>30mph on Fringford Road – <b>Object</b> No point nothing gained waste of f money</p> <p>Traffic Calming – <b>No opinion</b> N/A</p>
(67) Local Resident (Bicester)	<p>30mph on approaches – <b>Object</b> Too many speed reductions being put into place. Unnecessary and slows the flow of traffic on roads that don't need it.</p> <p>30mph on Fringford Road – <b>Object</b> Too many speed reductions being put into place. Unnecessary and slows the flow of traffic on roads that don't need it.</p> <p>Traffic Calming – <b>No opinion</b> N/A</p>
(68) Local Resident (Bicester, Pipits Croft)	<p>30mph on approaches – <b>Object</b> Forcing more car to travel through the town which defeats the object of a ring road.</p> <p>30mph on Fringford Road – <b>Object</b> As per comments above.</p>

	Traffic Calming – <b>No opinion</b> .
(69) Local Resident (Caversfield, Woodcote road)	30mph on approaches – <b>Object</b> Unnecessary change 30mph on Fringford Road – <b>Object</b> Unnecessary change Traffic Calming – <b>No opinion</b> Completely unnecessary change
(70) Member of public (Kings Sutton)	30mph on approaches – <b>Object</b> The 40mph speed limit is suitable for these roads and does not need to be reduced 30mph on Fringford Road – <b>Object</b> The 40mph speed limit is suitable for these roads and does not need to be reduced Traffic Calming – <b>No opinion</b> No opinion
(71) Local Resident (Arncott, Murcott)	30mph on approaches – <b>Object</b> To much work and changes going on people are egnoring the changes 30mph on Fringford Road – <b>Object</b> The speed limit has not long been changed to 40 Traffic Calming – <b>Object</b> With the amount of older low vehicles visiting the heritage would be a nightmare

(72) Local Resident (Bicester, Acacia walk)	<p>30mph on approaches – <b>Object</b> Unecessary to reduce the speed limit in this area.</p> <p>30mph on Fringford Road – <b>Object</b> Fringford road does not need this proposed speed reduction. It is not necessary here</p> <p>Traffic Calming – <b>Object</b> What is the point of this ? Fringford road traffic flows well at present.</p>
(73) Local Resident (Bicester, Bicester)	<p>30mph on approaches – <b>Object</b> It's a ring road, it's supposed to be faster than going through town, this will just push more traffic into going through town. There is absolutely nothing wrong with the road as it is and for what it's worth not that I think anyone is reading this, it doesn't need any modifications to the roundabout either. Why don't you sort out Howes Lane which actually causes the traffic issues on Lords Lane?</p> <p>30mph on Fringford Road – <b>Object</b> There's a reduction to the speed limit in the village it isn't required anywhere else on that road</p> <p>Traffic Calming – <b>Object</b> The road works perfectly fine as it is</p>
(74) Local Resident (Bicester, Boston Road)	<p>30mph on approaches – <b>Object</b> There isn't any problem with the roundabout as it is, this will be a complete waste of public money, I'm not sure why we are being consulted because its clear from other consultations that we will be ignored.</p> <p>30mph on Fringford Road – <b>Object</b> Totally unnecessary, its clear the council have already made their mind up so this ridiculous proposal will be implemented.</p> <p>Traffic Calming – <b>Object</b> It's not required, this is a solution to a non existent problem</p>

<p>(75) Local Resident (Bicester, Boston Road)</p>	<p>30mph on approaches – <b>Object</b> Speed limits are ridiculously low. There is small footfall here. What good would this new limit actually do!?!             30mph on Fringford Road – <b>Object</b> The traffic flows. There is no need to slow people down further.             Traffic Calming – <b>Object</b> Fix the potholes FIRST</p>
<p>(76) Local Resident (Bicester, Bristol Road)</p>	<p>30mph on approaches – <b>Object</b> This pursuit of trying to manage the RINGDOAD around Bicester, is frustatiing and pedantic. The point of the ringroadis to transfertraffic around the town using a QUICKER alternative to going through the centre of the town, this 'silly' proposal reduces that incentive and will just cause more traffic through the URBAN areas to avoid these pedantic restrictions. These will be counter productive to the point of having a ring road in the first place.             30mph on Fringford Road – <b>Object</b> This is just another nanny state change to a low volume roa.lts a waste of resorces to action it, a waste to impliment it and a future waste of resorces trying to police it. No one is asking for this change so why are you FORCING it upon us from Oxford???             Traffic Calming – <b>Object</b> A waste of money of resources for a light traffic village that could be used on other projects - like the NEW RINGROAD that was promised before the funding was pulled by the OCC.</p>
<p>(77) Local Resident (Bicester, Browning drive)</p>	<p>30mph on approaches – <b>Object</b> This area has dedicated cycle paths , and traffic flow is slow This is money wasting on roads that do not need this             30mph on Fringford Road – <b>Object</b> If we don't want somthing we must object to it Especially when monies could be spent on finishing the bicester ring road</p>

	<p>You build a bridge and didn't build the road , along hows lane</p> <p><b>Traffic Calming – Object</b></p> <p>Waste of money</p>
(78) Local Resident (Bicester, Charlotte avenue)	<p>30mph on approaches – <b>Object</b></p> <p>The speed limits are not the problem. The problem is poor road managements. The busiest roads are left while focus and money are put into the wrong roads.</p> <p>30mph on Fringford Road – <b>Object</b></p> <p>It's a complete waste of time and money changing speed limit and signs. Invest in making the roads suitable and large enough to handle the current flow of traffic</p> <p><b>Traffic Calming – Object</b></p> <p>It will be a huge waste of time and money that could be so much better invested</p>
(79) Local Resident (Bicester, Churchill)	<p>30mph on approaches – <b>Object</b></p> <p>There is no need for it, it's worked for decades and flows well, with the rest of the town being a traffic failure we don't need another one</p> <p>30mph on Fringford Road – <b>Object</b></p> <p>Why? Again there is no need and has worked well for decades, continues to work. Leave stuff alone that works</p> <p><b>Traffic Calming – Object</b></p> <p>Again, why? It works as it is</p>
(80) Local Resident (Bicester, Conifer Drive)	<p>30mph on approaches – <b>Object</b></p> <p>Objecting to these reductions and the works to the roundabout. Mainly for the total costing of this proposed works, and the recent speed reductions alone the ring road. There seems to be no justification for reducing the maximum limit, with no means at all to actually police this further proving the waste of money it is, and will be if this project goes ahead.</p>

	<p>30mph on Fringford Road – <b>Object</b> Again what is the justification for reducing the limit? Please divert these funds into more beneficial projects, supporting the local wider community and not persecuting the motorist.</p> <p>Traffic Calming – <b>Object</b> Why does it need it?</p>
(81) Local Resident (Bicester, Conifer Drive)	<p>30mph on approaches – <b>Object</b> The characteristics of the road make it more than safe enough for a 40mph limit. Such as good visibility, width etc</p> <p>30mph on Fringford Road – <b>Object</b> There is no need this is not an accident hot spot</p> <p>Traffic Calming – <b>Object</b> Pointless like most of the others speed reducing humps in bicester</p>
(82) Local Resident (Bicester, Danes road)	<p>30mph on approaches – <b>Object</b> It is counter productive for safety. Just like the recent speed limit changes to Bicester it makes people concentrate on their speedometer rather than the road in front of them!</p> <p>30mph on Fringford Road – <b>Object</b> Same answer as before</p> <p>Traffic Calming – <b>Object</b> With regular queuing at this junction there is rarely the need for traffic calming here. Also like the middleton stoney Road people often try to swerve calming humps (from fear of damage) in the road making them more dangerous, when all that is needed is adequate road markings and signage.</p>
(83) Local Resident (Bicester, Fairford Way)	<p>30mph on approaches – <b>Object</b> The road does not need to have a reduced speed limit.</p>

	<p>30mph on Fringford Road – <b>Object</b> This road does not require slowing traffic to 30mph</p> <p>Traffic Calming – <b>Object</b> Would not help resolve matters, will increase traffic in this area.</p>
(84) Local Resident (Bicester, Goldfinch Close)	<p>30mph on approaches – <b>Object</b> the speed limit reduction is 'bad for the environment with emissions increasing due to the non-smooth traffic flow' and the speed limit reduction will result in an 'increase in accidents as people slow down so quickly at point of speed reduction'</p> <p>30mph on Fringford Road – <b>Object</b> the speed limit reduction is 'bad for the environment with emissions increasing due to the non-smooth traffic flow' and the speed limit reduction will result in an 'increase in accidents as people slow down so quickly at point of speed reduction'</p> <p>Traffic Calming – <b>Object</b> the speed limit reduction is 'bad for the environment with emissions increasing due to the non-smooth traffic flow' and the speed limit reduction will result in an 'increase in accidents as people slow down so quickly at point of speed reduction'</p>
(85) Local Resident (Bicester, Hampden Close)	<p>30mph on approaches – <b>Object</b> There are far too many speed restrictions being introduced, not only locally, but Nation-wide. It's almost as if cars are being squeezed OFF of the face of the earth.</p> <p>30mph on Fringford Road – <b>Object</b> There are far too many speed restrictions being introduced, not only locally, but Nation-wide. It's almost as if cars are being squeezed OFF of the face of the earth.</p> <p>Traffic Calming – <b>Object</b> There are far too many speed restrictions being introduced, not only locally, but Nation-wide. It's almost as if cars are being squeezed OFF of the face of the earth.</p>

(86) Local Resident (Bicester, Hardmead)	<p>30mph on approaches – <b>Object</b> Cost is not value for money v's safety. There are far more concerns I am worried about in regards to the state of the roads and the fact that they are not road worthy for cars to be on. The system already works, why fix something and waste our money when it doesn't need fixing.</p> <p>30mph on Fringford Road – <b>Object</b> Cost is not value for money v's safety. There are far more concerns I am worried about in regards to the state of the roads and the fact that they are not road worthy for cars to be on. The system already works, why fix something and waste our money when</p> <p>Traffic Calming – <b>Object</b> Cost is not value for money v's safety. There are far more concerns I am worried about in regards to the state of the roads and the fact that they are not road worthy for cars to be on. The system already works, why fix something and waste our money when it doesn't need fixing.</p>
(87) Local Resident (Bicester, Hornbeam Road)	<p>30mph on approaches – <b>Object</b> Totally unnecessary as are the Changes to a perfectly working roundabout that local residents do not want changing in the first place. These changes will make it practically impossible to turn out of Hornbeam or Heather onto Southwold Lane and will just cause more congestion backing up to the Buckingham Road roundabout which local residents will all tell you is actually the busier roundabout of the two anyway.</p> <p>30mph on Fringford Road – <b>Object</b> I can't see that it needs reducing further with the volume of traffic and more than a speed bump is required.</p> <p>Traffic Calming – <b>Object</b> Total waste of our money as is the rest of this unwanted scheme</p>
(88) Local Resident (Bicester, Jay Close)	<p>30mph on approaches – <b>Object</b> Unnecessary. Not an accident spot. Money needs to be spent on far more important things.</p> <p>30mph on Fringford Road – <b>Object</b> As above. Unnecessary. Not an accident spot. Money needs to be spent on far more important things.</p>

	<p>Traffic Calming – <b>Object</b> Speed is not an issue on this road. Total waste of taxpayers money</p>
(89) Local Resident (Bicester, Jay Close)	<p>30mph on approaches – <b>Object</b> Unnecessary. Not an accident black spot area. Waste of money. Money would be much better spent on more important local services/requirements</p> <p>30mph on Fringford Road – <b>Object</b> Unnecessary. Not an accident black spot area. Waste of money. Money would be much better spent on more important local services/requirements</p> <p>Traffic Calming – <b>Object</b> Unneccesary and a waste of our taxes.</p>
(90) Member of public (Bicester, Kingsclere Road)	<p>30mph on approaches – <b>Object</b> It's too slow of a limit considering how wide open the road is</p> <p>30mph on Fringford Road – <b>Object</b> There's nothing wrong with the current 40mph speed limit. Not enough cars drive here in bunches to make this limit a threat or dangerous to anyone</p> <p>Traffic Calming – <b>Object</b> It is likely that people will be approaching this road hump at faster speeds and could cause damage to their own vehicle</p>
(91) Local Resident (Bicester, Lancaster Close)	<p>30mph on approaches – <b>Object</b> It's a bypass road so no need for 30mph limit. Could encourage people to drive through town if there is no advantage to using the bypass.</p> <p>30mph on Fringford Road – <b>Object</b> It is not a residential street</p>

	Traffic Calming – <b>Object</b> Not needed
(92) Local Resident (Bicester, Langford Village)	30mph on approaches – <b>Object</b> Once again you are apparently "consulting" with the public over a speed limit change. Let's be honest, you've already made your mind up and you c*nts will do whatever you want to, regardless of the consultation result.  30mph on Fringford Road – <b>Object</b> As above  Traffic Calming – <b>Object</b> As before
(93) Local Resident (Bicester, Lucerne Avenue)	30mph on approaches – <b>Object</b> Will cause too much traffic hold up  30mph on Fringford Road – <b>Object</b> Will cause traffic jams  Traffic Calming – <b>Object</b> Will cause too much traffic hold up
(94) Local Resident (Bicester, Lyneham)	30mph on approaches – <b>Object</b> Unnecessary  30mph on Fringford Road – <b>Object</b> Unnecessary  Traffic Calming – <b>Object</b> Unnecessary

(95) Local Resident (Bicester, Lysander close)	<p>30mph on approaches – <b>Object</b>            There is no need for it to be reduced even more</p> <p>30mph on Fringford Road – <b>Object</b>            Again no reason why it needs to be reduced</p> <p>Traffic Calming – <b>Object</b>            They are a nuisance and cause more damage to cars than some realise even with go snail pace over them</p>
(96) Local Resident (Bicester, Manston Close)	<p>30mph on approaches – <b>Object</b>            Not wanted by the town, not needed and unnecessary. The town is at a stand still already most of the time, this will make our roads worse. Leave our roads alone, we are not in support of this at all and are fed up of the council making unwanted changes despite our feedback saying no. Listen to us for a change!!!</p> <p>30mph on Fringford Road – <b>Object</b>            Not wanted by the town, not needed and unnecessary. The town is at a stand still already most of the time, this will make our roads worse. Leave our roads alone, we are not in support of this at all and are fed up of the council making unwanted changes d</p> <p>Traffic Calming – <b>Object</b>            Not wanted by the town, not needed and unnecessary. The town is at a stand still already most of the time, this will make our roads worse. Leave our roads alone, we are not in support of this at all and are fed up of the council making unwanted changes despite our feedback saying no. Listen to us for a change!!!</p>
(97) Local Resident (Bicester, Medina gardens)	<p>30mph on approaches – <b>Object</b>            Waste of money</p> <p>30mph on Fringford Road – <b>Object</b>            Waste of money</p> <p>Traffic Calming – <b>Object</b>            Waste of money</p>

(98) Local Resident (Bicester, Merganser Drive.)	<p>30mph on approaches – <b>Object</b> Current speed limit is fine. Absolutely no need to change.</p> <p>30mph on Fringford Road – <b>Object</b> Current speed limit is fine. Absolutely no need to change.</p> <p>Traffic Calming – <b>Object</b> Absolutely no need.</p>
(99) Local Resident (Bicester)	<p>30mph on approaches – <b>Object</b> It will create more traffic</p> <p>30mph on Fringford Road – <b>Object</b> It will create more traffic</p> <p>Traffic Calming – <b>Object</b> More traffic jams is not needed</p>
(100) Member of public (Bicester, Morrell way)	<p>30mph on approaches – <b>Object</b> There's no need for it to be even slower. Rarely see pedestrians or cyclists and I go through several times a day. Works great as it is, it's not even that busy a junction!</p> <p>30mph on Fringford Road – <b>Object</b> Absolutely no need. Rarely see pedestrians there. Sticking 30mph limits everywhere isn't the answer!</p> <p>Traffic Calming – <b>Object</b> What a waste of money for nothing! People don't speed down there anyway.</p>

(101) Local Resident (Bicester, Mulberry Drive)	<p><b>30mph on approaches – Object</b> There is nothing unsafe about the current speed limits. The bike path protects cyclists and if pedestrians want to cross, there are traffic lights on the main road. The other alternative is to put crossings on the smaller roads. Slowing the traffic will just create more delays for drivers with no benefit for pedestrians</p> <p><b>30mph on Fringford Road – Object</b> The reduction will just delay drivers on their journey with no benefit to other users. The road isn't difficult to cross and cyclists are only in danger because of bad drivers, nothing to do with speed. The reduction in speed around Bicester is clearly a</p> <p><b>Traffic Calming – Object</b> The traffic calming humps, while effective if drivers see them, can cause damage and excessive wear on vehicles. A lot of the time, you have to go slower than the speed limit to go over them which again, will cause traffic, more pollution in the area and also more traffic noise as vehicles will be in the area longer</p>
(102) Local Resident (Bicester, Mullein Road)	<p><b>30mph on approaches – Object</b> There are no current issues in this area, especially after recent speed reductions to 40 mph. I see no justification, as a local resident.</p> <p><b>30mph on Fringford Road – Object</b> There are no current issues in this area, especially after recent speed reductions to 40 mph. I see no justification, as a local resident.</p> <p><b>Traffic Calming – Object</b> There are no current issues in this area, especially after recent speed reductions to 40 mph. I see no justification, as a local resident.</p>
(103) Local Resident (Bicester)	<p><b>30mph on approaches – Object</b> By continually reducing the speed limit on the ring road you are pushing traffic onto other residential routes. It's bad enough as it is and should not be reduced further.</p> <p><b>30mph on Fringford Road – Object</b></p>

	<p>Speed limits are already too low in Bicester as it is. They should not be reduced any further.</p> <p><b>Traffic Calming – Object</b></p> <p>The ones on Middleton storey road are useless. They do not make roads any safer. It's a waste of money.</p>
(104) Local Resident (Bicester, Newmarket Street)	<p>30mph on approaches – <b>Object</b></p> <p>The current setup works with the level of traffic and the proposal will create more traffic</p> <p>30mph on Fringford Road – <b>Object</b></p> <p>The current setup works with the level of traffic and the proposal will create more traffic</p> <p><b>Traffic Calming – Object</b></p> <p>Unnecessary traffic calming measure on a not so built up area</p>
(105) Local Resident (Bicester, North Street)	<p>30mph on approaches – <b>Object</b></p> <p>Reducing speed limit won't help, junction is poorly designed.</p> <p>30mph on Fringford Road – <b>Object</b></p> <p>Reducing speed limit won't help, junction poorly designed</p> <p><b>Traffic Calming – Object</b></p> <p>Bad for motorcycles</p>
(106) Local Resident (Bicester, Orpine close)	<p>30mph on approaches – <b>Object</b></p> <p>People slow down naturally at junctions and having too many signs and speed limits actually means that drivers might focus on these rather than on the road.</p> <p>30mph on Fringford Road – <b>Object</b></p> <p>It is perfectly safe at the moment. Drivers slow naturally.</p> <p><b>Traffic Calming – Object</b></p> <p>Traffic calming can wreck cars and as it is a junction, cars will slow anyway.</p>

(107) Local Resident (Bicester, Pipits Croft)	<p>30mph on approaches – <b>Object</b> No need to be changed.</p> <p>30mph on Fringford Road – <b>Object</b> It was absolutely fine as a 50</p> <p>Traffic Calming – <b>Object</b> Not needed</p>
(108) Local Resident (Bicester, Pipits Croft)	<p>30mph on approaches – <b>Object</b> I believe that it was safe enough at 50 MPH, it's already been reduced to 40 MPH is is more than safe enough. I believe that reducing it further will encourage drivers to try and overtake more readily, making it more dangerous.</p> <p>30mph on Fringford Road – <b>Object</b> I believe that it was safe enough at 50 MPH, it's already been reduced to 40 MPH is is more than safe enough. I believe that reducing it further will encourage drivers to try and overtake more readily, making it more dangerous.</p> <p>Traffic Calming – <b>Object</b> I believe that it was safe enough at 50 MPH, it's already been reduced to 40 MPH is is more than safe enough. I believe that reducing it further will encourage drivers to try and overtake more readily, making it more dangerous.</p>
(109) Local Resident (Bicester, Priory Road)	<p>30mph on approaches – <b>Object</b> The 40mph zone starts coming into Bicester too soon as it is. There is no need to bring the speed limit down as this road isn't a regular road for RTCs and it quite a safe road along with the ring road. These roads are perfectly fine being a 40 zone if this gets reduced to a 30 zone you will have a busy main road and ring road the same speed as all the local housing estates. This should not be lowered as this will make the traffic and congestion in the town worse in the long run, the town can barely cope now as it is.</p> <p>30mph on Fringford Road – <b>Object</b></p>

	<p>This road isn't a problem with the speed it is now and there is no need to bring it down to a 30 zone.</p> <p><b>Traffic Calming – Object</b> There is no need for a speed bump on this road as it is a fairly slow and quiet road</p>
(110) Local Resident (Bicester, Purslane Drive)	<p>30mph on approaches – <b>Object</b> Unnecessary money being spent on an area with no issues</p> <p>30mph on Fringford Road – <b>Object</b> Again unnecessary, if anything fix pot holes, look at real issues on the roads.</p> <p><b>Traffic Calming – Object</b> You haven't explained the reasons for doing this &amp; spending a vast amount of money unnecessarily.</p>
(111) Local Resident (Bicester)	<p>30mph on approaches – <b>Object</b> it is not needed or wanted!</p> <p>30mph on Fringford Road – <b>Object</b> a total waste of money and time, it will make more traffic through residential roads to miss the traffic build up it will cause</p> <p><b>Traffic Calming – Object</b> Traffic humps cause many drivers to swerve or brake harshly, slow emergency vehicles, and if there is enough tarmac to build them, how come the roads are never repaired properly?</p>
(112) Local Resident (Bicester, Roman Way)	<p>30mph on approaches – <b>Object</b> 30mph is not better, greener, or going to make any huge difference, other than people getting annoyed with it.</p> <p>30mph on Fringford Road – <b>Object</b> 30 mph is not going to help too much. It's not going to be safer, greener. The traffic is high on that road. The speed limit is not going to change that.</p>

	<p>Traffic Calming – <b>Object</b> Road bumps are sometimes even more dangerous. Stop reducing the speed limit on so many roads.</p>
(113) Local Resident (Bicester, Saffron Close)	<p>30mph on approaches – <b>Object</b> Stop reducing speeds and using safety as your primary driver. There is nothing wrong with the road or junction. Waste of our tax paying money yet again by this awful government</p> <p>30mph on Fringford Road – <b>Object</b> Waste of money and no reason to change something for no good reason.</p> <p>Traffic Calming – <b>Object</b> Not needed</p>
(114) Local Resident (Bicester, Somer)	<p>30mph on approaches – <b>Object</b> The current speed limit is lower than suitable, i do not feel the roads mentioned suffer with safety or speed related accidents or incidents</p> <p>30mph on Fringford Road – <b>Object</b> The current speed limits is lower than suitable, i do not feel the roads mentioned suffer with safety or speed related accidents or incidents, lower speed limits will not help with traffic flow and will likely not be obeyed, the 40mph limits are not liked</p> <p>Traffic Calming – <b>Object</b> There is existing traffic calming just beyond the roundabout which impedes normal flow and causes friction and near misses</p>
(115) Local Resident (Bicester, Southwold)	<p>30mph on approaches – <b>Object</b> Defeats purpose of ring road, increases not decreases congestion, air quality reduced (See Glasgow increase in air pollution after introduction of LEZ)</p> <p>30mph on Fringford Road – <b>Object</b> Will cause more congestion</p>

	<p>Traffic Calming – <b>Object</b> More congestion, will cause more accidents</p>
(116) Local Resident (Bicester, Southwold Lane)	<p>30mph on approaches – <b>Object</b> This junction is in fact a roundabout and work perfectly well as is with current structure and limit. As a roundabout you cannot do 40mph over it. Please stop fiddling in areas you have no idea about. No accidents or deaths recorded on that roadabout since moving here over 25 years ago</p> <p>30mph on Fringford Road – <b>Object</b> No reason at all to do this. No records of accident or deaths related to speed</p> <p>Traffic Calming – <b>Object</b> You can't even fix the pot holes let alone maintain speed humps, Middle Stoney road is an example</p>
(117) Local Resident (Bicester, Spruce Drive)	<p>30mph on approaches – <b>Object</b> Having a 30 mph limit on a ring road is ridiculous. The drop from 50 to 40 is already causing issues.</p> <p>30mph on Fringford Road – <b>Object</b> As above</p> <p>Traffic Calming – <b>Object</b> Road humps damage cars</p>
(118) Local Resident (Bicester, Swallow close)	<p>30mph on approaches – <b>Object</b> No need to reduce speed limits even more. This will cause more accidents.</p> <p>30mph on Fringford Road – <b>Object</b> No need to reduce speed limits even more. This will cause more accidents</p> <p>Traffic Calming – <b>Object</b> Causes damage to cars. Slowing down and speeding up causes more fuel to be used and bad for environment</p>

(119) Local Resident (Bicester, The wayfarings)	<p>30mph on approaches – <b>Object</b> Was 50 now 40 , even 40 is not reasonable in that area 30 is ridiculous</p> <p>30mph on Fringford Road – <b>Object</b> Was 50 now 40 , even 40 is not reasonable in that area 30 is ridiculous</p> <p>Traffic Calming – <b>Object</b> Kdhbdieksks</p>
(120) Local Resident (Bicester)	<p>30mph on approaches – <b>Object</b> Because that speed is dangerous on a main re ring road and does nothing to help safety</p> <p>30mph on Fringford Road – <b>Object</b> Because it does nothing for safety or environmental reasons</p> <p>Traffic Calming – <b>Object</b> Because again does nothing for safety and causes more environmental issues</p>
(121) Local Resident (Bicester, Tinkers Lane)	<p>30mph on approaches – <b>Object</b> The roads work/flow well without incidents/accidents as far as I am aware so why change?</p> <p>30mph on Fringford Road – <b>Object</b> Again if the road works without incidents or accidents why waste money and change</p> <p>Traffic Calming – <b>Object</b> If its on a junction, people would need to slow down anyway</p>

(122) Local Resident (Bicester, Victoria Road)	<p>30mph on approaches – <b>Object</b> This junction does not need remodeling in the proposed way. This is a huge waste of money.</p> <p>30mph on Fringford Road – <b>Object</b> There are cycle lanes on the footpaths already and it would be safer to keep cars away from bikes.</p> <p>Traffic Calming – <b>Object</b> These are never a good idea. They always fall into disrepair quickly and then create dangerous potholes</p>
(123) Local Resident (Bicester, Willow Drive)	<p>30mph on approaches – <b>Object</b> The existing speed limit is absolutely fine. No accidents, no delays, no issues with pedestrians or cyclists. This road is the main road around Bicester and has already seen the speed limit cut from 50 mph to 40 in recent months with no discernible benefit other than slowing down journeys and frustrating drivers with many continuing to drive at the previous speed anyway.</p> <p>The decision to spend circa £10million on this vanity project is ridiculous and will introduce congestion to a built up area whilst also increasing the likelihood of accidents through complication of what is currently a simple and effective junction.</p> <p>30mph on Fringford Road – <b>Object</b> The existing speed limit is absolutely fine. No accidents, no delays, no issues with pedestrians or cyclists. This road is the main road around Bicester and has already seen the speed limit cut from 50 mph to 40 in recent months with no discernible benefit</p> <p>Traffic Calming – <b>Object</b> Pointless waste of money, it's a low speed road already.</p>
() Local Resident (Bicester, Windmill Avenue)	<p>30mph on approaches – <b>Object</b> Completely unnecessary. It is not a residential area with no drives opening onto the area. In any case traffic has to slow down for the roundabout.</p> <p>30mph on Fringford Road – <b>Object</b></p>

	<p>Unnecessary. Although there are some drives opening onto it, I am unaware of any issues arising from the current speed limit.</p> <p><b>Traffic Calming – Object</b> Unnecessary. A pointless waste of public money, like all these proposals.</p>
(124) Local Resident (Bicester, Wintergreen Fields)	<p>30mph on approaches – <b>Object</b> It is clear that even the new 40mph speed limits are being ignored. Reducing them to 30mph will simply put those who do keep to the limit in conflict with those who don't. The resulting chaos as drivers try to overtake will have the opposite effect to making the roads safer for vulnerable users.</p> <p>30mph on Fringford Road – <b>Object</b> There is no evidence that the current speed limit is unsafe.</p> <p><b>Traffic Calming – Object</b> Road humps break down faster than the surrounding surface, resulting in pot holes - see what a mess Bucknell has become. A significant amount of traffic doesn't slow down over the humps.</p>
(125) Local Resident (Bicester)	<p>30mph on approaches – <b>Object</b> Additional pollution , slowing down traffic , roundabout works well already so is a complete waste of taxpayers money.</p> <p>30mph on Fringford Road – <b>Object</b> Would cause more pollution and slow traffic in the general area.</p> <p><b>Traffic Calming – Object</b> Waste of money, damages vehicles</p>
(126) Local Resident (Bicester, Balliol Road)	<p>30mph on approaches – <b>Object</b> I believe that traffic build up in and around Bicester is already at a high level and these measures will make matters worse. I also suspect there are other projects where the money could be spent as i appreciate if a budget isn't used it is lost (perhaps some resurfacing work).</p>

	<p>30mph on Fringford Road – <b>Object</b>  Again I believe this will increase already high levels of traffic</p> <p>Traffic Calming – <b>Object</b>  I believe this will worsen traffic levels</p>
(127) Member of public (Bicester, Banbury Road)	<p>30mph on approaches – <b>Object</b>  Does not need to be that slow</p> <p>30mph on Fringford Road – <b>Object</b>  Does not need to be that slow</p> <p>Traffic Calming – <b>Object</b>  Not necessary</p>
(128) Local Resident (Bicester, Barry Avenue)	<p>30mph on approaches – <b>Object</b>  There is no valid reason to do this. There are adjacent cycle and footpaths separate from the main roads already.</p> <p>30mph on Fringford Road – <b>Object</b>  This is a ridiculous idea with no real world reason behind it. It is not a road with adjacent housing nor footpath</p> <p>Traffic Calming – <b>Object</b>  Pulling out of this junction is already fraught with getting out into passing traffic. This idea will only create further issues for motorists not solve them.  No study has been conducted to provide evidential need for a hump here.</p>
(129) Local Resident (Bicester, Barry Avenue)	<p>30mph on approaches – <b>Object</b>  No reason for it to be 30. As there are no houses either side. Also there is a safe footpath/cycle lane adjacent to the road</p> <p>30mph on Fringford Road – <b>Object</b>  There are no houses on this part of the road.</p>

	<p>Traffic Calming – <b>Object</b> There are adequate facilities already provided for pedestrians and cyclists.</p>
(130) Local Resident (Bicester, Barry avenue)	<p>30mph on approaches – <b>Object</b> There is no residential area near there and so there would be no point in doing so</p> <p>30mph on Fringford Road – <b>Object</b> It also isn't a residential road and would just cause more problems</p> <p>Traffic Calming – <b>Object</b> It would be dangerous and would just be fixing a problem that doesn't exist</p>
(131) Local Resident (Bicester, Barry Avenue)	<p>30mph on approaches – <b>Object</b> The roundabout works perfectly well as it is. Don't waste our money.</p> <p>30mph on Fringford Road – <b>Object</b> The current limit is fine and does not need money wasted on it.</p> <p>Traffic Calming – <b>Object</b> Waste of money and not needed</p>
(132) Local Resident (Bicester, Beckdale Close)	<p>30mph on approaches – <b>Object</b> Unnecessary</p> <p>30mph on Fringford Road – <b>Object</b> Unnecessary</p> <p>Traffic Calming – <b>Object</b> Unnecessary</p>

(133) Local Cllr (Bicester, Bicester)	<p>30mph on approaches – <b>Object</b> I object to reducing the speed limit here and the spiralling costs associated with the whole roundabout re-modelling project. Reducing the limit to 30mph will slow traffic around this junction and actually make air quality and congestion worse.</p> <p>30mph on Fringford Road – <b>Object</b> I object to reducing the speed limit here and the spiralling costs associated with the whole roundabout re-modelling project. Reducing the limit to 30mph will slow traffic around this junction and actually make air quality and congestion worse.</p> <p>Traffic Calming – <b>Object</b> I object to reducing the speed limit here and the spiralling costs associated with the whole roundabout re-modelling project. Reducing the limit to 30mph will slow traffic around this junction and actually make air quality and congestion worse.</p>
(134) Local Resident (Bicester, Boston Road aka Race track)	<p>30mph on approaches – <b>Object</b> Common sense. Fix the disgusting state of the road surfaces first.</p> <p>30mph on Fringford Road – <b>Object</b> Fix the state of the road services first.</p> <p>Traffic Calming – <b>Object</b> Fix the road surfaces</p>
(135) Local Resident (Bicester, Bucknell road)	<p>30mph on approaches – <b>Object</b> Keep the traffic flowing, this will make a bottle neck and push traffic to use other estate roads</p> <p>30mph on Fringford Road – <b>Object</b> Better way to spend money, IE potholes</p> <p>Traffic Calming – <b>Object</b> Not needed</p>

(136) Local Resident (Bicester, Bure Park)	<p>30mph on approaches – <b>Object</b> Not needed</p> <p>30mph on Fringford Road – <b>Object</b> Not needed</p> <p>Traffic Calming – <b>Object</b> Those things cause pollution</p>
(137) Local Resident (Bicester, Fair Close)	<p>30mph on approaches – <b>Object</b> Slow down traffic, increasing commute times when not needed. These are outside residential areas and there is there no justification for making it a bit 30 zone</p> <p>30mph on Fringford Road – <b>Object</b> Slow down traffic, increasing commute times when not needed. These are outside residential areas and there is there no justification for making it a bit 30 zone</p> <p>Traffic Calming – <b>Object</b> Increase of wear on vehicles. Slow down vehicles which then need to accelerate again afterwards to get back to speed. This will cause negative impact on environment for both noise and air pollution (compared to traveling at constant speed).</p>
(138) Local Resident (Bicester, Fair close)	<p>30mph on approaches – <b>Object</b> Junction runs freely and with no issues why change it when it works fine?</p> <p>30mph on Fringford Road – <b>Object</b> No need for it as drivers stop at this junction anyway</p> <p>Traffic Calming – <b>Object</b></p>

	Unnecessary & waste of council money & resources
(139) Member of public (Bicester, Fontwell Road)	<p>30mph on approaches – <b>Object</b> I regularly drive this section of road and a 30 limit seems unnecessary</p> <p>30mph on Fringford Road – <b>Object</b> I regularly drive this section of road and a 30 limit seems unnecessary</p> <p>Traffic Calming – <b>Object</b> Road humps are a hindrance to the emergency services and reduce response times</p>
(140) Local Resident (Bicester, Glory farm)	<p>30mph on approaches – <b>Object</b> There is no reason for it to be a 30mph it's just not going to be followed same with the new 40 zones people still don't they do 50 still. It's a waste of time to have this changed.</p> <p>30mph on Fringford Road – <b>Object</b> That road does not need to be a 30mph zone and it will cause a lot of hassle for everyone who use the road</p> <p>Traffic Calming – <b>Object</b> A speed bump won't solve the problem</p>
(141) Local Resident (Bicester, Haydock Road)	<p>30mph on approaches – <b>Object</b> 30mph is far too slow</p> <p>30mph on Fringford Road – <b>Object</b> Too slow and so is 40mph. It should have stayed at 50mph. I stick to speed limits and people are now constantly overtaking which is really dangerous.</p> <p>Traffic Calming – <b>Object</b> Waste of tax payers money. Ruins peoples car. Put a speed camera in there instead</p>

(142) Local Resident (Bicester, Heather road)	<p>30mph on approaches – <b>Object</b> It's a ring road and 30mph is for residential roads / in towns etc</p> <p>30mph on Fringford Road – <b>Object</b> As above</p> <p>Traffic Calming – <b>Object</b> Damaged vehicles and damage to emergency vehicles due to main road</p>
(143) Local Resident (Bicester, Herald Way)	<p>30mph on approaches – <b>Object</b> There is no reason for the reduced speed limit in our small town. It will only create more congestion, especially during periods when we get lots of visitors for Bicester village. With the government encouraging people to return to the offices, even more cars will be on the roads which does not appear to be taken into account. The proposal cannot be simply based on the current levels of traffic.</p> <p>30mph on Fringford Road – <b>Object</b> As above</p> <p>Traffic Calming – <b>Object</b> As above</p>
(144) Local Resident (Bicester, Isis Ave)	<p>30mph on approaches – <b>Object</b> Will encourage detours which will cause issues elsewhere in Bicester.</p> <p>30mph on Fringford Road – <b>Object</b> Will encourage detours which will cause issues elsewhere in Bicester.</p> <p>Traffic Calming – <b>Object</b> Not needed.</p>

(145) Local Resident (Bicester, Kestrel way)	<p>30mph on approaches – <b>Object</b> No need for change</p> <p>30mph on Fringford Road – <b>Object</b> No need to change anything</p> <p>Traffic Calming – <b>Object</b> No need to change anything</p>
(146) Local Resident (Bicester, Lerwick croft)	<p>30mph on approaches – <b>Object</b> Your constant interference is unwelcome except for areas of concern. Schools, dangerous junctions and villages. These areas have not been blacks pots for accidents in 30 years. What is the point of a ring road to reduce it to a nonsensical limit. Concentrate on spending our money on the things that benefit us and improve our lives as you were elected to do. A complete waste of our money.</p> <p>30mph on Fringford Road – <b>Object</b> See 3</p> <p>Traffic Calming – <b>Object</b> See 3</p>
(147) Local Resident (Bicester, Lucerne Avenue)	<p>30mph on approaches – <b>Object</b> Not needed, waste of time and money</p> <p>30mph on Fringford Road – <b>Object</b> Not needed, have to go slow anyway with the seriously bad road surface. Would think that's more of a hazard to most of the traffic. Perhaps you could use the money to resurface instead</p> <p>Traffic Calming – <b>Object</b> Waste of money and not needed</p>

(148) Local Resident (Bicester, Milton Close)	<p>30mph on approaches – <b>Object</b> Reduction to 40mph ok</p> <p>30mph on Fringford Road – <b>Object</b> Currently mph ok</p> <p>Traffic Calming – <b>Object</b> Great expense for no gain safe flowing junction already. Should be looking at completing ring road Lords Lane and bridge for rail crossing London Road</p>
(149) Local Resident (Bicester)	<p>30mph on approaches – <b>Object</b> Keep it 40mph. Roads are built for cars.</p> <p>30mph on Fringford Road – <b>Object</b> Keep 40mph .</p> <p>Traffic Calming – <b>Object</b> n/a</p>
(150) Member of public (Bicester)	<p>30mph on approaches – <b>Object</b> Do you want to grind Bicester to a halt</p> <p>30mph on Fringford Road – <b>Object</b> Do you want to grind Bicester to a halt</p> <p>Traffic Calming – <b>Object</b> Do you want to grind Bicester to a halt</p>
(151) Local Resident (Bicester, Shakespeare drive)	<p>30mph on approaches – <b>Object</b> No need for more speed reductions in the area</p>

	<p>30mph on Fringford Road – <b>Object</b> No more speed restrictions needed in the area</p> <p>Traffic Calming – <b>Object</b> Usually ineffective or damages cars</p>
(152) Local Resident (Bicester, Ravencroft)	<p>30mph on approaches – <b>Object</b> It is unnecessary and will be ignored as it will be unenforced like the other ridiculous reductions locally</p> <p>30mph on Fringford Road – <b>Object</b> It is unnecessary and will be ignored as it will be unenforced like the other ridiculous reductions locally</p> <p>Traffic Calming – <b>Object</b> It is unnecessary</p>
(153) Local Resident (Bicester)	<p>30mph on approaches – <b>Object</b> No good reason for this</p> <p>30mph on Fringford Road – <b>Object</b> Not required</p> <p>Traffic Calming – <b>Object</b> No need use tarmac to fill in pot holes</p>
(154) Local Resident (Bicester, Restharrow Mead)	<p>30mph on approaches – <b>Object</b> For vulnerable road users like bikes should have separate lanes. Not a quick fix of reducing all the speeds. As these are accident blackspots it serves no purpose. People who speed excessively will continue to while the rest of us have longer journeys. Please spend money repairing the roads so bikes don't have to swerve round potholes.</p> <p>30mph on Fringford Road – <b>Object</b></p>

	<p>For vulnerable road users like bikes should have separate lanes. Not a quick fix of reducing all the speeds. As these are accident blackspots it serves no purpose. People who speed excessively will continue to while the rest of us have longer journeys. PI</p> <p><b>Traffic Calming – Object</b></p> <p>For vulnerable road users like bikes should have separate lanes. Not a quick fix of reducing all the speeds. As these are accident blackspots it serves no purpose. People who speed excessively will continue to while the rest of us have longer journeys. Please spend money repairing the roads so bikes don't have to swerve round potholes</p>
(155) Local Resident (Bicester)	<p>30mph on approaches – <b>Object</b> Totally unnecessary</p> <p>30mph on Fringford Road – <b>Object</b> Totally unnecessary</p> <p><b>Traffic Calming – Object</b> Unnecessary, a waste of money, and causing traffic jam</p>
(156) Local Resident (bicester, Scampton)	<p>30mph on approaches – <b>Object</b> it's far to slow its creates dangerous driving from people overtaking</p> <p>30mph on Fringford Road – <b>Object</b> to slow it creates dangerous driving</p> <p><b>Traffic Calming – Object</b> totally unnecessary a complete waste of tax payers money</p>
(157) Local Resident (Bicester, Southwold)	<p>30mph on approaches – <b>Object</b> You don't need to slow the traffic down any more causing further congestion and pollution for the surrounding area.</p> <p>30mph on Fringford Road – <b>Object</b> You don't need to slow the traffic down any more causing further congestion and pollution for the surrounding area.</p>

	Traffic Calming – <b>Object</b> Absolutely no need.
(158) Local Resident (Bicester, Southwold)	30mph on approaches – <b>Object</b> This is supposed to be a ring road!  30mph on Fringford Road – <b>Object</b> As above  Traffic Calming – <b>Object</b> Roads in this area are not looked after enough, full of pot holes so there is no need to add further restrictions
(159) Local Resident (Bicester, Spruce drive)	30mph on approaches – <b>Object</b> The current speed limit is slow enough - why does it need to be slower?  30mph on Fringford Road – <b>Object</b> The current speed limit is slow enough - why does it need to be slower?  Traffic Calming – <b>Object</b> The road has enough potholes to slow down traffic as it is - a road hump is not needed
(160) Local Resident (Bicester, Spruce rd)	30mph on approaches – <b>Object</b> Will cause more air pollution  30mph on Fringford Road – <b>Object</b> Raised air pollution  Traffic Calming – <b>Object</b> They have little impact

(161) Local Resident (Bicester, Warwick Court)	<p>30mph on approaches – <b>Object</b> Having lived in Bicester for nine years and commuted to Banbury for some of those via this roundabout, I have never experienced any problems with the original 50mph limit or the new 40mph limit. The roundabout is safe and flows well.</p> <p>30mph on Fringford Road – <b>Object</b> Traffic moves well along this section of the road and 30mph would restrict this. I often walk along the pavement next to this road and have never felt that the cars next to me were going too fast.</p> <p>Traffic Calming – <b>Object</b> The traffics flows well and there is no need for traffic calming</p>
(162) Local Resident (Bicester, Wetherby)	<p>30mph on approaches – <b>Object</b> There is no need. 40mph is safe enough as it is not too busy.</p> <p>30mph on Fringford Road – <b>Object</b> Similar reasons as above.</p> <p>Traffic Calming – <b>Object</b> It is already safe.</p>
(163) Local Resident (Bicester, caversfield, Orchard walk)	<p>30mph on approaches – <b>Object</b> Too much noise pollution and air pollution</p> <p>30mph on Fringford Road – <b>Object</b> Same</p> <p>Traffic Calming – <b>Object</b> Waste of time and damaging to vehicles</p>
(164) Local Resident (Bicester., Spruce drive)	<p>30mph on approaches – <b>Object</b> Will slow everything down, traffic is bad as it is. We DONT need this!!</p>

	<p>30mph on Fringford Road – <b>Object</b> Will slow everything down, traffic is bad as it is. We DONT need this!!</p> <p>Traffic Calming – <b>Object</b> Will slow everything down, traffic is bad as it is. We DONT need this!!</p>
(165) Local Resident (Bicester/Southwold, Pine Close)	<p>30mph on approaches – <b>Object</b> We don't need decreased speed, we need proper roads that are safety and the street furniture to be cleaned and visible. Decreased speed will just make long queue of traffic.</p> <p>30mph on Fringford Road – <b>Object</b> Is going to build a long queue in rush hours and is going to make people to drive more aggressive</p> <p>Traffic Calming – <b>Object</b> N/a</p>
(166) Local Resident (Blackthorn, Station road)	<p>30mph on approaches – <b>Object</b> Not necessarily required</p> <p>30mph on Fringford Road – <b>Object</b> Not required its fine as it is</p> <p>Traffic Calming – <b>Object</b> It's fine as it is</p>
(167) Local Resident (Bucknell, Bicester Road)	<p>30mph on approaches – <b>Object</b> There are already significant traffic issues on this road. This is completely unnecessary and will only serve to exacerbate the high traffic issues.</p> <p>30mph on Fringford Road – <b>Object</b></p>

	<p>See above. Proposals are ridiculous and those proposing such measures should try and live and commute in the area 365 days a year before they come up with these ridiculous proposals.</p> <p><b>Traffic Calming – Object</b> See above. Not necessary. Only serves to damage vehicles and create chaos.</p>
(168) Member of public (Bucknell, Middleton road)	<p>30mph on approaches – <b>Object</b> Reducing speed limits appears to increase the speed that cars are driven at.</p> <p>30mph on Fringford Road – <b>Object</b> Reducing speed is not the answer. You need to reduce the amount of traffic. Introduce better bus services for local travellers.</p> <p><b>Traffic Calming – Object</b> A waste of money</p>
(169) Local Resident (Bure Park, Bicester)	<p>30mph on approaches – <b>Object</b> It's only just dropped to 40mph and that's very slow!! The 50mph worked fine</p> <p>30mph on Fringford Road – <b>Object</b> It works fine now</p> <p><b>Traffic Calming – Object</b> Working fine now</p>
(170) Local Resident (Caversfield, Montgomery Road)	<p>30mph on approaches – <b>Object</b> It's completely unnecessary. There are no houses opening onto the road. No schools, parks etc. Reducing the limit will only add to congestion.</p> <p>30mph on Fringford Road – <b>Object</b> As above</p>

	Traffic Calming – <b>Object</b> Since I don't support reducing the speed limit, having a speed bump would not be appropriate in a higher limit. They simply serve to damage vehicles.
(171) Local Resident (Caversfield, Springfield Road)	30mph on approaches – <b>Object</b> The traffic is OK as it is in the area.  30mph on Fringford Road – <b>Object</b> No need for it.  Traffic Calming – <b>Object</b> No need. Spend money on resurfacing instead.
(172) Local Resident (Caversfield, Why)	30mph on approaches – <b>Object</b> I just don't understand why changes happen to accommodate the small percentage of poor driver.  30mph on Fringford Road – <b>Object</b> I think it unnecessary.  Traffic Calming – <b>Object</b> Damage to cars
(173) Local Resident (Caversfield, You don't need to know)	30mph on approaches – <b>Object</b> No need and delays commuters  30mph on Fringford Road – <b>Object</b> No need delays commuters  Traffic Calming – <b>Object</b> No need and delays commuters

(174) Local Resident (Cavisfield, Bicester, Thompson Drive)	<p>30mph on approaches – <b>Object</b> Slowing down the roads around Bicester will push more traffic through the town centre. The 40mph has already caused this as its faster to go through then around now. The 50mph limits were fine and safe. Pointless and just worsening Bicester's traffic issues</p> <p>30mph on Fringford Road – <b>Object</b> Roads will be too slow</p> <p>Traffic Calming – <b>Object</b> Completely unnecessary and a waste of money</p>
(175) Local Resident (Chesterton, Maunde Close)	<p>30mph on approaches – <b>Object</b> Will increase pollution by creating an unnecessary bottle neck. Totally without reason just blind rhetoric</p> <p>30mph on Fringford Road – <b>Object</b> As above</p> <p>Traffic Calming – <b>Object</b> Will just cause unnecessary braking, increase immisions and damage vehicles</p>
(176) Local Resident (Elmsbrook, Charlotte Avenue)	<p>30mph on approaches – <b>Object</b> The speed limit was already reduced from 50 to 40. There is no evidence to suggest that the speed limit should be reduced again. Everyone drives at 50 anyway.</p> <p>30mph on Fringford Road – <b>Object</b> See above</p> <p>Traffic Calming – <b>Object</b> Same reasons as above.</p>

(177) Local Resident (Elmsbrook, Chervil Grove)	<p>30mph on approaches – <b>Object</b> No need to reduce the speed as the current one works fine for all.</p> <p>30mph on Fringford Road – <b>Object</b> No need</p> <p>Traffic Calming – <b>Object</b> These speed bumps are a waste of public money</p>
(178) Local Resident (Graven Hill, Tancred Grove)	<p>30mph on approaches – <b>Object</b> It's a ring road that's meant to ease traffic in the center people will just go through the center of the speed limit is the same.</p> <p>30mph on Fringford Road – <b>Object</b> It's a main road there are already lots of traffic issues along this road.</p> <p>Traffic Calming – <b>Object</b> It's a main road</p>
(179) Local Resident (unknown)	<p>30mph on approaches – <b>Object</b> The whole point of the "ring road" was to take traffic away from residential roads, a free flowing ring road will also reduce fumes from traffic! slowing it down to 30 mph gives absolutely Zero benefit to road users, already the residential roads are seeing far more traffic since you reduced a good road from 50 to 40! please use some common sense!</p> <p>30mph on Fringford Road – <b>Object</b> its not needed! its a narrow road which does not lend itself to speeding</p> <p>Traffic Calming – <b>Object</b> totally unneeded ! spend the SAVINGS of not doing it on repairing the abysmal current roads!</p>

(180) Local Resident (unknown)	<p>30mph on approaches – <b>Object</b>            Unnecessary. Nanny state, we simply don't need this type of interference with our lives.            Not that local residents opinion will be taken into consideration by those in power. Consult, ignore and do it anyway seems to be what local government thinks democracy means.</p> <p>30mph on Fringford Road – <b>Object</b>            Unnecessary. Nanny state, we simply don't need this type of interference with our lives.            Not that local residents opinion will be taken into consideration by those in power. Consult, ignore and do it anyway seems to be what local government thinks democr</p> <p>Traffic Calming – <b>Object</b>            Unnecessary . Cause almost as much damage to cars as the degraceful state of our road infrastructure. Don't waste our money and spend it on fixing the existing infrastructure.            Not that local residents opinion will be taken into consideration by those in power. Consult, ignore and do it anyway seems to be what local government thinks democracy means.</p>
(181) Member of public (South Northants)	<p>30mph on approaches – <b>Object</b>            Traffic in the Bicester area is crazy, building houses with no proper bypass etc. The current reduction from 50 to 40 on the perimeter roads is unnecessary and a nuisance to through traffic, best to revert all until proper bypasses are built, especially for the A41 section.</p> <p>30mph on Fringford Road – <b>Object</b>            The "ring road" is too slow at 40, let alone 30, revert to 50.</p> <p>Traffic Calming – <b>Object</b>            As before.</p>
(182) Local Resident (Stratton audley, Cherry close)	<p>30mph on approaches – <b>Object</b>            This is just a money making scheme, this junction does not need to be 30mph</p> <p>30mph on Fringford Road – <b>Object</b>            This road does not need to be 30mph</p>

	<p>Traffic Calming – <b>Object</b> There is nothing wrong with this junction - leave it as it is</p>
(183) As a business (Stratton Audley)	<p>30mph on approaches – <b>Object</b> I object because these roads were designed for 40mph, cars are a lot safer and able to handle speeds of 40mph. Reducing the limit is just going to cause more pollution and anger on the roads.</p> <p>30mph on Fringford Road – <b>Object</b> I object because these roads were designed for 40mph, cars are a lot safer and able to handle speeds of 40mph. Reducing the limit is just going to cause more pollution and anger on the roads.</p> <p>Traffic Calming – <b>Object</b> I object because these roads were designed for 40mph, cars are a lot safer and able to handle speeds of 40mph. Reducing the limit is just going to cause more pollution and anger on the roads.</p>
(184) Rather not say (Tingewick, Stowe view)	<p>30mph on approaches – <b>Object</b> It's a ring road, it's there to keep traffic away from town. Not hardly pedestrianised, Also new cars are fitted with more power and better anti collision features so it's just a way of profiting so no please dont</p> <p>30mph on Fringford Road – <b>Object</b> As above</p> <p>Traffic Calming – <b>Object</b> As above</p>
(185) Member of public (Witney, )	<p>30mph on approaches – <b>Object</b> There is no reason to change the speed limit from 40mph. Again Council officials that have personal hatred for motorists. No data shows it is either dangerous or high risk at this time. Advice is let sleeping dogs lie.</p>

	<p>30mph on Fringford Road – <b>Object</b> There is no reason to change the speed limit from 40mph. Again Council officials that have personal hatred for motorists. No data shows it is either dangerous or high risk at this time. Advice is let sleeping dogs lie.</p> <p>Traffic Calming – <b>Object</b> Risk of damage to cars, no consultation on businesses locally and when built will need multiple re-servicing which will cost more money and will be a money pit of a job.</p>
(186) Local Resident (Bicester, Lucerne Avenue)	<p>30mph on approaches – <b>Object</b> No need for 30mph, works fine as it is.</p> <p>30mph on Fringford Road – <b>Object</b> No need for 30mph, works fine as it is.</p> <p>Traffic Calming – <b>Support</b> Think that is fairly sensible as people do come up fast to that junction.</p>
(187) Local Resident (Bicester, Southwold)	<p>30mph on approaches – <b>Object</b> unnecessary</p> <p>30mph on Fringford Road – <b>Object</b> unnecessary</p> <p>Traffic Calming – <b>Support</b> Some vehicles turn onto A4095 quickly and that is close to a pedestrian crossing</p>
(188) Local Resident (Chesterton, A4095 bignell view)	<p>30mph on approaches – <b>Object</b> I believe that a 30mph will have a negative impact with traffic and cause more traffic and in turn more pollution.</p> <p>30mph on Fringford Road – <b>Support</b> I believe fringford road should be reduced because it is a narrow road.</p>

	<p>Traffic Calming – <b>No opinion</b> Not sure if it will help</p>
(189) Local Resident (Bicester, Coopers Green)	<p>30mph on approaches – <b>Object</b> Should be the Buckingham Road roundabout</p> <p>30mph on Fringford Road – <b>Support</b> 30 is correct</p> <p>Traffic Calming – <b>Object</b> Not good for Ambulance patients</p>
(190) Local Resident (Bicester, wadham close)	<p>30mph on approaches – <b>Object</b> more of the same stupid low speed limits for zero reason. wasting public funds. someone should be sacked!</p> <p>30mph on Fringford Road – <b>Support</b> why bother! its not like the occ will ever take note. if you want an opinion, have a proper survey with votes. Oo you will just ignore that as well!</p> <p>Traffic Calming – <b>Object</b> mute point</p>
(191) Local Resident (Bicester, Greenwood)	<p>30mph on approaches – <b>Object</b> There are no issues at this junction which warrent any change. The roundabout works perfectly well. It is one junction in the town which doesn't suffer from accidents and therefore in the words of the old saying, if its not broken, don't fix it. There are more pressing issues to spend the money on than this</p> <p>30mph on Fringford Road – <b>Support</b></p>

	<p>This is a built up area through housing, no issue with 30mph here</p> <p>Traffic Calming – <b>Object</b> Ffs, really???</p>
(192) Local Resident (Bicester, Lime Crescent)	<p>30mph on approaches – <b>Object</b> Surely the reason for these roads is to take traffic away from the town centre, if you can only drive at 30 mph it will be quicker to go through town. Its only just been dropped to 40 .Absolutely ridiculous to have a bypass with a 30mph speed limit, why aren't you more concerned with the speed limit outside schools.</p> <p>30mph on Fringford Road – <b>Support</b> This should probably be reduced as its through a built up residential area.</p> <p>Traffic Calming – <b>Object</b> Don't see the point, waste of money again.</p>
(193) Local Resident (Southwold, Bicester, Mulberry Drive)	<p>30mph on approaches – <b>Object</b> 40mph is slow enough. No pedestrian/cycle hazards for a reduction in speed needed</p> <p>30mph on Fringford Road – <b>Support</b> More built up and dog walkers seen here often. Reduction in speed could be justified</p> <p>Traffic Calming – <b>Object</b> I hate any hump as they always end up in disrepair and damage cars</p>
(194) Local Resident (Stratton Audley, The Limes)	<p>30mph on approaches – <b>Object</b> The roads named Lord's Lane and Southwold Lane are part of Bicester Ring Road, taking traffic round the town. Both have wide footpaths on the side of the roads next to housing, which could also provide a cycle track. There is also a wide verge between the footpath and the road. There is no need to reduce the speed of traffic on the road. It is better to allow traffic to travel round the town at a reasonable speed, at present 40MPH. I see no need for a change, cyclists and pedestrians are already catered for. Similarly Banbury Road has an adequate footpath on one side of the road</p>

	<p>approaching the road about and has a footpath on both sides travelling north away from the roundabout. I see no reason to reduce the speed there. The footpaths could accommodate cyclists as well with a delineation track.</p> <p>30mph on Fringford Road – <b>Support</b> The road travels through part of the village of Caversfield and should be reduced to 30MPH because housing faces the road on part of that section.</p> <p>Traffic Calming – <b>Object</b> I see no reason for a traffic calming road hump. Cars slow down before them and speed up after them, creating more fumes and pollution in doing so.</p>
(195) Local Resident (Bicester, Lancaster Close)	<p>30mph on approaches – <b>Object</b> There is no real reason this area of road/s need to be reduced.</p> <p>30mph on Fringford Road – <b>Support</b> This is becoming a very busy area of road with more and more pedestrians.</p> <p>Traffic Calming – <b>Support</b> This is becoming a busy area with more pedestrians.</p>
(196) Local Resident (Bucknel, Bicester road)	<p>30mph on approaches – <b>Object</b> The roads are already completely logged-jammed at regular intervals &amp; this proposal seems to ignore all the other planned road works &amp; work traffic from the numerous building developments which border the area of these proposals. This will simply lead to massive tail backs on connecting roads &amp; junctions &amp; the compete collapse of the road system in Bicester at peak times</p> <p>30mph on Fringford Road – <b>Support</b> This is road which is tight, with an unsighted junction &amp; in close proximity to large numbers of pedestrians &amp; children</p> <p>Traffic Calming – <b>Support</b> As long as the proposal is for the speed jump to be on the actual Fringford road rather than the main ring road - which needs to be kept fully flowing</p>

(197) Local Resident (Caversfield, Skimmingdish Lane)	<p>30mph on approaches – <b>Object</b>            No requirement too; vehs will not slow down and doing this will only cause traffic to build up more than it already does. What is required is yellow hatch box to stop vehs blocking the roundabout. This will allow for a smoother flow of traffic at busy periods.</p> <p>30mph on Fringford Road – <b>Support</b>            If you want to slow vehs down, you will need speed bumps. The speed of vehs using Fringford Road / Skimmingdish Lane is ridiculous.</p> <p>Traffic Calming – <b>Support</b>            you need more than one as once a veh has gone over the hump they will go faster. I would suggest one halfway down the Fringford Road / Aunt Ems Lane another near Skimmingdish and then one further down.</p>
(198) Local Resident (Bicester, Turnberry close)	<p>30mph on approaches – <b>Concerns</b>            The slower speed limits do not stop people from speeding. It forces well behaved drivers like me, be forced to go extra slow, resulting in disrespectful speeding and overtaking etc. This variation in speed = more danger for road users and pedestrians/cyclists etc</p> <p>30mph on Fringford Road – <b>Concerns</b>            The slower speed limits do not stop people from speeding. It forces well behaved drivers like me, be forced to go extra slow, resulting in disrespectful speeding and overtaking etc. This variation in speed = more danger for road users and pedestrians/cyclists etc</p> <p>Traffic Calming – <b>Concerns</b>            The slower speed limits do not stop people from speeding. It forces well behaved drivers like me, be forced to go extra slow, resulting in disrespectful speeding and overtaking etc. This variation in speed = more danger for road users and pedestrians/cyclists etc</p>
(199) Member of public (Bicester, Shannon Road)	<p>30mph on approaches – <b>Concerns</b>            This is not necessary.</p> <p>30mph on Fringford Road – <b>Concerns</b></p>

	<p>Because a 30mph speed limit at evening or night time is bonkers.</p> <p><b>Traffic Calming – Concerns</b> Seems unnecessary</p>
(200) Local Resident (Caversfield, Fringford Road)	<p>30mph on approaches – <b>Concerns</b> While I agree with the 30 mph speed limit proposal I think the speed bump is in the wrong place.</p> <p>30mph on Fringford Road – <b>Concerns</b> My house is situated on Fringford Road on the left hand side after Aunt Ems lane and just before the right turn onto Skimmingdish Lane. We are a group of 4 houses. From what I understand the proposal is for a speed limit of 30mph to be implemented on the</p> <p><b>Traffic Calming – Concerns</b> In the wrong place - should be at the entrance to village of Caversfield.</p>
(201) Local Resident (Bicester, Bucknell road)	<p>30mph on approaches – <b>Concerns</b> If the roads around the outside of Bicester are slow people will drive through Bicester as it will be quicker. You need to make all roads within ringroad 20mph then change ringroad if you need as it will then still be quicker. Queens avenue has some of the worst pollution and needs to be addressed first</p> <p>30mph on Fringford Road – <b>Concerns</b> If the roads around the outside of Bicester are slow people will drive through Bicester as it will be quicker. You need to make all roads within ringroad 20mph then change ringroad if you need as it will then still be quicker. Queens avenue has some of th</p> <p><b>Traffic Calming – No opinion</b> Blsnk</p>
(202) Local Resident (Bicester, Oriel way)	<p>30mph on approaches – <b>Concerns</b> It's one of the main functions in Bicester and with a reduced limit will only increase the load on the junction</p>

	<p>30mph on Fringford Road – <b>Concerns</b>      Slowing the road down will just increase the load as vehicles will be in convoy</p> <p>Traffic Calming – <b>No opinion</b>      Didn't know anything about a hump</p>
(203) Local Resident (Bicester, Mullein)	<p>30mph on approaches – <b>Concerns</b>      Do not think parts have been thought through properly with impact upon residents &amp; how to enforce</p> <p>30mph on Fringford Road – <b>Concerns</b>      People already do not stick to the current limit so are unlikely to stick to a reduced one</p> <p>Traffic Calming – <b>Object</b>      Look at other traffic calming measures eg Middleton Stoned Rd &amp; how they have degraded. People speed between them.</p>
(204) Local Resident (Bicester, Peregrine Way)	<p>30mph on approaches – <b>Concerns</b>      This seems a fairly pointless measure - there has been little in local news or from the council to suggest that a speed reduction is necessary for safety reasons, and it appears that recent reductions from 50 to 40mph have done little other than increase journey times for those motorists who abide by them.</p> <p>30mph on Fringford Road – <b>Concerns</b>      I am concerned that there is little thought behind these proposals. There has been no obvious publicity to explain why these steps are required.</p> <p>Traffic Calming – <b>Object</b>      This seems utterly pointless. Drivers of SUVs (and many other vehicles) cruise over the individual humps (e.g. Middleton Stoney road) and whether they are individual humps at intervals or large cushions, they deteriorate rapidly and thus make for an unpleasant journey with risk of damage to vehicles.      Frankly, though, I feel that it is a complete waste of time filling this in. The council(s) seem to take little notice of opinion and 'consultation' usually means 'this is what we are going to do and we're going through the motions'. Bicester town centre is all but dead; Bicester Village has become nothing more than a nuisance offering no wider benefit and the character of the town has altered dramatically since I arrived as a mid-20 something in the early</p>

	2000s. Fiddling around making journeys more difficult/longer and giving a sense of utter disinterest in the views of the citizens of Bicester seems about as much as the Council(s) are capable of; this 'consultation' is yet another pointless exercise in the process of fiddling while Bicester metaphorically burns, and even if 95% of respondents suggest that this is a bad idea, the evidence suggests it'll make no difference at all.
(205) Local Resident (Bicester, Andover t)	<p>30mph on approaches – <b>Concerns</b> Will cause traffic bottlenecks that will backup around ring road</p> <p>30mph on Fringford Road – <b>Concerns</b> .</p> <p>Traffic Calming – <b>Object</b> Will slow emergency response</p>
(206) Local Resident (Bicester, Sunderland)	<p>30mph on approaches – <b>Concerns</b> Think you need to be clearer. Is this survey in relation to the roundabout or a junction? The ring road was designed to move traffic around the town as smoothly and swiftly as possible. The roads have been reduced to 40mph, reason? If this was to reduce traffic pollution by slowing the traffic down then this has made the situation worse. With the increased number of warehouses the number of HGV has also increased. HGV are not able to get into top gear at 40mph. This means, as the worst contributors to air pollution they're now dishing out more pollution. Dropping it to 30mph will mean be an increase of slower moving vehicles. NOT able to get into the top gear, NOT being the most fuel efficient, staying in the area longer while further adding to the ever increasing air pollution problem Bicester has but no one is actioning.</p> <p>30mph on Fringford Road – <b>Concerns</b> Is this going to be enforced with traffic officers? The dangerous pot holes are of a greater importance. These need addressing before there's a head on collision with vehicles swerving to miss them or being bounced towards the oncoming vehicle</p> <p>Traffic Calming – <b>Object</b></p>

	<p>Fed up with unsuitable and dangerous vehicle damaging humps in the road. Middleton Stoney Road- negotiating without hitting the oncoming vehicle. Bucknell speed humps are only safe whilst driving a 4WD SUV.</p> <p>If the speed limit is 30 then the humps should enable safe negotiation up to this limit. Otherwise it should be a reduced speed limit</p> <p>Get an electric vehicle, why? So they can bottom out on speed humps. Let's reward those who make safe choices by enabling them to use them before forcing them back to driving vehicles suitable for Bicester speed humps -land/range rovers.</p>
(207) Local Resident (Fringford, Farriers close)	<p>30mph on approaches – <b>Concerns</b></p> <p>Changes in speed limits can be confusing and lower speed limits attract cyclists, who make the road even more dangerous.</p> <p>30mph on Fringford Road – <b>Concerns</b></p> <p>I can't see any reason why the speed limit needs to change here. The hedges need cutting back to make visibility better, but the speed is fine</p> <p>Traffic Calming – <b>Object</b></p> <p>They are never built well and cause wear and tear on cars without having much use!</p>
(208) Local Resident (Caversfield, Fringford Road)	<p>30mph on approaches – <b>Concerns</b></p> <p>I believe quick changes between 30 &amp; 40 are dangerous. I would like to see the whole of Banbury Road from Bure Park to the northern end of Charlotte Avenue a 30 mph limit. And take out the stupid fume generating traffic calming next to the pedestrian crossing. The Charlotte Avenue and Aunt Em's Lane entrances off the Banbury Road need protection, especially those turning into AEL in a northern direction on the curve, which will be in greater use following the demolition of the roundabout.</p> <p>30mph on Fringford Road – <b>Concerns</b></p> <p>The 30mph limit should extend to the whole of the village, to protect the angled junction at Aunt Ems Lane ( LHD USAAF vehicles have particular problems, as do all vehicles when the bushes at the junction are allowed to grow) and other accesses to the road</p> <p>Traffic Calming – <b>Support</b></p> <p>.</p>

(209) Member of public (Ambrosden, Chapel Drive)	<p>30mph on approaches – <b>Concerns</b> Concern that reducing the speed limit will have little to no effect on the junction as the weight of the traffic already prohibits going any faster than 20mph anyway</p> <p>30mph on Fringford Road – <b>No opinion</b> I always thought the Fringford road was a 30MPH</p> <p>Traffic Calming – <b>Concerns</b> As previously mentioned the speed of the traffic in and around this junction rarely moves at any speed. All a speed hump will do is illicit noise complaints from residents</p>
(210) Local Resident (Bicester, Ravencroft)	<p>30mph on approaches – <b>Concerns</b> It is not needed. I have lived in Bicester for 30 years and do not remember a single accident at this junction.</p> <p>30mph on Fringford Road – <b>No opinion</b> I am not clear where exactly in Caversfield this proposal applies to.</p> <p>Traffic Calming – <b>Concerns</b> This will not resolve the issues with this very badly designed junction.</p>
(211) Local Resident (Bicester, Victoria Road)	<p>30mph on approaches – <b>Concerns</b> My concern relates to how soon before the junction the speed limit is reduced. This is the Bicester ring road, it is often already more attractive to pass through town so any reduction should purely be determined by a safety requirement. I ask the question, how many accidents have there been at this junction? Enough to warrant a reduction in the limit?</p> <p>30mph on Fringford Road – <b>Object</b> This is Bicester ring road. I am not aware of frequent accidents, in fact I believe them to be rare. I don't see a need or justification for reducing the limit. The only outcome I can see is more pollution and more traffic clogging up the town centre, in</p>

	<p>Traffic Calming – <b>Object</b>  It simply isn't needed. How many accidents have their been? Slowing traffic will result in more slower moving traffic and more pollution for local residents.</p>
(212) Local Resident (Caversfield, Wilson way)	<p>30mph on approaches – <b>Concerns</b>  No one will stick to them</p> <p>30mph on Fringford Road – <b>Object</b>  It's a 40 at the moment and nobody sticks to it now, making it lower without a way of policing it is pointless</p> <p>Traffic Calming – <b>Object</b>  It's not necessary</p>
(213) Local Resident (Bicester, Bisley Close)	<p>30mph on approaches – <b>Concerns</b>  It's just going to cause back log of traffic, people can't get upto 40 anyway so why enforce something that happens anyway. Let drivers use their initiative</p> <p>30mph on Fringford Road – <b>Support</b>  There are houses and children cycling to school in Southwold and people coming out of their drives that protecting</p> <p>Traffic Calming – <b>No opinion</b>  You state hump! Meaning 1! Needs more then one</p>
(214) Local Resident (Bicester, Banbury Road)	<p>30mph on approaches – <b>Concerns</b>  I have no problems with traffic that needs calming or a lower speed here.</p> <p>30mph on Fringford Road – <b>Support</b>  40 here is too fast as a pedestrians on footpath are closer to the road.</p> <p>Traffic Calming – <b>Object</b>  Never encountered problems here</p>

(215) Local Resident (Bicester, Heron Drive)	<p>30mph on approaches – <b>Concerns</b> Speed limit has recently been lowered on A4095. Would suggest that impact of this is reviewed and any lessons learned first before making further changes.</p> <p>30mph on Fringford Road – <b>Support</b> Probably a good idea</p> <p>Traffic Calming – <b>Object</b> Believe that this is unnecessary and a mistake</p>
(216) Local Resident (Caversfield, Thompson dr)	<p>30mph on approaches – <b>Concerns</b> 40mph just been implemented and roads are working well</p> <p>30mph on Fringford Road – <b>Support</b> If it's the 40 at the mo a few junctions and houses with poor visibility</p> <p>Traffic Calming – <b>Object</b> They fall into disrepair and cause people to brake heavily and speed up or swerve</p>
(217) Local Resident (Fringford, Church lane)	<p>30mph on approaches – <b>No opinion</b> If you had ever had to get from Fringford road to join the roundabout you would seriously consider putting in traffic lights then people would not have to dash through two lots of oncoming traffic.</p> <p>30mph on Fringford Road – <b>No opinion</b> Trying to access this traffic system is frustrating and dangerous</p> <p>Traffic Calming – <b>No opinion</b> It will not make any difference</p>

<p>(218) As a business (Bicester, Sandholme)</p>	<p>30mph on approaches – <b>No opinion</b> SO there is a balanced view</p> <p>30mph on Fringford Road – <b>No opinion</b> If the introduction is near the houses then I'm happy with that</p> <p>Traffic Calming – <b>Object</b> There is a pedestrian crossing there so what difference will it make, if people use the crossing</p>
<p>(219) Local Resident (Caversfield, Wilson Way)</p>	<p>30mph on approaches – <b>No opinion</b> As a cyclist, it would be nice if traffic was going a little slower at the roundabout. However, I think traffic slows to 30mph anyway so doubt it would make a difference.</p> <p>30mph on Fringford Road – <b>Object</b> As traffic has to slow for the junction, why do we need a 30mph on that stretch? 40mph is fine - there are only a couple of houses which have exits onto the road and I cannot see that a reduction is needed. I regularly use that stretch and it is current</p> <p>Traffic Calming – <b>No opinion</b> Cannot see why it is needed really. I do not see anyone driving that fast along there.</p>
<p>(220) Local Resident (Caversfield, Fringford Road)</p>	<p>30mph on approaches – <b>Support</b> Slowing the traffic down before intersections on these busy roads makes sense.</p> <p>30mph on Fringford Road – <b>Concerns</b> For 30 years we have lived on Fringford Road. Aunt Ems Lane is on the left when you are coming from the A4095 and we are a little further along on the left just before the right hand turn into Skimmingdish Lane. The blind corner for traffic turning out</p> <p>Traffic Calming – <b>Concerns</b> The hump makes sense but it would be better to have it beside the entrance to the village.</p>

(221) Local Resident (Caversfield, Baker Close)	<p>30mph on approaches – <b>Support</b> As a pedestrian in this area I would feel safer crossing all of those roads if the speed limit were reduced. As a driver that uses Fringford road, I find this intersection challenging to turn from Fringford road onto A4095 in either direction with the current speed of vehicles.</p> <p>30mph on Fringford Road – <b>Concerns</b> I don't feel that ending the 30 mph speed limit 110 meters before Aunt Ems makes complete sense. The left and right turns from Aunt Ems onto Fringford road are nearly blind with the amount of shrubbery that has grown to the south. That too me is far more</p> <p>Traffic Calming – <b>Object</b> I don't feel that this hump is beneficial and would make entering and leaving Fringford road more challenging and more dangerous trying to merge onto A4095.</p>
(222) Local Resident (Caversfield, Fringford road)	<p>30mph on approaches – <b>Support</b> .</p> <p>30mph on Fringford Road – <b>Concerns</b> I fully agree with the proposed 30 mph speed limit. However I don't understand why it stops 110m south of Aunt Ems Lane. Surely it should continue through the village of Caversfield past residential houses and a dangerous junction. Skimmingdish lane in t</p> <p>Traffic Calming – <b>Support</b> .</p>
(223) Local Resident (Bicester, Halifax Road)	<p>30mph on approaches – <b>Support</b> Too many people driving too fast</p> <p>30mph on Fringford Road – <b>No opinion</b> conserned about local roads</p> <p>Traffic Calming – <b>No opinion</b></p>

	not local
(224) Local Resident (Bicester, Overstrand Close)	<p>30mph on approaches – <b>Support</b> Slowing traffic is always a good thing coming up to junctions</p> <p>30mph on Fringford Road – <b>No opinion</b> Won't make much difference slower or continued traffic</p> <p>Traffic Calming – <b>No opinion</b> Humps are a waste of time as most vehicles can straddle</p>
(225) Local Resident (Elmsbrook, Charlotte Avenue)	<p>30mph on approaches – <b>Support</b> A lot of cars just shoot across at spears - there will be a bad accident one day</p> <p>30mph on Fringford Road – <b>No opinion</b> I live very close to it. A lot of traffic use especially if there is an accident on the M40.</p> <p>Traffic Calming – <b>No opinion</b> Less traffic use it</p>
(226) Local Resident (Souldern, B4100)	<p>30mph on approaches – <b>Support</b> There are far too many fast roads in this county</p> <p>30mph on Fringford Road – <b>No opinion</b> I'd like to see traffic calming measures on all parts of the B4100 it's become a race track at the Souldern junction , motorbikes doing in excess of 100mph yesterday</p> <p>Traffic Calming – <b>Support</b> Slow the traffic down</p>

<p>(227) Local Resident (Bicester, Lancaster Close)</p>	<p>30mph on approaches – <b>Support</b> Good idea</p> <p>30mph on Fringford Road – <b>Object</b> Not needed there</p> <p>Traffic Calming – <b>Object</b></p> <p>.</p>
<p>(228) Local Cllr (Bicester North &amp; Caversfield ward)</p>	<p>30mph on approaches – <b>Support</b> People in Elmsbrook want to be able to walk or cycle easily into the rest of Bicester, and the current junction makes that hazardous, especially for parents with young children, for example. Currently the A4095 feels like a ring road, and I do believe it should continue to be an efficient circumferential route around the town centre. But as Elmsbrook grows, this junction will increasingly be within the conurbation, rather than on the edge of it - and the speed limit must reflect that. I commend the aims of the project, but am very concerned at the current projections for how much it will cost to deliver.</p> <p>30mph on Fringford Road – <b>Support</b> Speaking to local residents, I am in no doubt that this has widespread support. This would make Fringford Road safer for pedestrians, cyclists, dog walkers etc, especially when the evenings get darker and colder. When this matter was discussed at Caversfield.</p> <p>Traffic Calming – <b>Concerns</b> Local residents do not feel safe using this junction when traffic is moving at speed. As long as the speed cushion is built to the proper height and gradient, so as not to damage the tyres or suspension of those who use it, I accept that this will be an effective measure to enforce the necessary lower speeds to make this junction safe. It is important also that it is properly maintained - too often these features are the first part of the road to get damaged, exacerbating the risk of damaging a vehicle or causing an accident.</p>
<p>(229) Local Resident (Bicester, Windmill Avenue)</p>	<p>30mph on approaches – <b>Support</b> I ride a bike through here</p>

	<p>30mph on Fringford Road – <b>Support</b> I ride a bike here</p> <p>Traffic Calming – <b>Concerns</b> They are noisy damage vehicles and speeding up and slowing down increases pollution</p>
(230) Local Resident (Bicester, Fallowfields)	<p>30mph on approaches – <b>Support</b> 30mph is fast enough for me, and support a safer environment for vulnerable Road users and pedestrians</p> <p>30mph on Fringford Road – <b>Support</b> I do not use that road myself, but as it will be approaching an area which I already support the lowering of the speed limit, and given how it is close to the roundabout, I do sometimes feel people come at it too fast and leave their nose hanging into the</p> <p>Traffic Calming – <b>No opinion</b> No opinions</p>
(231) Local Resident (Bicester, Wood Crescent)	<p>30mph on approaches – <b>Support</b> slowing down is better for the environment and being sustainable and likely safer too</p> <p>30mph on Fringford Road – <b>Support</b> as previous less pollution, safer</p> <p>Traffic Calming – <b>No opinion</b> Hinders emergency services</p>
(232) Local Resident (Bicester, Hornbeam road)	<p>30mph on approaches – <b>Support</b> Making it safer in these areas for all Pedestrians and Motor Vehicles, we also need 20mph on all Housing Estates.</p> <p>30mph on Fringford Road – <b>Support</b> It is needed urgently.</p>

	<p>Traffic Calming – <b>No opinion</b> Not sure if it is necessary</p>
(233) Local Resident (Elmsbrook, Charlotte Avenue)	<p>30mph on approaches – <b>Support</b> It will feel safer for those of us walking and cycling</p> <p>30mph on Fringford Road – <b>Support</b> It will safer for those of us walking and cycling</p> <p>Traffic Calming – <b>No opinion</b> I'm not sure if it will help or not</p>
(234) Local Resident (Weston on thegreen, Knowle Lane)	<p>30mph on approaches – <b>Support</b> With speed limits being dropped in other areas around housing and wider Bicester and villages areas it makes sense to bring them down to 30mph. Maybe then the speeders will only be doing 40mins rather than the 50mph you see consistently.</p> <p>30mph on Fringford Road – <b>Support</b> As above this road can see speeds over 50mph.</p> <p>Traffic Calming – <b>No opinion</b> Not sure Road hump's slow traffic down, speed cameras do!</p>
(235) Local Resident (Bicester, Cranberry Avenue)	<p>30mph on approaches – <b>Support</b> I support this to reduce traffic noise for residents and make it easier for vehicles coming out of the residential roads onto B4100. This also makes it safer when pulling into a residential road due to tailgaters.</p> <p>30mph on Fringford Road – <b>Support</b> Same reasons as above</p> <p>Traffic Calming – <b>Object</b> Not on a busy road</p>

(236) Local Resident (Bicester, Manchester Terrace)	<p>30mph on approaches – <b>Support</b> Happy to support a lowering in the speed limit in this area</p> <p>30mph on Fringford Road – <b>Support</b> Happy to support a lowering of the speed limit</p> <p>Traffic Calming – <b>Object</b> With the 30mins limit the speed bump is an unnecessary addition and expense</p>
(237) Local Resident (Bicester, Somerville Drive)	<p>30mph on approaches – <b>Support</b> Although I have no objection to the reduction of the speed limit. I do object changing a junction that works well. Using millions of money which could be used else where. Potholes come to mind.</p> <p>30mph on Fringford Road – <b>Support</b> As written above</p> <p>Traffic Calming – <b>Object</b> These humps are not good for our cars.</p>
(238) Local Cllr (Bicester, Tinkers Lane)	<p>30mph on approaches – <b>Support</b> Traffic volumes are increasing and school children and residents need to have safe access to active travel routes.</p> <p>30mph on Fringford Road – <b>Support</b> Something needs to be done. This isn't ideal but it's the best alternative.</p> <p>Traffic Calming – <b>Object</b> Traffic bumps damage cars and can encourage drivers to veer. This is extremely unnerving for cyclists who may be using the road at the same time.</p>

(239) Local Resident (Bicester, Goodwood close)	<p>30mph on approaches – <b>Support</b> Can be hard to pull out when people are approaching with speed</p> <p>30mph on Fringford Road – <b>Support</b> Safer for pulling out</p> <p>Traffic Calming – <b>Object</b> Just stick a speed camera nearby instead. Speed hump will only deteriorate over time and become a pothole hazard. See Middleton stoney road as an example of broken humps.</p>
(240) Local Resident (Bicester, Harrier Way)	<p>30mph on approaches – <b>Support</b> Traffic especially HS2 lorries speeding</p> <p>30mph on Fringford Road – <b>Support</b> Need to calm traffic in residential areas</p> <p>Traffic Calming – <b>Object</b> Not helpful for cyclists</p>
(241) Local Resident (Bicester, Oxlip leyes)	<p>30mph on approaches – <b>Support</b> Protects the children</p> <p>30mph on Fringford Road – <b>Support</b> Less accidents</p> <p>Traffic Calming – <b>Object</b> No need to spend the silly money</p>
(242) Local Resident (Caversfield, Turnpike road)	<p>30mph on approaches – <b>Support</b> Will reduce speeding</p>

	<p>30mph on Fringford Road – <b>Support</b> Will reduce speeding</p> <p>Traffic Calming – <b>Object</b> Unnecessary, reducing speed limit will be sufficient</p>
(243) Local Cllr (Caversfield, Old School Close)	<p>30mph on approaches – <b>Support</b> The lower the speed the better for the environment, better outcome for accidents and less pollution</p> <p>30mph on Fringford Road – <b>Support</b> O support anything that slows down vehicles approaching villages but would like to see 20mph limits in ALL villages</p> <p>Traffic Calming – <b>Object</b> Calming measures work well in other areas and are successful at slowing vehicles. Give pedestrians, cyclist and wildlife a chance</p>
(244) Local Resident (Bicester, Charlotte avenue)	<p>30mph on approaches – <b>Support</b> I cycle and walk every day across these roads and find them intimidating and dangerous currently, these measures are a significant step to make it more welcoming to existing pedestrians and cyclists as well as encouraging new ones</p> <p>30mph on Fringford Road – <b>Support</b> I cycle and walk every day across these roads and find them intimidating and dangerous currently, these measures are a significant step to make it more welcoming to existing pedestrians and cyclists as well as encouraging new ones</p> <p>Traffic Calming – <b>Support</b> I cycle and walk every day across these roads and find them intimidating and dangerous currently, these measures are a significant step to make it more welcoming to existing pedestrians and cyclists as well as encouraging new ones</p>
(245) Local Resident (Bicester, Charlotte Avenue)	<p>30mph on approaches – <b>Support</b> Speed limits need to be reduced in order to make the environment safer for all users</p> <p>30mph on Fringford Road – <b>Support</b></p>

	<p>The Fringford road speed limit is currently too high and makes it dangerous and discouraging for bikes to use the road</p> <p><b>Traffic Calming – Support</b></p> <p>To make it safer for bikes and pedestrians to cross, and slow motor vehicles down</p>
(246) Local Resident (Bicester, Charlotte Avenue)	<p>30mph on approaches – <b>Support</b></p> <p>I live in Elmsbrook and cycling is my primary form of transport. I also do the school run twice a week with my granddaughter by cycle and I want those journeys to be as safe as possible.</p> <p>30mph on Fringford Road – <b>Support</b></p> <p>This is my primary route when cycling for leisure and recreation. I would prefer it if the 30mph speed limit continued North of Aunt Ems Lane to just beyond the junction with Springfield Road.</p> <p><b>Traffic Calming – Support</b></p> <p>I use the crossing here when cycling East along Southwold Lane.</p>
(247) Rather not say (Bicester, Cranesbill Drive)	<p>30mph on approaches – <b>Support</b></p> <p>It's a very busy junction, reducing the speed makes total sense to me.</p> <p>30mph on Fringford Road – <b>Support</b></p> <p>It's a very busy junction, reducing the speed makes total sense to me.</p> <p><b>Traffic Calming – Support</b></p> <p>I support this to force most people to slow down at this junction.</p>
(248) Member of public (Bicester, Falcon Mead)	<p>30mph on approaches – <b>Support</b></p> <p>Traffic is dangerous at higher speeds</p> <p>30mph on Fringford Road – <b>Support</b></p> <p>Generally support reduction of speed limits to improve road safety.</p> <p><b>Traffic Calming – Support</b></p>

	To slow traffic, improving road safety for all road users including pedestrians and cyclists.
(249) Local Resident (Bicester, Garth Court)	30mph on approaches – <b>Support</b> To slow traffic in high risk areas  30mph on Fringford Road – <b>Support</b> As above  Traffic Calming – <b>Support</b> As previous
(250) Local Resident (Bicester, Germander way)	30mph on approaches – <b>Support</b> Dead cats everywhere  30mph on Fringford Road – <b>Support</b> Dead cats everywhere  Traffic Calming – <b>Support</b> Dead cats everywhere
(251) Local Resident (Bicester, Germander Way)	30mph on approaches – <b>Support</b> Parent of a young family I support lower speed limits on local roads as a safety concern  30mph on Fringford Road – <b>Support</b> As above  Traffic Calming – <b>Support</b> Safety measure

(252) Local Resident (Bicester, Hornbeam Road)	<p>30mph on approaches – <b>Support</b> As a local resident I regularly witness how fast traffic travels along Southwold lane and often find it hard to exit the Southwold estate in my car due to the speed of traffic on this road. I fear there will be a serious collision one day.</p> <p>30mph on Fringford Road – <b>Support</b> As a local resident I regularly witness his fast traffic travels on this road.</p> <p>Traffic Calming – <b>Support</b> This would help reduce the speed of traffic therefore I support.</p>
(253) Local Resident (Bicester, Lodge Close)	<p>30mph on approaches – <b>Support</b> The speed that some drivers accelerate off the roundabout or approach the current roundabout from the Banbury Road can only be described as dangerous. The road is currently 40mph and cars are constantly driving in excess of that, some treat it like a race track, when you consider there is a unsigned crossing near the Lodge close junction it has to be considered as dangerous. The amount of near misses where people are turning into the close and other drivers are using excess speed is mad. The speed limit needs to be changed we have campaigned for this before using speed checks. 100% for this, as it will reduce road /tyre noise for local residents too.</p> <p>30mph on Fringford Road – <b>Support</b> It will slow the motorist down to drive sensibly as they approach the junction and subsequently through Bicester.</p> <p>Traffic Calming – <b>Support</b> If you create the correct type of hump motorist will have to slow down my belief is all of the approach roads should have them</p>
(254) Local Resident (Bicester, Purslane Drive)	<p>30mph on approaches – <b>Support</b> Supportive of this. Would be keen to see all of lords lane reduced to 30mph. 40mph has helped but could go further. Cars drive very fast down road for local residents.</p> <p>30mph on Fringford Road – <b>Support</b> As above.</p>

	Traffic Calming – <b>Support</b> Keen to see cars slow down on this section.
(255) Local Resident (Bicester, Wayfairings)	30mph on approaches – <b>Support</b> I have experience people driving faster than the speed limit.  30mph on Fringford Road – <b>Support</b> Speeding on the road  Traffic Calming – <b>Support</b> As per my previous comments motor cycles and cars too fast
(256) Local Resident (Bicester, Wetherby Road)	30mph on approaches – <b>Support</b>  30mph on Fringford Road – <b>Support</b>  Traffic Calming – <b>Support</b>  
(257) Local Resident (Bicester, Woodfield Road)	30mph on approaches – <b>Support</b> Reducing the speed limit to 30mph will reduce noise and air pollution in the vicinity and make the road safer for non-motorists to use and cross. I drive, cycle and walk in this area myself and would have no objections as a motorist to slowing down in this area in order to make the area a better place for other residents.  30mph on Fringford Road – <b>Support</b> My reasons for supporting this are the same as above (see the answer to question 3).  Traffic Calming – <b>Support</b> My reasons for supporting this are the same as above (see the answer to question 3).

(258) Local Resident (Bicester, Woodfield Road)	<p>30mph on approaches – <b>Support</b> I'm a cyclist and it would make cycling on the roundabout safer, as well as making it easier to cross the road when using the cycle paths.</p> <p>30mph on Fringford Road – <b>Support</b> As above</p> <p>Traffic Calming – <b>Support</b> As above</p>
(259) Local Resident (Bicester, Derwent Road)	<p>30mph on approaches – <b>Support</b> Anything that helps to reduce the speeding and improve traffic flow is good</p> <p>30mph on Fringford Road – <b>Support</b> Would love to see it extended to the A4095 Howes Lane as the noise from the speeding there can be awful.</p> <p>Traffic Calming – <b>Support</b> Good move</p>
(260) Local Resident (Bicester, Friend Way)	<p>30mph on approaches – <b>Support</b> Hard for pedestrians to cross as car's approach to fast</p> <p>30mph on Fringford Road – <b>Support</b> Lowering speed limits makes it safer for all</p> <p>Traffic Calming – <b>Support</b> Drivers disobey speed limits and this will help solve that</p>
(261) Local Resident (Bicester, Grebe Road)	<p>30mph on approaches – <b>Support</b></p>

	<p>I'm a motorist most of the time however it seems to me that these proposals are a reasonable and proportionate change to protect the safety of more vulnerable road users. I'd be happy to slow down a bit nearer the roundabout to make those people safer.</p> <p>30mph on Fringford Road – <b>Support</b> As above.</p> <p>Traffic Calming – <b>Support</b> Again as a motorist I support measures to make the roads safer for more vulnerable users.</p>
(262) Local Resident (Bicester, Haricot Vale road)	<p>30mph on approaches – <b>Support</b> I live nearby and find traffic sound pollution very disturbing. I have also noticed dangerous situations with people driving on these roads at 40mph with several animals being hit and near misses with cars. It also will be much more pleasant/safe for me to walk alongside these roads with my son now that the local bus routes have been cut from Elsmbrook and the times are no longer feasible.</p> <p>30mph on Fringford Road – <b>Support</b> It is better for traffic, pollution and pedestrians</p> <p>Traffic Calming – <b>Support</b> Currently even higher speed limits in place are not followed and clearly are not enough speed cameras/police to enforce it</p>
(263) Local Resident (Bicester, Haricot Vale Road)	<p>30mph on approaches – <b>Support</b> Better for active travel users</p> <p>30mph on Fringford Road – <b>Support</b> Better for active travel users</p> <p>Traffic Calming – <b>Support</b> Easier to cross</p>

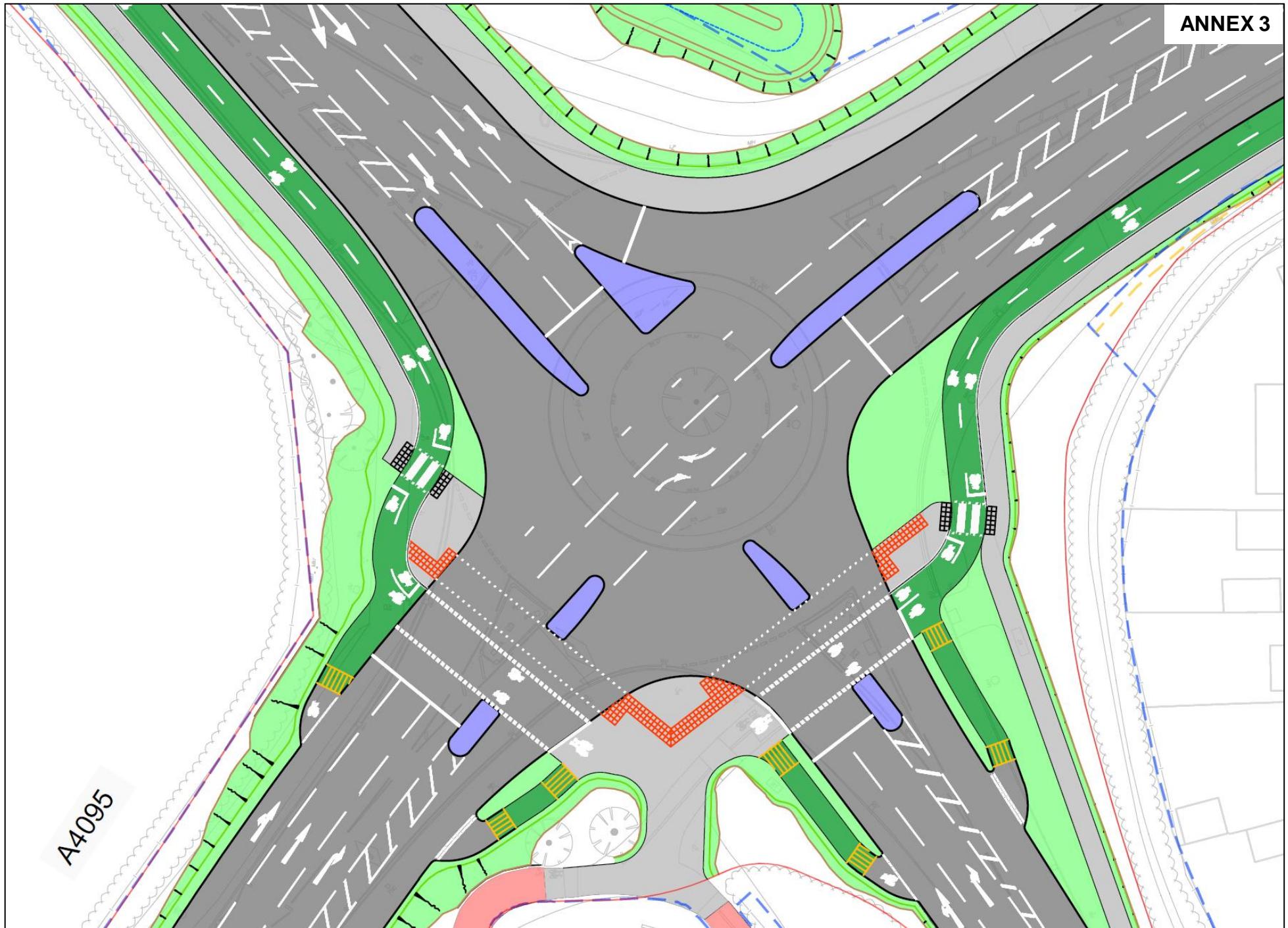
(264) Local Resident (Bicester, Heather Road)	<p>30mph on approaches – <b>Support</b> Anything which has the ability to slow the traffic down around this area is welcome</p> <p>30mph on Fringford Road – <b>Support</b> Anything which has the ability to slow the traffic down around this area is welcome</p> <p>Traffic Calming – <b>Support</b> Anything which has the ability to slow the traffic down around this area is welcome - added to that this hump will def have an effect on slowing vehicles down</p>
(265) Local Resident (Bicester, Juniper Gardens)	<p>30mph on approaches – <b>Support</b> My house backs onto the Banbury roundabout. The traffic often accelerates and speeds along the straight stretch of road to and from the roundabout. I welcome the 30 mph speed limit</p> <p>30mph on Fringford Road – <b>Support</b> I have experienced cars speeding on that stretch of road.</p> <p>Traffic Calming – <b>Support</b> The traffic speeds along this straight stretch of road.</p>
(266) Local Resident (Bicester, Lancaster close)	<p>30mph on approaches – <b>Support</b> Lower speed saves lives</p> <p>30mph on Fringford Road – <b>Support</b> Lower speed saves lives</p> <p>Traffic Calming – <b>Support</b> It will stop speeding motorists</p>
(267) Local Resident (Bicester, Orpine Close)	<p>30mph on approaches – <b>Support</b></p>

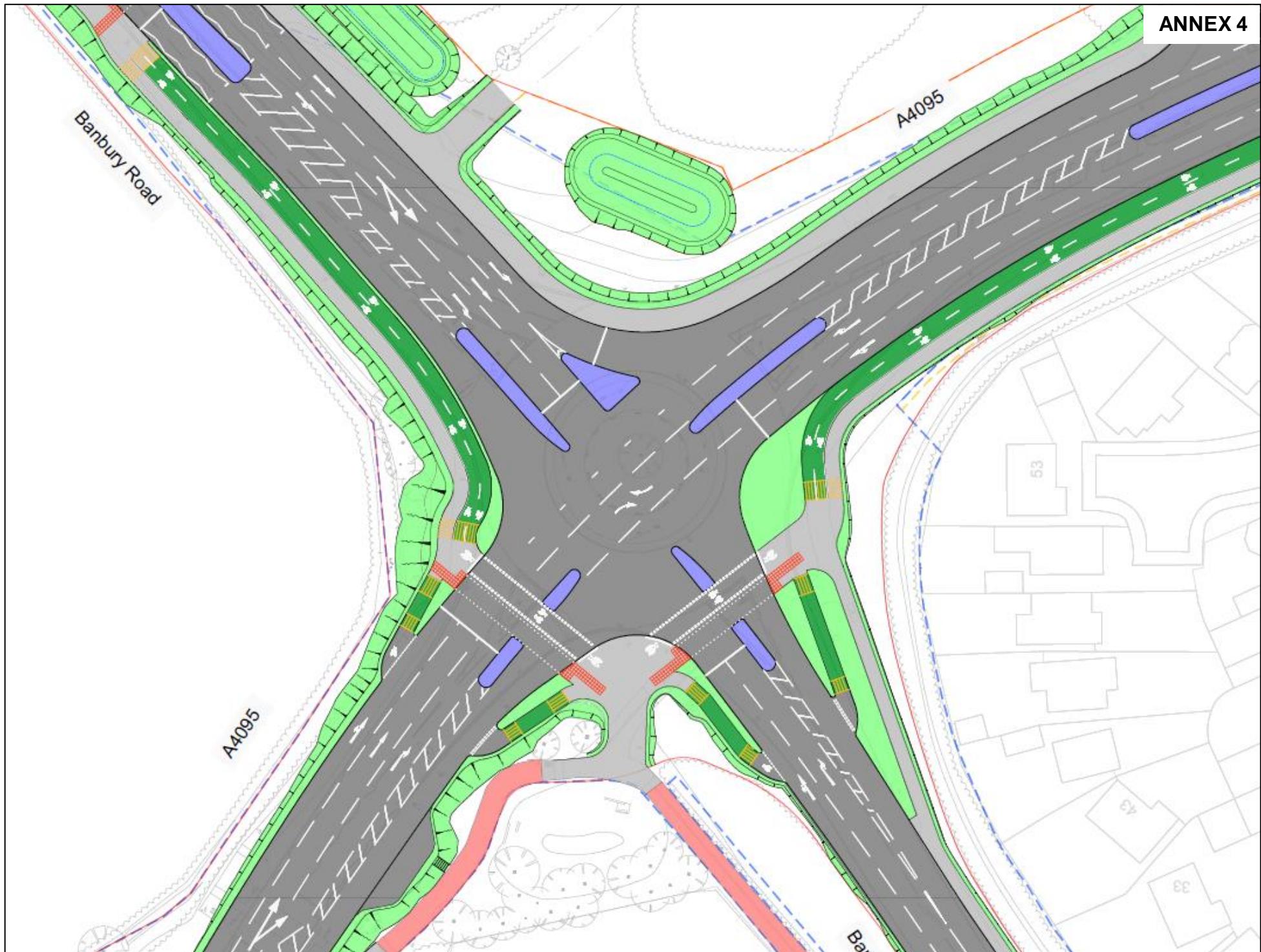
	<p>It might help to reduce noise pollution. Also, it should make it easier to join traffic on Lords Lane when driving out of the estate.</p> <p>30mph on Fringford Road – <b>Support</b> It will be safer</p> <p>Traffic Calming – <b>Support</b> Safety enforcement</p>
(268) Local Resident (Bicester, Oxlip Leyes)	<p>30mph on approaches – <b>Support</b> The significant increase in traffic particularly HGV's using Howes Lane and Lords Lane has made it very dangerous and speed calming measures are required.</p> <p>30mph on Fringford Road – <b>Support</b> Increase safety on the roads</p> <p>Traffic Calming – <b>Support</b> Safety</p>
(269) Local Resident (Bicester, Thames Avenue)	<p>30mph on approaches – <b>Support</b> Speeding is terrible around Bicester so lots more areas would be made safer if further speed limit reductions were put in place.</p> <p>30mph on Fringford Road – <b>Support</b> Bicester needs slowing down in lots of areas before it's too late and somebody is badly hurt.</p> <p>Traffic Calming – <b>Support</b> Great idea, more around Bicester please.</p>
(270) Local Resident (Caversfield, Old school close)	<p>30mph on approaches – <b>Support</b> Traffic is too fast approaching currently</p>

	<p>30mph on Fringford Road – <b>Support</b> Should certainly be 30, currently cars travel way to fast on this road and it is dangerous</p> <p>Traffic Calming – <b>Support</b> Would help with slowing traffic</p>
(271) Local Resident (Caversfield, Woodcote road)	<p>30mph on approaches – <b>Support</b> Cars approach far to fast</p> <p>30mph on Fringford Road – <b>Support</b> Cars dont stick to the current 40 limit and traffic going to events spread down the road using it as a cut through</p> <p>Traffic Calming – <b>Support</b> If it cuts speed then a good thing</p>
(272) Rather not say (Cherwell, Chelmscote)	<p>30mph on approaches – <b>Support</b> I would rather take a few minutes more to get to my destination and know that the improved traffic flow will help disperse any pollution and that the reduced speed of any collision will lessen the severity on people and property.</p> <p>30mph on Fringford Road – <b>Support</b> I would rather take a few minutes more to get to my destination and know that the improved traffic flow will help disperse any pollution and that the reduced speed of any collision will lessen the severity on people and property.</p> <p>Traffic Calming – <b>Support</b> I would rather take a few minutes more to get to my destination and know that the improved traffic flow will help disperse any pollution and that the reduced speed of any collision will lessen the severity on people and property.</p>
(273) Local Resident (Elmsbrook, chantenay close)	<p>30mph on approaches – <b>Support</b> This is a highly used junction by pedestrians and cyclists. Calming the traffic would encourage even more people to use active travel in the area, I know from personal conversations the traffic is the barrier for others.</p>

	<p>The area also has many children that live in Bicester but come to school in Elmsbrook, as well as children that live in Elmsbrook but live in Bicester. Reducing the traffic would also encourage more of them and their parents to use active travel for the school commute.</p> <p><b>30mph on Fringford Road – Support</b></p> <p>Similar to above these roads from the connection between schools and residents. Calming the traffic would encourage more of them to use active travel to commute to school without cars.</p> <p>This road is also used to access Fringford and Bicester Heritage from</p> <p><b>Traffic Calming – Support</b></p> <p>When cycling back from Fringford into Bicester I often get overtaken very dangerously by cars travelling much faster than 40mph, rushing to get to the junction before me to then sit there and wait for other traffic. A road hump would reduce that temptation.</p>
(274) Local Resident (Launton, Bicester Road)	<p><b>30mph on approaches – Support</b></p> <p>Too many cats and wild animals getting killed on these roads from the speed of drivers. The roads need to be slower and safer for everyone.</p> <p><b>30mph on Fringford Road – Support</b></p> <p>As above</p> <p><b>Traffic Calming – Support</b></p> <p>Roads need a physical spore barrier to make sure people slow down</p>
(275) Local Resident (Southwold Bicester, Hornbeam Road)	<p><b>30mph on approaches – Support</b></p> <p>Racers in cars and motorbikes make this road extremely dangerous considering the junctions</p> <p><b>30mph on Fringford Road – Support</b></p> <p>As above. The speeders need stopping and the speed humps might help with this</p> <p><b>Traffic Calming – Support</b></p> <p>Speed reduction hopefully</p>

(276) Local Resident (Southwold, Bicester, Spruce drive)	<p>30mph on approaches – <b>Support</b> The slower the safer. Plus less pollution and noise.</p> <p>30mph on Fringford Road – <b>Support</b> The slower the safer. Plus less pollution and noise</p> <p>Traffic Calming – <b>Support</b> Safety for cyclists</p>
(278) Local Resident (Southwold, Bicester, Spruce Drive)	<p>30mph on approaches – <b>Support</b> As a cyclist through Caversfield they drive through in excess of the existing 40mph.</p> <p>30mph on Fringford Road – <b>Support</b> The 30mph proposal is a sensible solution to make the roundabout safer whilst keeping it a roundabout</p> <p>Traffic Calming – <b>Support</b> Continuation of footway cycle path is sensible.</p>





# Agenda Item 13

Divisions affected: *Hundreds and Harwell*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 12 OCTOBER 2023**

### **WEST HENDRED: A417 READING ROAD – PROPOSED 30MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. This report presents responses to a consultation on a proposal to lower part of the 40mph speed limit on the A417 Reading Road. The proposals will see a 30mph speed limit introduced either side of its junction with The Greenway from the current 50mph speed limit west of the junction, to a point 240 metres northeast of that junction as shown in **Annex 1**.
3. Additional measures to help reinforce the proposed limit will also be introduced, which include improved ‘Gateway’ features to clearly define the speed limit, ‘dragons-teeth’ type carriageway markings, and replacement of the existing ‘Vehicle Activated Sign’.

#### **Financial Implications**

4. Funding for the proposals, including consultation will be met from County Council’s Accessibility and Road Safety Fund.

#### **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 seek to improve road safety for residents and those wishing to use public transport.

## **Formal consultation**

7. A formal consultation was carried out between 28 June and 28 July 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email was 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, the Vale of White Horse District Council, local District Cllr's, West Hendred & East Hendred parish councils, and the local County Councillor representing the Hendreds and Harwell division.
8. 124 responses were received via the online survey during the course of the formal consultation, with: 110 in support (89%), eight objecting (6%), and six raising concerns (5%).
9. Additionally, a further three emails were received, with West Hendred Parish Council & the G-Ahead Group (local bus service operator) supporting, and Thames Valley Police (TVP) raising concerns.
10. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

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

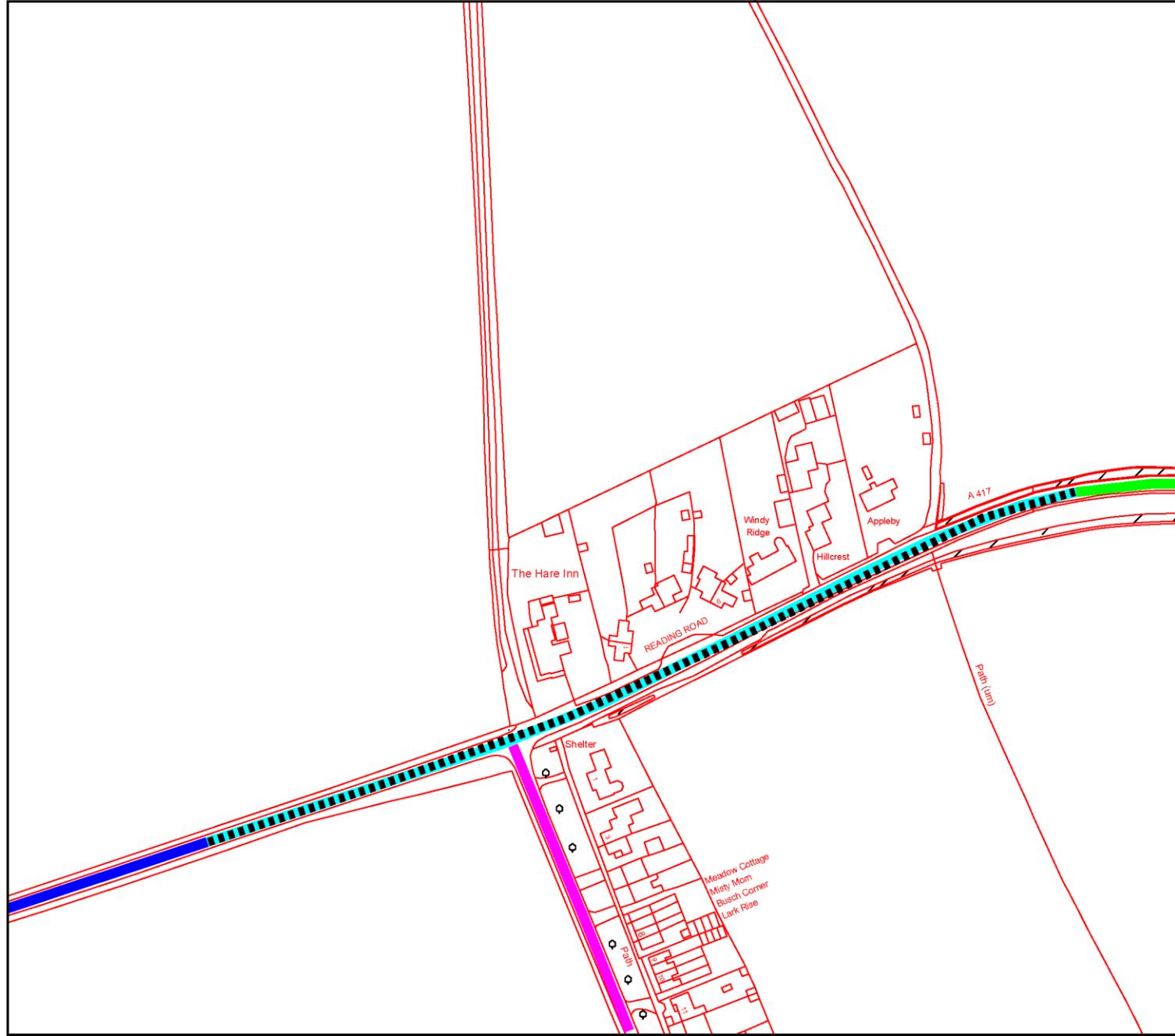
11. Thames Valley Police raised concerns – suggesting that speed limits should be considered as part of a package of measures to help manage vehicle speeds and improve road safety at a given location, and that changes to the highway (such as vertical traffic calming or re-aligning the road) should also be considered.
12. Objections have been received regarding increased journey time and therefore the justification of lowering the limit from the current 40mph to 30mph. The proposed section is 369 metres in length, so the additional journey time will be minimal. Additionally, within this 369-metre section are residential properties, commercial properties and bus stops which pedestrians have found difficult to access due to current vehicle speeds.
13. Concerns have been raised about the effectiveness that 'sign only' limits have on mean vehicle speeds. The proposals contained in this scheme include additional new 'gateway' features, dragons teeth road markings, and larger repeater signs accompanied by roundel markings on the carriageway to further bring the lower speed limit to drivers attention.
14. Concerns are raised that the reduction in the speed limit will promote new housing development, we are unaware of any such proposals for further development at this time.

15. A new formal pedestrian crossing has been requested, however this does not form part of this scheme. Officers can confirm that this is currently being investigated separately from these specific proposals.

Bill Cotton  
Corporate Director, Environment and Place

Contact Officers: Mark Francis 07730 926962

July 2023



Drawing No.	REVISION								
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved				
 <b>OXFORDSHIRE COUNTY COUNCIL</b> Bill Cotton Director of Environment & Place Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111									
Project title  West Hendred Reading Road									
Drawing title  Proposed 30mph Speed Limit Consultation Plan									
Drawing Status									
Scale @ A3	Drawn by	Checked by	Approved by						
			Date drawn	Date checked	Date approved				
Oxfordshire Project No. & File Ref									
Drawing No. <span style="float: right;">Revision</span>									

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. I understand a formal crossing point is also being considered at this location.</p>
(2) West Hendred Parish Council	<p><b>Support</b> – West Hendred Parish Council wholeheartedly supports the proposal to reduce the speed limit on the A417 at West Hendred to 30mph, along with all the other measures indicated.</p>
(3) Business Development and Partnerships Manager, (Go-Ahead Group)	<p><b>Support</b> – Go-Ahead operates three bus routes through West Hendred as follows:</p> <p>The X35 operated by Thames Travel runs up to every 30 minutes Monday to Saturday between Didcot and Wantage with one bus per hour continuing to Faringdon. On Sundays buses operate up to every hour between Didcot and Wantage.</p> <p>The 43 service (until recently numbered 34) is operated by Oxford Bus Company. It operates at peak times only and is timed to be suitable for those working at Harwell Campus.</p> <p>The BB4 operated by Thames Travel operates on Didcot Girls' School and St Birinus School days only. It is timed to be suitable for pupils attending these schools and is also open to the general public.</p> <p>The proposals for West Hendred are limited in scope seeing a short section (369 metres) of the A417 Reading Road with a speed limit reduced from 40mph to 30mph. The main village lies to the south of the A417 with a small number of houses and The Hare Inn to the north. A pair of bus stops are located on this section of road served by the three services above. The reduced speed limit should make it easier for bus passengers wishing to cross the road to get to or from these stops.</p> <p>We therefore support the proposals to introduce a short section of 30mph speed limit on the A417 in West Hendred.</p>

	As we have stated in previous consultations it is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and serves to encourage negative modal shift from public transport to private motor vehicles. Not only is this contrary to the Council's policies, but increased motor traffic is detrimental to other active travel modes such as walking and cycling.
(4) Local resident, (Ardington, School Road)	<b>Object</b> – The current speed is quite efficient. It can go under 30 2010 miles an hour if we have a cyclist on the road and then it can take 20 to 25 minutes as the traffic close behind it..
(5) Local resident, (Ardington & Lockinge)	<b>Object</b> – I don't think we need more speed controls, i think we need better infrastructure and a cycle lane all along the A427! Because of all the housing being built and extra vehicles on the single lane road!!! Thank you. Garry Grant.
(6) Local resident, (East Hendred, Orchard close)	<b>Object</b> – There is clear road between West hendred and Ardington safe to drive at 50 mph
(7) Local resident, (Harwell, High Street)	<b>Object</b> – Cut verges to improve visibility. Use of Police speed checks to deter speeders. Already 30, 40, 30 along this stretch of road, too many signs and variables to confidently navigate. You will be suggesting 20mph along here next. Perhaps we should go back 150 years and travel by horse. Teach children green cross code. I have crossed this road unscathed as an adult and child for 40 years.
(8) Local resident, (Harwell, High Street)	<b>Object</b> – Cut the verges improve visibility. Install crossing for pedestrians
(9) Member of public, (Sutton Courtenay, Tyrrells Way)	<b>Object</b> – If it is to make crossing for children safer, perhaps it would be more effective to have a crossing in place? Making a road 30mph doesn't mean that people will stick to it unfortunately.
(10) Local resident, (Wantage, Mably Grove)	<b>Object</b> – There is absolutely no reason why this road should have to be 30mph. It is fine as it is now. It takes up to 40 mins in the morning to get fro. WANTAGE to heandred already .

(11) Local resident, (West Hendred, Reading Road)	<p><b>Object</b> – I'm all for the 30mph speed limit however with that limit there is chance more housing development will be made in the fields behind the The Hare and opposite the The Hare further down from the pub towards the Vineyard as this is usually the case once a road becomes 30mph. If you can advise and confirm if there are housing plans for those fields and areas as quite honestly there is enough housing already and not only that it's the individual drivers to keep to the limit. Perhaps see if about getting SID camera by The Hare pub or make sure the existing traffic calming Camera is working first as I'm not sure it is.</p>
(12) Local resident, (Ardington, A417)	<p><b>Concerns</b> – Traffic is already at less than waking pace during peak times because of the 2 pedestrian crossings st East Hendred. This will make the traffic at almost a standstill.</p>
(13) Local resident, (Wantage, Grove Park Drive)	<p><b>Concerns</b> – Multiple changes of speed limits on the main roads out of Wantage are unhelpful</p>
(14) Local resident, (West Hendred, The Greenway)	<p><b>Concerns</b> – This proposal is long overdue. The only village without a 30 limit along the A417 between Wantage and Reading. All too often the 40MPH is ignored. The OCC have been slow, or ignored local residents who have to contend with speeding vehicles whilst trying to turn into the village. Previous excuses given were poor at best. This at least is a start. What is needed is a roundabout, traffic lights or traffic calming measures.</p>
(15) Local resident, (West Hendred, The Greenway)	<p><b>Concerns</b> – My daughter has to cross this road everyday and due to traffic increase, lorries, increase in speed, it has become a big concern for me and other parents. It's a dangerous blind spot when crossing from west Hendred.</p>
(16) Local resident, (West Hendred, The Greenway)	<p><b>Concerns</b> – I'm elderly with a walking disability and have to cross the road to catch a bus/coach. It's becoming a major concern so much so I will not cross the road as it's too dangerous.</p>
(17) Local resident, (West Hendred, The Greenway)	<p><b>Concerns</b> – I have poor sight and restrict mobily I use a mobility scooter and that makes it hard to cross the as there is no dropped kerbto cross the A417 without going on to the Greenway road, this makes it dangerous putting scooter at risk of vehicles turning into the Greenway esppcialy from vehicles coming from the Didcot direction. But please also take into consideration the children crossing this busy road to catch or getting off the school buses, yes I agree to a 30 speed limit if that ment a controlled pedestrian crossing on a very heavily used road.</p>

(18) Local resident, (Ardington, High Street)	<b>Support</b> – Safety for the elderly and children crossing to and from school or going out
(19) Local resident, (Ardington, High Street)	<b>Support</b> – The road is dangerous to cross as it stands with the current speed limit.
(20) Local resident, (Ardington, The Rickyard)	<b>Support</b> – Number of accidents and near misses occurring daily to which I can witness.
(21) Local Cllr, (Ardington, Well Street)	<b>Support</b> – Pedestrians crossing the road to access bus stop - a lot of them school children.
(22) Member of public, (Ardington, High Street)	<b>Support</b> – As a driver along the road from a neighbouring village (Ardington) this is not safe for children crossing as it is
(23) Local resident, (Ardington, School Road)	<b>Support</b> – There is a bus stop by the hare which is used by villagers including many schoolchildren
(24) Local resident, (Ardington, The Rickyard)	<b>Support</b> – We have seen one serious accident in this location let us protect our local residents now
(25) Member of public, (Didcot, Dudwell)	<b>Support</b> – Child who use schools in both Wantage and Didcot have to cross that busy road we need a lower speed limit before a child is killed
(26) Local resident, (East Hendred, Cat Street)	

	<b>Support</b> – Many children cross the road to/from The Greenway, and there have been serious incidents where people, including children, have been hit by vehicles on this section of the A417. It is vital to reduce the speed limit to help prevent serious or fatal accidents occurring.
(27) Local resident, (East Hendred, Cat Street)	<b>Support</b> – A teenager was hit by a car near The Hare pub two years ago at the bus stop. It is a very dangerous crossing used by many children getting to and from school.
(28) Local resident, (East Hendred, Cat Street)	<b>Support</b> – I support it as it would help make it a safer place for children to cross the road in order to catch their school bus.
(29) Local resident, (East hendred, Cat Street)	<b>Support</b> – To make crossing the road safer
(30) Local resident, (East Hendred, Church street)	<b>Support</b> – Children crossing a road where cars are driving at 40mph is unacceptable
(31) Local resident, (East Hendred, Church Street)	<b>Support</b> – Safety of traffic and pedestrians.
(32) Local resident, (East Hendred, Coulings Close)	<b>Support</b> – I am supporting the reduction in the speed limit for the safety of people trying to cross the road and also for the local residents that live on the road and also for the ease of cars trying to turn out of west hendred
(33) Local resident, (East Hendred, High Street)	<b>Support</b> – The A417 is a fast road that is full to capacity and the current speed limit does not reflect the built up environment through West Hendred. In addition to a reduction in the speed limit, there is an urgent need to provide a safe lighted crossing for school children to access the bus service.
(34) Local resident, (East Hendred, Horn Lane)	<b>Support</b> – Difficult to cross, especially for children

(35) Local resident, (East Hendred, Mill Lane)	<b>Support</b> – Safety - very hard to turn out of this junction at rush hour and dangerous for children to cross road after bus drop off.
(36) Member of public, (East hendred, Mill Lane)	<b>Support</b> – Make it safer to cross the road
(37) Local resident, (East Hendred, Mill Lane)	<b>Support</b> – The reduction in speed limit would benefit both drivers and pedestrians who needs to cross safely
(38) Local District Cllr, (East Hendred, Newbury Road)	<b>Support</b> – I hear from residents and have experienced for myself how difficult and dangerous the A417 is to cross in West Hendred. The section where the reduction in speed limit is proposed also has the only bus stops serving West Hendred so anyone using public transport and all children accessing school buses have to cross this road, either on their outward or their return journey. I hear from some parents that they are reluctant to let children travel independently by bus to school because of the difficulty and danger in crossing here. I strongly support the reduction of the speed limit to 30 mph on the A417 in West Hendred as proposed. I believe that it will improve safety, encourage the use of buses, and support the local pub which is on the other side of the road from most of the village residents.
(39) Local resident, (East Hendred, Newbury Road)	<b>Support</b> – I am concerned for children crossing the road, and also cars having near misses turning out of greenway because increasing traffic is driving fast.
(40) Local resident, (East Hendred, Portway Close)	<b>Support</b> – I have children that have nearly been knocked down on the road. So many drivers drive straight through the red light. That road frightens me. I have also been sucked in when large lorries pass.
(41) Local resident, (East Hendred, The Spinney)	<b>Support</b> – The traffic is too fast past the village

(42) Local resident, (East Hendred, White Riady)	<b>Support</b> – Children have to cross the road to get in school buses. It's very dangerous currently
(43) Local resident, (East Hendred, White Road)	<b>Support</b> – Children crossing means anything higher than 30 is an accident waiting to happen. These are local children needing to catch school buses across the road from the village. Cars at 40 are not possible to see in time due to visibility and the angle of the approach. Children are unable to effectively judge speed. 30 is expected in a residential area, and 30 is important when children within the resident area are crossing. Traffic lights as a pedestrian crossing would also be welcomed. There is not really a reason not to impose a 30 limit in this area
(44) Local resident, (East Hendred, Allins Lane)	<b>Support</b> – Road is dangerous for children who have no choice but to cross it to catch school bus
(45) Local resident, (East hendred, Mill Lane)	<b>Support</b> – I fear it could only be a matter of time before another child gets hurt with there being such a dangerous crossing point. Any measures to reduce the risk of this happening have got to be a good thing,
(46) Local resident, (East Hendred, Mill Lane)	<b>Support</b> – It is a busy road and children and adults getting off the bus to cross the road, as well as cars coming out of West Hendred.
(47) Local resident, (East Hendred, Mill Lane)	<b>Support</b> – Due to children crossing on a daily basis. A safer crossing is essential.
(48) Local resident, (East Hendred, Newbury)	<b>Support</b> – It's really fast at the moment and people don't observe the 40 limit currently in place. Consider a camera to slow drivers down too
(49) Local resident, (East Hendred, Orchard Lane)	<b>Support</b> – Dangerous crossing for young people getting to school.

(50) Local resident, (East Hendred, Portway Close)	<b>Support</b> – The road has become very busy with an increasing number of children requiring to cross to reach bus stops, lack of footpaths and where there are footpaths too narrow and overgrown. I have cycled the road and see far too many speeding cars. We also regularly see people going through red lights which all adds to the view that the road is becoming a danger to local residents.
(51) Local resident, (East Hendred, Portway Close)	<b>Support</b> – I believe it will make crossing the road for school children safer
(52) Local resident, (East Hendred, Smiths Rickyard)	<b>Support</b> – I have seen how difficult it is for people to cross that busy road, there should be a crossing as there is a bus stop . East Hendred had 2 very close to one another
(53) Local resident, (East Hendred, Woods Farm Road)	<b>Support</b> – Have witnessed too many near misses involving excess Speed.
(54) Local resident, (East Lockinge)	<b>Support</b> – Safety, children crossing from school bus, exiting the Hare Public House (views not good on exiting) and drivers drive too fast treating that section as 50mph. Hazard for residents to exit parking in both lay-by. There has been fatalities and injuries to residents crossing.
(55) Local resident, (East Hendred, Church Street)	<b>Support</b> – It's a dangerous road to get onto in a car let alone children trying to access school buses on the other side of the road.
(56) Local resident, (East Hendred, Horn Lane)	<b>Support</b> – Dangerous fast road, motorists do not obey speed limit. Needs a pedestrian crossing!! Many accidents along the 417 and entrances to villages, including one fatal at Ardington. Let's not wait until the next one is a child at Hendred
(57) Local resident, (Ginge)	<b>Support</b> – I fully support the proposed speed limit of 30mph for the following reasons :- 1. The proposed speed limit supports the objective of protecting life and preventing harm.

	<p>2. The proposed speed limit supports the flow of traffic along the A417 whilst improving the safe flow of traffic (including cars and cycles) onto the A417 and exiting the A417 at the West Hendred junction.</p> <p>3. The increase of traffic flow along the A417 with housing development (both new residential commuting and construction traffic) increase the risk at this junction necessitating improved safety features.</p> <p>4. There are also licensed premises at this junction requiring entry /exit on to the A417.</p> <p>5. There are a number of residential premises with requirement to enter/exit on to the A417 along this stretch of Road.</p> <p>6. The road is limited in width and has limited visibility from the junction and along the road.</p>
(58) Local resident, (Ginge)	<p><b>Support</b> – I fully support the proposed speed limit of 30mph for the following reasons :-</p> <p>1. The proposed speed limit supports the objective of protecting life and preventing harm. Especially for children, and the elderly who have to cross the A417 to get to the Bus Stop at the West Hendred Junction.</p> <p>2. The proposed speed limit supports the flow of traffic along the A417 whilst improving the safe flow of traffic (including cars and cycles) onto the A417 and exiting the A417 at the West Hendred junction.</p> <p>3. The increase of traffic flow along the A417 with housing development (both new residential commuting and construction traffic) increase the risk at this junction necessitating improved safety features.</p> <p>4. There are also licensed premises at this junction requiring entry /exit on to the A417.</p> <p>5. There are a number of residential premises with requirement to enter/exit on to the A417 along this stretch of Road.</p> <p>6. The road is limited in width and has limited visibility from the junction and along the road.</p>
(59) Member of public, (Grove, King side)	<p><b>Support</b> – Children have to cross that road when they get on / off the school bus it's very dangerous for them</p>
(60) Local resident, (Grove)	<p><b>Support</b> – I support the proposal as the current situation which has been bad and declining for many years has no reached the point where a fatal collision is unfortunately inevitable</p>
(61) Local resident, (Hendred, High street)	<p><b>Support</b> – Dangerous road for people who need to cross for bus stop</p>
(62) Local resident, (Steveton, Milbank Way)	<p><b>Support</b> – the road is very busy and visibility is poor. children need to cross the road to catch the school bus. 30 mph would hopefully slow everything down a bit</p>

(63) Local resident, (Upton, A417)	<b>Support</b> – A friends child had to cross this road to get to the school bus & it is terrifying for her as the traffic is currently so fast
(64) Local resident, (Wantage, Kingsgrove Estate)	<b>Support</b> – cars speed , i know people who turn at the roundabout myself included because the road is too busy to turn out towards wantage from kings grove. i was speaking to a mum with young children and she said she had a hard job getting off the bus that drops off on the reading road to get a push chair and small child back across to come on to the estate . it also effective means people dont walk into ardington because the road can be too busy to want to cross. they need a zebra crossing with lights to make the bus stop safer for people returning to knigsrove. it also prohibits older people or peopel with disabilities crossing back over . unless they had a proper crossing
(65) Local resident, (Wantage, Larkdown)	<b>Support</b> – Consistent speed limit from Rowstock to Wantage
(66) Local resident, (Wantage, Rae Crescent)	<b>Support</b> – This road has got so busy and fast that it's almost impossible to get across even in a car. I usually drive down to the next junction and turn around to come back on myself. My mum lives here too and she often avoids coming out of her road as she struggles to cross the road safely. I strongly support a slower speed limit now the new housing estate has been built and brought more traffic to the area
(67) Local resident, (Wantage, Roman Way)	<b>Support</b> – It is a dangerous road particularly when Cyclists are using it and some drivers overtake at dangerous points. Also wild life comes across the road particularly at night I.e. monk jacks, and are killed, maimed and can cause accidents as many drivers drive too fast.
(68) Local resident, (Wantage, Charlton Road)	<b>Support</b> – I am supporting this change in speed limit as children have to cross this road twice a day to get on an off public and school buses along with local residents. Is there a possibility of traffic lights along side the 30mph speed limit change ?!
(69) Member of public, (East Hendred)	<b>Support</b> – A danger for school children crossing on a fast road daily.

(70) As part of a group/organisation, (West Hendred, A417)	<b>Support</b> – Children cross this road everyday, including my daughter, and it is a threat to life as it stands, so a lower speed limit would lessen the risk.
(71) Local resident, (West Hendred, Ginge)	<b>Support</b> – Safety concerns
(72) Local resident, (West Hendred, Ginge Lane)	<b>Support</b> – The road is incredibly busy and crossing to reach the other side to obtain access to public transport links is dangerous. There are school aged children having to cross in both directions at busy commuter times. As well as adults, some who may need support to cross. There is also the pedestrian access to the Pub which can be tricky at lunchtimes and again at busy commuter times.
(73) Local resident, (West Hendred, Ginge Road)	<b>Support</b> – It is very dangerous and incredibly time consuming to either exit the village by car, or cross the road as a pedestrian. The traffic is now continuous at peak times (and at most other times as well]
(74) Local resident, (West Hendred, Ginge Road)	<b>Support</b> – It is notoriously dangerous to cross the Reading Road (A417) We have school children that need to cross to use the school bus! Access to the pub is also very dangerous for those disabled or with restricted movement using mobility scooters. Drivers also struggle to exit the Greenway. How many more accidents will it take to improve the safety for local residents?
(75) Local resident, (West Hendred, Ginge Road)	<b>Support</b> – This is a long overdue change to protect residents of the village especially children who have to cross the road to catch buses
(76) Local resident, (West Hendred, Ginge Road)	<b>Support</b> – I've lived in west hendred for 23 years, since I was 4 years old. As a young girl I would get dropped off by the school bus at the hare then have to cross the road to go into the village and walk home. At a busy time this was so dangerous and difficult to do. Even if cars are doing the speed limit of 50mph, crossing two lanes of traffic made it near impossible. Over the years I saw and had many near misses. A 30mph zone may make this easier. I can't imagine how elderly residents cross the road to catch a bus to Didcot safely. I think there should be a crossing there,

	but a 30 zone is it start. As a driver I know it will be annoying, but as someone who's had to cross that road many times I think it's a good idea
(77) Local resident, (West Hendred, Ginge Road)	<b>Support</b> – Coming in and out of adjoining junctions is very difficult and dangerous. In addition people often significantly exceed the current permitted speed limit. Numerous children from our village of West Hendred have to cross this very dangerous road in the absence of any crossing,
(78) Local resident, (West Hendred, Ginge Road)	<b>Support</b> – I support the proposals having moved to West Hendred 2 1/2 years ago from Greater London. We have seen the lowering is speed limits work, my recent speed awareness course confirmed to me the real danger of even a few MPH in the event of an accident and the traffic is generally too fast along the stretch of main road linking West and East Hendred
(79) Local resident, (West Hendred, Ginge Road)	<b>Support</b> – Son uses the crossing daily to get the bus for school. Cars rarely slow down coming out of the 50 zone
(80) Local resident, (West Hendred, Greenway)	<b>Support</b> – Safety for vulnerable people in the village crossing the road and the speed that people drive the road at present
(81) Local resident, (West Hendred, Main Village Road)	<b>Support</b> – The A417 is increasingly busy due to residential developments - particularly around Wantage and this proposal is an essential traffic calming measure to improve safety for pedestrians and car users turning out and into West Hendred
(82) Local resident, (West Hendred, Manor Lane)	<b>Support</b> – I would also support the reduction of the 30mph limit in West Hendred to be reduced to 20mph at the same time that the proposal is introduced. Too many people/delivery vans etc. drive faster than 30 mph along the Greenway and through the centre of West Hendred village. At the centre is a pair of sharp bends (the first with a blind turning) the latter of which leads over the small bridge and is virtually adjacent to the village playing field. There are often children in and around the vicinity of the bridge as its a popular playing area in the stream.

(83) Local resident, (West Hendred, Manor Lane)	<b>Support</b> – Essential for children's safety arriving from school by bus. Desirable for residents turning out into busy road.
(84) Local resident, (West Hendred, Manor Lane)	<b>Support</b> – At the moment it is quite dangerous to cross the A417 road as traffic comes very fast and at busy times of the day is almost continuous . It will also allow cars a safer pulling out time .
(85) Local resident, (West Hendred, Manor Lane)	<b>Support</b> – Essential to enable local residents to have a chance of crossing the road too and from the bus stop safely, as well as for car drivers to be able to turn in and out of the Greeway with less risk to themselves and other road users.
(86) Local resident, (West Hendred, Manor Lane)	<b>Support</b> – Reducing the speed limit on the A417 through West Hendred to 30 mph and introducing additional speed reduction measures will provide much needed safety improvement for accessing both public transport and the pub. It would also improve amenity value throughout the village by reducing road noise, and help to integrate the houses on the North side of the A417 with the rest of the village. It would also be very sensible to introduce a 20mph throughout the village.
(87) Local resident, (West Hendred, Mill Lane)	<b>Support</b> – Safety
(88) Local resident, (West hendred, Reading Road)	<b>Support</b> – It's a very dangerous road that needs more than just a reduction of the speed limit. In my first year of living on reading road I encountered 9 cars overturned, smashed into hedges and trees alone.
(89) Local resident, (West Hendred)	<b>Support</b> – I lived at the Extraordinary hare and was involved in an accident just outside simply because someone was going too fast. I also know how dangerous it is to cross especially when walking dogs or crossing with children.
(90) Local resident, (West Hendred, The Greenway)	<b>Support</b> – Because traffic goes too far and villagers are at danger when crossing the road

(91) Local resident, (West Hendred, The Greenway)	<p><b>Support</b> – My daughter and her friends cross the road every morning to catch the bus to school and it's incredibly busy at 08:40; the cars travel quickly, very close together and are very frequent. Reducing the speed limit by 10mph would decrease the stopping distance by 13m which could be the difference between my daughter and her friends crossing safely vs. another incident where someone is hit and badly injured.</p>
(92) Local resident, (West Hendred, The Greenway)	<p><b>Support</b> – I am supporting the proposal because the volume of traffic has increased significantly in recent years, making the road more difficult and dangerous to cross. As a parent, I am not comfortable letting my children cross the road and use the bus service, meaning I drive them to where they need to be. Lowering the speed limit will make it easier to cross, or at least, less dangerous and bring the limit in-line with other villages in the surrounding area. The local environment will benefit from a reduction in pollution (including noise pollution), with cars going slower. A lower limit may also encourage more locals to use public transport. It makes no sense that other surrounding villages already have a 30mph limit.</p>
(93) Local resident, (West Hendred, The Greenway)	<p><b>Support</b> – I often need to cross the A417 at the top of West Hendred, to visit the pub, make use of the rights of way and to catch the bus, and during busy times, this feels very unsafe and I usually have to run across the road. Also when pulling out of the junction from the village to join the A417, I often see groups of children and teenagers struggling to cross the road and have also many times seen cars having to slow to allow gaps in the traffic for people to cross. It's my opinion that a serious accident is waiting to happen at this location involving pedestrians and vehicles.</p>
(94) Local resident, (West Hendred, The Greenway)	<p><b>Support</b> – It is an extremely dangerous crossing - especially for older, younger and injured/disabled people - needing to get to other side for the bus, pub and walks. Plus it takes so long for cars to pullout of the Greenway as he cars are going so fast - also an accident waiting to happen! Plus at least one dog has been run-over and killed there....</p>
(95) Local resident, (West Hendred, The Greenway)	<p><b>Support</b> – One young girl having already been knocked down when trying to cross the road. Further accidents waiting to happen. Incredibly difficult to cross the road in the mornings in particular. Although a 30mph speed limit is needed, a crossing is needed arguably more so as although speed is an issue, a speed limit reduction does not address the issue of the volume of traffic.</p>

(96) Local resident, (West Hendred, The Greenway)	<b>Support</b> – People need to access both sides of the A417 at the West Hendred junction and it is extremely dangerous. Lowering the speed limit to 30 will slightly reduce this risk but also hopefully open the way for further modifications to the road to allow for safe crossing.
(97) Local resident, (West Hendred, The Greenway)	<b>Support</b> – I have children that need to cross the road on their return from the local secondary school (King Alfred School). The road has high traffic volumes and people exceed the speed limit. My next door neighbour's child was hit by a car recently on her way to school - she received serious injuries. This stretch of road is not safe.
(98) Local resident, (West Hendred, The Greenway)	<b>Support</b> – My two sons cross the road on the way home from secondary school. It is difficult for them to judge the speed of cars when trying to cross. My youngest son (year 7) was nearly hit just last week. In the winter and in the rain its incredibly dangerous, in addition on wednesdays the school bus arrives back later - when its already dark. The younger ones when they start secondary school have to tag along with the older kids as they find it hard to work out when its safe. If they don't manage to cross with the older ones then they get stranded and have to do it on their own. We used to have to advise our son to go into the pub for help or actually arrange to park at the pub to pick them up. My neighbours daughter was knocked over no so long ago. I could go on other than to say if I think about it too much it scares me, them crossing the road every evening.
(99) Local resident, (West Hendred, The Greenway)	<b>Support</b> – My child regularly crosses this road, and I would like to decrease the chances of her being injured on the road
(100) Local resident, (West Hendred, The Greenway)	<b>Support</b> – The A417 at West Hendred is getting busier as more vehicles use the road, making it harder and unsafe for all people crossing the road, school children, people using public transport, walkers and people using the Public House.
(101) Local resident, (West Hendred, The Greenway)	<b>Support</b> – At rush hour, it is difficult and dangerous to cross the road. School children in particular are at significant risk

(102) Local resident, (West Hendred, The Greenway)	<b>Support</b> – This section of A417 is very dangerous for pedestrians, cyclists and cars.
(103) Local resident, (West Hendred, The Greenway)	<b>Support</b> – For increased safety when crossing A417
(104) Local resident, (West Hendred, The Greenway)	<b>Support</b> – Supporting a local resident whose children need to cross the road to catch the school bus on a daily basis, but as a parent fear for their safety in being able to cross on their own. As a parent you want to allow your child to be more independent and responsible but this is not possible due to the busy traffic who are usually traveling too fast along this stretch of village road.
(105) Local resident, (West Hendred, The Greenway)	<b>Support</b> – My daughter has to cross the A417 everyday to get the bus to Didcot and people habitually speed in excess of the current 40 posted limit. We now have a parent rota in place to help the kids cross and it's incredibly dangerous. We still need a crossing (which will address the volume of traffic issue) but reducing the speed limit will definitely help
(106) Local resident, (West Hendred, The Greenway)	<b>Support</b> – It's a nightmare/dangerous crossing the road there
(107) Local resident, (West Hendred, The Millham)	<b>Support</b> – So many near misses & most people don't even slow down to 40. Very difficult to cross the road, especially if you a bit slow.
(108) Local resident, (West Hendred, The Millham)	<b>Support</b> – Dangerous road for people, especially school children, to cross after alighting from a bus
(109) Local resident, (West Hendred, The Millham)	<b>Support</b> – I support the proposal as it is getting more difficult and dangerous to get out of West Hendred or to cross the road to or from the bus stop or pub

(110) Local resident, (West Hendred, A417)	<b>Support</b> – I regularly cross this road whilst walking with my 4 year old son and my twins in a buggy and the speed limit of cars passing is too much. The road is busy and visibility for crossing is poor. The idea of letting a child cross it for school scares me
(111) Local resident, (West Hendred, Bankside)	<b>Support</b> – Children crossing the road to use bus stops to get to school find it incredibly difficult to safely cross
(112) Local resident, (West Hendred, Bankside)	<b>Support</b> – The road is extremely busy and quite fast and lots of children and adults try and cross it for buses regularly. There has already been several incidents and one near fatality, the situation cannot stay as it is.
(113) Local resident, (West Hendred, Ginge Road)	<b>Support</b> – It is dangerous for children crossing and drivers turning out with the current 40mins limit.
(114) Local resident, (West Hendred, Ginge Road)	<b>Support</b> – To make it a safer road for pedestrians and motorists
(115) Local resident, (West Hendred, Manor lane)	<b>Support</b> – I have lived in West Hendred for 15 years and have watched the near misses that happen on the A417 on a regular basis as children cross for their school buses. I spent 7 years supervising my own children crossing the road and picking them up every night to keep them safe.
(116) Local resident, (West Hendred, Manor Lane)	<b>Support</b> – Safety of pedestrians especially children crossing road for school buses
(117) Local resident, (West Hendred, Mill Lane)	<b>Support</b> – Dozens of school children cross this dangerous section of road every week to catch their bus. The ever increasing quantity of traffic is increasing the level of danger our children are exposed to. In the absence of a pedestrian crossing we need to reduce the speed limit to help mitigate the current risk of a fatal accident.

(118) Local resident, (West Hendred, Millham)	<b>Support</b> – Necessary for safety of locals especially vulnerable
(119) Local resident, (West Hendred, Reading Road)	<b>Support</b> – I live next to The Hare and my children cross the road frequently
(120) Local resident, (West Hendred, The Greenway)	<b>Support</b> – Safer crossing for children and safer use of the junction with the Greenway.
(121) Local resident, (West Hendred, The Greenway)	<b>Support</b> – Crossing the road is currently highly dangerous, a 30mph limit would go some way to making it safer
(122) Local resident, (West Hendred, The Greenway)	<b>Support</b> – To reduce the risk of crossing the A417 to people from the village
(123) Local resident, (West Hendred, The Greenway)	<b>Support</b> – I am quite disabled and partly blind.. I cannot get across the road. Terrified of traffic speed, and poor judgement due to disability.
(124) Local resident, (West Hendred, The Millham)	<b>Support</b> – It's a very busy road for children to cross to catch school buses. Reducing the speed limit will reduce the likelihood of further serious accidents. A crossing would reduce this risk even further.
(125) Local resident, (West Hendred, Waygreen)	<b>Support</b> – Safety concerns for cross the road to Bus stop and the Hare Pub.
(126) Local resident, (West Hendred Ging Road)	<b>Support</b> – It's a dreadful road for accidents. There is no respect for villages getting out of West Hendred. Or through our village either. The lorries and visitors to stables that come through our village have no respect for villagers.

(127) Local resident, (West Hendrewd, West Hendred)	<b>Support</b> – To make it safer for my children to cross the road to the bus stop and to reduce speed of traffic entering the village.
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Divisions affected: *Shrivenham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023**

### **WATCHFIELD: 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 Watchfield as advertised.

#### **Executive summary**

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

#### **Formal consultation**

6. Formal consultation was carried out between 17 August and 08 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, Vale of White Horse District Council, the local District Cllrs, Watchfield parish council,

Shrivenham parish council, and the local County Councillor representing the Shrivenham 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, they consider their view as 'having concerns' rather than an objection.

### **Other Responses:**

8. 28 online responses & one email were received, with 13 local residents in support - including two who had labelled their response as 'concerns'. There were three further expressions of concern, and 12 objections - one from a member of the public, another from someone who wished to remain anonymous, and the remaining ten from local residents. One respondent had no view either way.
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 necessary	10
Lower limit also required on Major's Road	3
No safety justification	4
No one will comply	2
Increased congestion	2
Increased pollution	1
Fear of loss of bus services – bus company view is paramount	1
Fear it will lead to 15 minute towns like Oxford initiative	1

10. The statutory consultee response is 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 authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.
13. The 29 public responses indicate an almost even split between support and objection, but only represent approx 0.5% of Watchfield's total population.

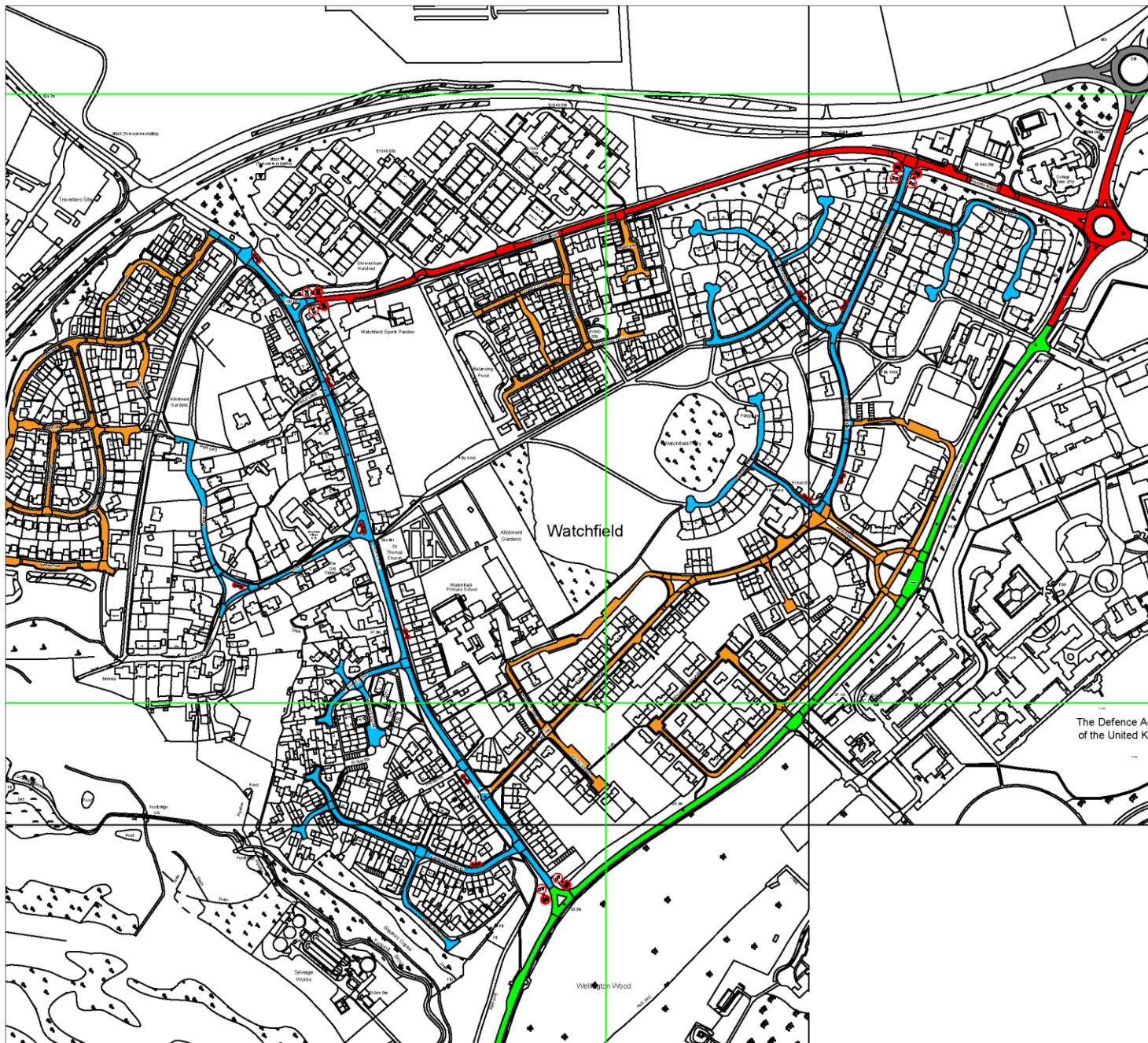
Bill Cotton  
Corporate Director, Environment and Place

## Annexes

Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

October 2023



### Watchfield Overview

Revision 1.0

Legend	
Proposed 20	Blue
Existing 20	Yellow
Existing 30	Red
Existing 40	Green
Existing NSL	Grey
Private Rd	Orange

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Rev. Date Purpose of revision Drawn Checked Approved

1.0 18.05.23 First Draft C.R.

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**OXFORDSHIRE COUNTY COUNCIL**

Project title: Watchfield 20mph Scheme

Drawing title: Watchfield 20mph Scheme Overview

## Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: GJB	Approved by: GJB
Date drawn 18.05.23	Date checked 18.05.23	Date approved 18.05.23	

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 .</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) Rather not say, (Nailsea)	<p><b>Object-</b> I object to the proposed lowering of the speed limit. The entire premise seems to rely on the assumption that those who drive at unsafe speeds do so primarily due to a lack of signage instructing them otherwise. As far as I am aware, speed limits are in place to identify and penalize reckless driving in any situation.</p> <p>The determination of whether someone driving below 25 mph is driving recklessly should depend entirely on the prevailing conditions and factors such as sightlines ahead of the driver. Speed limits are designed to assume ideal conditions, and therefore, individuals driving well below 25 mph should not always be considered reckless.</p> <p>Speed limits should serve solely as a tool to address unsafe driving, not as an encouragement for any specific speed or alternative mode of transportation.</p> <p>It's worth noting that these speed limit reduction schemes often gain popularity based on the assumption that they will deter individuals who treat the road as a racetrack. I would also like to reference DEPARTMENT OF TRANSPORT CIRCULAR ROADS 1/80: THE EFFECT OF ALTERING LEVELS OF SPEED LIMITS: SUMMARY OF EXPERIENCE, which states, 'It is a common but mistaken belief that drivers allow themselves a set margin over the prevailing speed limit, and that if a limit is raised by 10 mph, they will travel 10 mph faster. In fact, an increase in an unrealistic speed limit rarely brings an increase in traffic speeds.'</p>
(3) Local Resident, (Watchfield, Anson Drive)	<p><b>Object -</b> It makes no sense. It is a very quiet road with very few cars with lots of on the road parking that already slows down the traffic and zero accidents. Focus on more important things, like the junction of A420 and great coxwell. Very difficult to get out with cars going at 60mph especially in the morning and afternoon when schools and nurseries are opening and closing. That one is an accident waiting to happen.</p>

(4) Member of public, (Watchfield, Barrington Road)	<b>Object</b> - It seems unnecessary. I drive through that area frequently and there are never any children playing. .
(5) Local Resident, (Watchfield, Beverley Road)	<b>Object</b> - Absolutely no need - no excess speeding happens on these roads.
(6) Local Resident, (Watchfield, Lapwing Lane)	<b>Object</b> - The High Street in Watchfield is wide enough for a 30mph limit. Rarely do you see pedestrians on the High Street except around the school opening and closing times. It may be of more benefit to have a 20mph speed limit on the High Street close to the walk to and from school, between the hours of 8:30 to 9:30am and 2:45pm to 3:45pm. Any other times is completely unnecessary. I also note it is intended to keep the 40mph limit on Majors Road heading into the village from the Co-op, and alongside the Shrivenham 100 Business Park. In recent years there have been 2 small housing estates built opposite the Business Park, as well as the housing estate next to the A420 off Watchfield High Street. Accordingly, many more people including children, are walking down Majors Road to the shops, bus stops, College Farm pub, etc, including in the dark in the winter time. The path and this part of Majors Road can be quite narrow considering the number of cars parking along there at certain times of the day, with traffic driving considerably higher than 40mph. Traffic calming is required on this part of the road, as well as a reduction in the limit along there to 30mph.
(7) Local Resident, (Watchfield)	<b>Object</b> - It could not help to increase safety but cause congestion in the narrow streets only.
(8) Local Resident, (Watchfield, Queens Close)	<b>Object</b> - 30 is fine
(9) Local Resident, (Watchfield, Star Lane)	<b>Object</b> - More air pollution, busy roads
(10) Local Resident, (Watchfield, High Street)	<b>Object</b> - The 20mph zones make way for the 15min towns etc which I do not want
(11) Local Resident, (Watchfield, Oxford Square)	<b>Object</b> - I have never experienced speeding in Watchfield and drivers are sticking to the 30mph and lower where necessary. Obviously if these circumstances changed then this could be looked at again. In my opinion 'if it isn't broke don't fix it'!!
(12) Local Resident, (Watchfield)	<b>Object</b> - There hasn't been any occasions or accidents to support this. Majors road already has big speed bumps!

(13) Local Resident, (Watchfield)	<p><b>Object</b> – Please do not reduce the speed limit to 20 mph; as far as I know the only RTA fatality was due to a child running across the Shrivenham &gt; Watchfield Road from behind a bus, thus giving the driver no chance to avoid him.</p> <p>The point being is that, apart from the above, which is not in village, we haven't had any RTAs. We don't need a 20 mph limit which would likely cause driver frustration. We haven't had any accidents.</p> <p>What would be far better for all motorists is if OCC cleaned the road signs, cut the foliage away where necessary &amp; in particular cut the plants, trees etc on the roundabout outside the Defence Academy. This is now so overgrown that reportedly a ( foreign ?) D.A. student drove the wrong way round it. Approaching from Shrivenham the directional sign is totally hidden due plant etc growth. None of the directions signs on the base of this roundabout have been painted in years.</p> <p>This roundabout is a genuine hazard - as are various foliage hidden road signs, whilst the existing 30 mph limit is only seen as a hazard, despite there being no accidents. Would OCC please attend to that which needs attention rather than inventing new ways to spend our money on politically topical &amp; feel good schemes.</p>
(14) Local Resident, (Watchfield, Queens Close)	<p><b>Concerns</b> - I live off Majors Road (Queens Close). Majors Road is one of the most dangerous roads in Watchfield. The amount of traffic generated by the business park, but especially as the 'blind' hill coming up from College Farm and the no of parked cars on the road, make it quite dangerous. Motorists do not stick to the 30 mph limit, would they stick to 20, I doubt it, but it might slow traffic down. Could it be reconsidered to make Majors Road 20 mph?</p>
(15) Local Resident, (Watchfield, Queens Close)	<p><b>Concerns</b> - Majors Road is a 30 speed limit and is used as a race track now. Very few people stick to that speed and no one actually does anything about it so there is no way they will adhere to 20mph unless there are speed cameras or speed traps.</p>
(16) Local Resident, (Watchfield, Queens Close)	<p><b>Concerns</b> - Majors Road needs to be 20mph</p>
(17) Local Resident, (Watchfield, Barrington Road)	<p><b>Concerns</b> - I feel 30 mph is a safe enough speed.</p>

(18) Local Resident, (Watchfield, Curtis Close)	<b>Concerns</b> - I feel it is vital that the bus service to the village (along the High Street and Majors Road) is maintained. There is already an over-long stretch of 20mph in Shrivenham so, for me, the bus company's view is of paramount importance.
(19) Local Resident, (Shrivenham, Sand Hill)	<b>Support</b> - Speed limit needs to be lowered
(20) Local Resident, (Watchfield, Barrington Road)	<b>Support</b> - Why not it's a no brainer for the heart of the village
(21) Local Resident, (Watchfield, Barrington Road)	<b>Support</b> - To make it safer for my children to cross the road to school
(22) Local Resident, (Watchfield, Charlesby Drive)	<b>Support</b> - I feel Major's Road from the roundabout to the business park needs to be 20 also! This is where cars pick up speed and often come past Lapwing Lane at 40+ mph! It is an accident waiting to happen. People also park along it, with the view being blocked when pulling out of Lapwing Lane, mostly from lack of parking from the business park. If you are thinking of keeping the speed as it is, then consider double yellows to make it safer then please, as the people that work at the business park drive faster than 30mph! Rush hour it is crazy here!
(23) Local Resident, (Watchfield, Curtis Close)	<b>Support</b> - Roads would be better suited to 20mph - may encourage faster drivers to slow down, especially along the high street and majors road
(24) Local Resident, (Watchfield, High Street)	<b>Support</b> - For much of the time, down to the proliferation of privately owned vehicles parked on the side of the road, the roads are effectively single track.
(25) Local Resident, (Watchfield, Lysander Crescent)	<b>Support</b> - To force people to slow down in the village and make it safer
(26) Local Resident, (Watchfield, The Mews)	<b>Support</b> - Due to cars parked on roads and children playing, would be better to have a 20 in the High Street.

(27) Local Resident, (Watchfield, Barrington Road)	<b>Support</b> - A crossing on the highstreet road so children can access a safer way to travel to and from school would be good
(28) Local Resident, (Watchfield, Curtis Close)	<b>Support</b> - Safer roads for children. Too many people drive far too fast through the village
(29) Local Resident, (Watchfield, Lysander Crescent)	<b>Support</b> - The village needs to keep everyone safe, some drive far too fast as it is .
(30) Local Resident, (Watchfield, Hill Road)	<b>No opinion</b> - Watchfield is congested, you can barely get above the 15mph which we abide by on the military estate. However there will be those who take no notice and will do as they wish, so in a sense it's pointless - much like the extension of the 20mph in Shrivenham which has seen a few close calls - safe drivers will follow rules and take due care!

# Agenda Item 15

Divisions affected: *Thame & Chinnor*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023**

### **TOWERSEY: 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 Towersey as advertised.

#### **Executive summary**

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

#### **Formal consultation**

6. Formal consultation was carried out between 03 August and 25 August 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, Towersey parish council, and the local County Councillor representing the Thame & Chinnor 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, they consider their view as 'having concerns' rather than an objection.

### **Other Responses:**

8. 148 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/objection	Total
20mph speed limit	22 (15%)	13 (9%)	110 (74%)	3 (2%)	148

9. Seven email responses were also received.

10. 116 local residents were in support, including four who had stated their response as 'concerns'. A member of the public and a local councillor also expressed support. Objections and concerns were expressed by 32 local residents with three respondents having no view either way.

11. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category:

View/Opinion	Number of responses
No one will comply	15
Not effective and a waste of money	14
Increased pollution	7
No safety justification	7
Less safe due to driver frustration, overtaking and road rage	5
Increased journey times	4
Proposals need to be extended	4
More calming instead	4
Enforce to existing 30 limit instead	2
Better pavements and educate all road users	1
Increased sign clutter	1
Reduced proposals to just core village locations	1

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

Travel Change	Number
Yes – walk/wheel more	36 (24%)
Yes - cycle more	20 (14%)
No	84 (57%)
Other	8 (5%)

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

## Officer response to objections/concerns

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

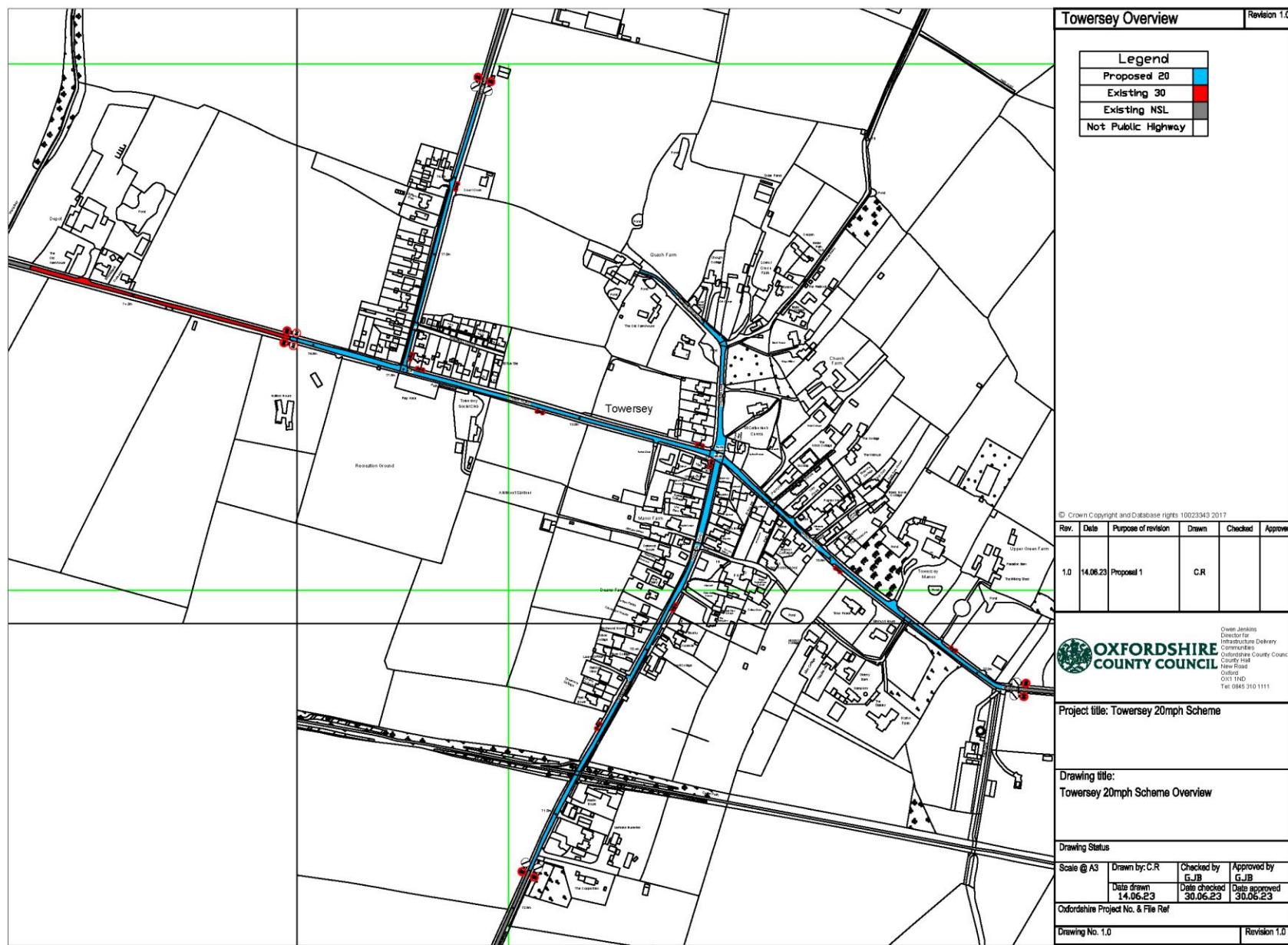
15. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

16. The public responses indicate clear support for the proposals with 24% objecting or expressing concerns. The number of respondents shows a high level of engagement for a small community and represents around 3.5% of Towersey's population.

Bill Cotton  
Corporate Director, Environment and Place

Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

October 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) Local Resident, (Towersey, Chinnor Road)	<p><b>Object</b> – How many incidents have there been in Towersey to reduce the speed to 20mph under safety grounds.</p> <p>Travel change: <b>No</b></p>
(3) Local Resident, (Towersey, Chinnor Road)	<p><b>Object</b> – This is not a good use of stretched resources and funds.</p> <p>If people do not adhere to the current 30mph restriction they're really not going to adhere to a 20mph restriction either - so this will not make roads any safer.</p> <p>The 30mph restriction is not enforced and neither will a 20mph restriction - so if there are no repercussions - there will be no change in behaviour.</p> <p>Educating ALL users of the road and providing pavements for walkers would be a much better use of funds.</p> <p>Travel change: <b>No</b></p>
(4) Local Resident, (Towersey, Chinnor Road)	<p><b>Object</b> – I am a resident of Chinnor Road ie, the main road through Towersey , and I'm afraid I do not support this proposal. I feel that 30mph is fine on the village roads. I'm not aware of any problems or past incidents with pedestrians. Most (if not all) drivers are courteous &amp; keep to the current speed limit. I think that if 20mph is extended to most towns &amp; villages, it will unacceptably slow journey times by car, and serve to irritate drivers. In brief, I think 30mph is fine and I would not want it to be reduced.</p> <p>Travel change: <b>No</b></p>

(5) Local Resident, (Towersey, Church Lane)	<p><b>Object</b> – It will not stop people racing through the village and is no better for the environment than driving 30mph. I don't think it's needed it would affect me and other's negativity if this was put in place. It is more likely that reducing the speed will tempt people to go on their phones more and that would be more dangerous than someone driving 30mph</p> <p>Travel change: <b>No</b></p>
(6) Local Resident, (Towersey, Manor Road)	<p><b>Object</b> – No evidence of benefit</p> <p>Travel change: <b>No</b></p>
(7) Local Resident, (Towersey, Manor Road)	<p><b>Object</b> – The 30 mph should be enforced</p> <p>Travel change: <b>No</b></p>
(8) Local Resident, (Towersey, Manor Road)	<p><b>Object</b> – I am of the opinion that a 20mph limit will make no difference to the speed through the village. Having researched the subject statistically it will make a 1mph difference, observations having driven through Chinnor with a new 20mph limit, shows that no one observes the limit and if they do incidents of road rage occur. My PMG increases at 20mph verses 30mph therefore the pollutants leaving my car or motorcycle increase so it is worse for the Environment and contributing to air pollution. Statistically concentration behind the wheel is less and some studies show an increase in accidents as a result. I live 1mile to the south of the village, it is a 3 mile journey to Thame the local town for shops.</p> <p>Travel change: <b>No</b></p>
(9) Local Resident, (Towersey, Manor Road)	<p><b>Object</b> – 20 mph zones should be used in areas where there is a demonstrable high risk. There is no evidence to support the claim that it will reduce the incidence of traffic incidents in Towersey. Therefore this will provide no benefit to local residents, will increase travel times and will ultimately make roads less safe in other 20mph zones where there implementation is warranted.</p>

	<p>If we were to follow the 20mph logic to its ultimate end we should make motorways 20mph, is this supported by this proposal? Actually, let's ban cars and all walk to work.... A balance of risk and reward is always required for the proper functioning of modern society. Arbitrarily reducing speed limits: 1. Makes it less likely that these limits will be respected here and elsewhere (read the boy who cried wolf) 2. Increases travel times. 3. Creates a false sense of security leading to people losing the ability to behave appropriately on roads (see the staying alive road safety adverts)</p> <p>Travel change: <b>No</b></p>
(10) Local Resident, (Towersey, Manor Road)	<p><b>Object</b> – 30 if enforced is fine, the speeding is over 40 so even if the limit was dropped to 20 without enforcement it's pointless. Therefore, if enforced 30 would work.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (Towersey, Manor Road)	<p><b>Object</b> – Don't see how it will be enforced so those people who speed will continue to do so.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident, (Towersey, Manor Road)	<p><b>Object</b> – The current limit of 30mph is the correct limit for all of Towersey due to relatively straight roads with good visibility and room for two cars to easily pass one another. There is no history of traffic injuries or deaths in the village that warrant a reduction in the speed limit. The only road where 20 is more suitable is Manor road, where most people use their own judgement and common sense and drive at 20 - 25mph without needing to be told. Another factor is that the majority of drivers including responsible ones, will ignore the 20mph limit just as they do in Chinnor. This is because it is unnecessary and inappropriately slow. Some people may even be ignoring the limit out of principle, pushing back against being told how to drive and the criminalisation of safe, sensible law abiding drivers who have always adhered to 30mph limit. Driving excessively slowly requires much concentration and continuous checking of the speedometer which is dangerous for the driver and those around them. The overtaking of cyclists would also become dangerous as it would involve driving along the cyclist for a prolonged time (20mph versus 15 for example). Some people are saying that slower speeds will help with air pollution. The idea that a rural village like Towersey, surrounded by fields, could have an air pollution problem even if it were overrun with old diesel lorries is farcical.</p>

	<p>My final point is that if lots of new speed limit signs were erected around the village (as per Chinnor and Sydenham) this would spoil the rural nature of the roads. The electric lit up ones, which tell you your speed, would be an absolute eyesore and completely out of place.</p> <p>Changing the speed limit and erecting signage will no doubt cost thousands of pounds, which would be a wicked waste of money when we have the playing field pavillion desperately fundraising for refurbishment and Windmill Road needing resurfacing.</p> <p>I very much hope that common sense will prevail and the limit will stay as it is, as it has been with no issues for decades. 'If it ain't broke, don't fix it' is a good saying to remember.</p> <p>Thank you.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident, (Towersey, Thame Road)	<p><b>Object</b> – People who adhere to the 30 mph speed limit or drive appropriately through the village cause no problems currently</p> <p>Travel change: <b>No</b></p>
(14) Local Resident, (Towersey, Windmill)	<p><b>Object</b> – I don't believe it will reduce the speed in the areas that it is most needed. Windmill Rd and Thame Road, as they are long straight roads, and people will not keep to 20</p> <p>Travel change: <b>No</b></p>
(15) Local Resident, (Towersey, Windmill)	<p><b>Object</b> – 20mph in my experience makes very little difference AND can actually increase the occurrences of road rage. In long stretches where the road is not built up (half way down Thame road) people can get frustrated and overtake in a 20mph. Towersey has one of these roads and I worry this will worsen the problem, not improve it. Towersey has a speeding issue but I do not feel this is the solution.</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (Towersey, Windmill Close)	<p><b>Object</b> – I don't think it will make any difference and a complete waste of money</p>

	Travel change: <b>No</b>
(17) Local Resident, (Towersey, Windmill Road)	<b>Object</b> – I object to 20mph because I believe there are better combinations of speed reduction measures to use.  Travel change: <b>No</b>
(18) Local Resident, (Towersey, Chinnor Road)	<b>Object</b> – It will cause more pollution  Travel change: <b>No</b>
(19) Local Resident, (Towersey, Church Lane)	<b>Object</b> – There is no reason to this lower speed. No accidents in 15 years. Also 33% more pollution as lower gear. And longer journey time Totally false risk issue  Travel change: <b>No</b>
(20) Local Resident, (Towersey, Lower Green)	<b>Object</b> – The village is long and not densely populated. Traffic has to turn at the crossroads, so cannot speed. There is now a pavement that takes pedestrians most of the way through the village. 30mph seems appropriate for local traffic.  Travel change: <b>No</b>
(21) Local Resident, (Towersey, Manor Road)	<b>Object</b> – People speeding through the village will continue to speed irrespective of the limit, this limit will just slow down people who follow the current limit unnecessarily.  Travel change: <b>No</b>

(22) Local Resident, (Towersey, Thame Road)	<p><b>Object</b> – Putting up 20mph signs will not slow down traffic. Total waste of money</p> <p>Travel change: <b>No</b></p>
(23) Local Resident, (Towersey, Windmill Road)	<p><b>Object</b> – It is unnecessary as existing road conditions dictate the speed through the village. Driving at 20mph will increase pollution by 50% due to the extra time taken to cover a measured distance. As far as reducing through traffic pollution, a 50% reduction would maintain the status quo.</p> <p>This is just another means to penalise drivers.</p> <p>Travel change: <b>No</b></p>
(24) Email response, (unknown)	<p><b>Object</b> – I am against this as it will cause 33 % more pollution. There is no risk to us on the roads. No one has been injured</p>
(25) Local Resident, (Towersey, Chinnor Road)	<p><b>Concerns</b> – Whilst I endorse wishes to reduce accidents and pollution, I am not convinced that 20mph will do that. In a petrol/diesel car, maintaining 20 is difficult, using a lower gear and potentially creating more pollution, and distracting the driver who has to monitor the speed carefully instead of observing potential hazards (cyclists, pedestrians, potholes....). I totally support the 30mph limit and observe it rigorously. Sadly, many do not; more enforcement would be helpful. Some vehicles pass through Chinnor Road MUCH faster than 30mph. This is encouraged by sat-nav usage as it is a through road, but without pedestrian footpaths beyond the pub drive. Parking on the existing footpaths is also an obstruction to pedestrians, wheelchair users etc. So these things could all be solved by better enforcement and more common sense. And that can be done without changing the limit to 20 mph.</p> <p>Travel change: <b>No</b></p>
(26) Local Resident, (Towersey, Chinnor Road)	<p><b>Concerns</b> – The current 30mph limit is not enforced so what is the point? We are just inside the limit and many cars regularly pass our drive doing 50 (possibly 60) mph+ especially morning and evening</p> <p>Travel change: <b>No</b></p>

(27) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – A 30mph limit is fine if people stick to it. We need to enforce the 30mph limit rather than reduce it. People who speed in a 30mph zone will still speed in a 20mph zone so nothing will change.</p> <p>Travel change: <b>No</b></p>
(28) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – A blanket application of 20MPH does not make sense in Towersey. A more targeted application at the cross roads and built up area with potential for people walking would be a more realistic approach.</p> <p>Travel change: <b>No</b></p>
(29) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – Drivers have not adhered to the 30 mph limit. Other traffic calming measures should be considered rather than reducing the speed. Chicanes and humps should be used to make sure people slow down to 30mph. With the increase in electric vehicles, any increase in pollution will be mitigated.</p> <p>Travel change: <b>No</b></p>
(30) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – I support but with the concern that the 20mph speed limit in Thame Road ought to commence at the same point as does the existing 30mph speed limit; i.e. in the vicinity of the Helpful Hirings site.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(31) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – I support but with the concern that the 20mph speed limit in Thame Road ought to commence at the same point as does the existing 30mph speed limit; i.e. in the vicinity of the Helpful Hirings site.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(32) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – Just don't think it will be adhered to</p> <p>Travel change: <b>No</b></p>

(33) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – At the very least this speed limit will reduce the speed that cars drive through Towersey. I am, however, concerned that there are more effective measures, chicanes and speed bumps, for instance, that we would be precluded from adopting for 3 years after adopting this proposal. I believe the data does not support an assumption that there will be a reduction in accidents/deaths if the proposed 20mph limit is imposed.</p> <p>Travel change: <b>No</b></p>
(34) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – I agree that some vehicles do not today observe the existing speed restriction. Perhaps by introducing 20mph restrictions it may bring the speed towards 30mph.</p> <p>Travel change: <b>No</b></p>
(35) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – I support the basic proposal.</p> <p>Concern is that the 30 mph limit should be extended from Towersey, westwards up to the Thame bypass. If frustrated drivers accelerate from 20mph coming out of Towersey to 60mph, this would be very dangerous for cyclists and walkers on this stretch of road. There's no point in making part of the village safe to walk/cycle and then just "stop" at a vulnerable place for children walking up to Lord Williams Lower School and many others on the road (as there is no pavement).</p> <p>Also heading east on Manor Road, again there are many on bikes, or walking and the speed limit changes to 60mph. This should continue at 20 or 30mph to the end of Manor Road to the dead end.</p> <p>Travel change: <b>No</b></p>
(36) Local Resident, (Towersey, Chinnor Road)	<p><b>Concerns</b> – Can cut through and speed through the village on Chinnor road and there are no pavements or street lighting on some of the residential parts</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(37) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – Whilst I agree in principle with a reduced speed limit in the village I am not convinced based on other locations that this initiative will have the desired effect and feel that the cost of this initiative will divert precious funds from other parish council initiatives</p> <p>Travel change: <b>No</b></p>
(38) Local Resident, (Towersey, Manor Road)	<p><b>Concerns</b> – No one complies with 30mph speed limit, so 20mph speed limit will be irrelevant. Better to have electronic speed indicator or smiley/forwning face.</p>
(39) Local Resident, (Asthall Leigh, Manor Road)	<p><b>Support</b> – improved safety</p> <p>Travel change: <b>No</b></p>
(40) Local District Cllr, (Aston Rowant, Aston Hill)	<p><b>Support</b> – Making roads safer matters and slowing traffic down helps that.</p> <p>Travel change: <b>Yes – cycle more</b></p>
(41) Local Resident, (Emmington)	<p><b>Support</b> – Safety, helps promote alternative travel means to private cars, creates a more pleasant Village atmosphere.</p> <p>Travel change: <b>Yes – cycle more</b></p>
(42) Local Resident, (Thame, Arnold Way)	<p><b>Support</b> – People drive too fast through the village</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(43) Local Resident, (Thame, Berkeley Road)	<p><b>Support</b> – Cars drive too fast through the village.</p>

	Travel change: <b>No</b>
(44) Local Resident, (Thame)	<b>Support</b> – It will make living in Towersey much safer and more pleasant. Travel change: <b>No</b>
(45) Member of public, (Thame, Goffe Close)	<b>Support</b> – There are quite a lot of non village people who run/walk through Towersey as part of a circular route using the nearby Phoenix Trail, as well as locals walking around the village on some roads without pedestrian footpaths. Travel change: <b>No</b>
(46) As part of a group/organisation, (Tham)	<b>Support</b> – Thame Green Living supports lower speeds. Better for people's health and the environment. Also, much safer and encourages walking and cycling. Travel change: <b>Other</b> Everyone will walk and cycle more and feel safer on the road.
(47) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – I am a local resident and the traffic is far too fast through the village and it has become a rat run and dangerous. Travel change: <b>No</b>
(48) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – As a local village resident with horses & dogs, walking/hacking through Towersey has become unsafe due to the speed of drivers. We have had occasions in the past where horses have been spooked and even a horse hit because of drivers excessive speed causing horses to spook. When my daughter rides through the village I am highly concerned for her & the safety of the horse. A 20mph speed limit would go a long way to helping villagers, visitors young & old enjoy moving around the village for events ' general day to day life. Travel change: <b>Other</b>

	Walk & ride horse more
(49) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Chinnor road needs some traffic calming or something coming from the national speed limit into the village it's only a matter of time until one of the many speeding motorists kill someone Travel change: <b>Yes – cycle more</b>
(50) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Social spaces frequented by families with small children located next to crossroads that frequently has people speeding through at high speed Travel change: <b>Yes – cycle more</b>
(51) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Improve safety as parts of road have no pavements...and cars already drive too fast! Travel change: <b>No</b>
(52) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Safety of residents, particularly children who have to use the roads to get school now there are no bus services. Windmill road, Chinnor Road are often congested with parking and people passing through the village en route elsewhere often fail to recognise the speed limit making it dangerous for pedestrians and cyclists Travel change: <b>No</b>
(53) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – It will reduce the speed cars come through our small village with few pavements to walk safely on. Travel change: <b>No</b>

(54) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – We need to slow the fast dangerous vehicles to a safe reasonable speed. The village is used as a furious rat run cutting through from A4129, B4012 and B4445. Because of the lack of pavements and private parking much of the village roads are narrow and very unsuited to fast traffic. A speed restriction to 20mph would focus the drivers on slowing their speed and make our lives safer.</p> <p>Travel change: <b>Other</b> I would be able to walk my disabled husband more, as currently we have to avoid rush hours as the roads are too fast and busy for him to 'get out of the way' (which is what drivers expect pedestrians to do, regardless of the highway code</p>
(55) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Village roads used as rat run. Vehicles speed through far too fast. Much of Chinnor road has no pavement and little lighting and so makes pedestrians vulnerable.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(56) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – As most of the roads in Towersey haven't got footpaths and we have a lot of traffic cutting through Towersey and most cars race through as we haven't got any speed bumps either. So 20mph might hopefully slow them down a bit. It's not safe walking on the road</p> <p>Travel change: <b>Yes – cycle more</b></p>
(57) Local Resident, (Towersey, Chinnor road)	<p><b>Support</b> – Few pavements on chinnor road and cars cut through at speed to head towards M40 creating road safety issues for pedestrians, cyclists and horses</p> <p>Travel change: <b>Yes – cycle more</b></p>
(58) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Traffic too fast as they pass my house just before Pheonix Trail bridge coming from Connie direction</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(59) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Benefits of 20mph; safety for walkers, runners and cyclists in the village, better for air pollution and noise pollution.</p> <p>Towersey is a rat run for commuters to M40, speed reduction will benefit non-motorists and maybe discourage motorists from driving through the village and encourage more walkers and cyclists, especially children</p> <p>Travel change: <b>Other</b> I would feel safer cycling and walking more especially when dog walking. Chinnor road and Manor road have no pavements so no protection from cars and farm vehicles</p>
(60) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – I support 20 is plenty as I am often walking in the village with my grandchildren and also dogs. The speed at which people often travel through is horrendous. Much faster than the current 30mph. I hope this new limit may make people slow down</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(61) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Limited footpaths and an increase in younger families moving into the village requires steps to protect from road users.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(62) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – I support the 20mph speed limit proposal for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Most of the roads in Towersey are narrow and have no footpaths.</li> <li>2. As a pedestrian, cyclist and driver, I am aware of how many drivers speed through the village.</li> <li>3. When turning left from Chinnor Road (where I live) into Thame road, the visibility of cars approaching in Manor road is very poor leading to numerous near-misses.</li> <li>4. While drivers have every right to cut through Towersey, many of these exceed the current speed limit. While they may not all fully comply with a 20mph limit, I believe that a 20mph limit would reduce their speed. A 20mph may make some of these stick to the ring-road rather than cutting through Towersey.</li> <li>5. Slowing the traffic and lessens the chances of an accident with pedestrians. If the traffic was slower then, if the worst happened, the pedestrian would be less likely to be killed or seriously injured.</li> </ol>

	Travel change: <b>Yes – walk/wheel more</b>
(63) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – I think a 20mph speed limit is needed to slow traffic going through Towersey. It is often used as a cut-through and cars travel far too fast through the village. Especially when you consider there are not pathways in some areas. Travel change: <b>No</b>
(64) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – I frequently feel in danger when walking in the village because of speeding cars on Manor Road and Chinnor Road Travel change: <b>Yes – walk/wheel more</b>
(65) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Cars are travelling too fast through our village putting people in danger. Travel change: <b>Yes – walk/wheel more</b>
(66) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Excessive speed of many vehicles in narrow lane. Travel change: <b>No</b>
(67) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Unsafe walking especially as road surface is so poor Travel change: <b>No</b>
(68) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – I live on Chinnor Road Towersey and the increasing volume of speeding traffic through the village and past our house is dangerous and noisy as well as polluting. I am familiar with the medical and scientific evidence showing

	<p>the significantly reduced levels of death and injury caused by vehicles travelling at 20mph vs 30mph. I hope that this measure may also deter people from using Towersey as a 'rat run'.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(69) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Safety reasons: children, walkers, cyclists, horses, pets.</p> <p>Travel change: <b>No</b></p>
(70) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Chinnor Road is part of a rat run. It is a narrow road with no pavement which would benefit from the 20mph scheme. This would reduce pollution and be much safer for residents an the people getting on and off the Phoenix Trail.</p> <p>Travel change: <b>Yes – cycle more</b></p>
(71) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – They go so fast through the village but also as they come out and down Chinnor road at great speed</p> <p>Travel change: <b>No</b></p>
(72) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Roadside pavements in the village are inadequate. In some areas they are non existent. Village roads are used by horse riders and cyclists including many families with young children. A 20mph limit would make it much safer for these road users.</p> <p>Towersey roads are also used by motorists as a shortcut between Thame and Chinnor, frequently at speeds exceeding 30mph.</p> <p>A 20mph limit would deter these users from using village roads as a shortcut or at least encourage them to drive through at lower speeds.</p> <p>Travel change: <b>Yes – cycle more</b></p>

(73) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – I walk through the village where there are no pavements or lighting</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(74) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Through most of Towersey the road is the only safe passage for pedestrians ( able bodied or with limited ability ) , cyclists , horses and vehicular traffic . There are only short areas of pavement so the road itself is there to be shared by all the above in other parts of Towersey .</p> <p>Towersey is also a 'short cut' for traffic between the Thame ring road and Chinnor .</p> <p>I walk almost everyday along Chinnor Road and Manor Road , en route to further countryside and everyday traffic races past well above the speed limit .... Cars, vans and trucks . In addition , Several drivers have been known to shout abuse at my friend and I who walk together regularly , because we have to step away from the edges of the road to avoid deep potholes .</p> <p>The Highway Code clearly states that where there is no pavement along a road , drivers should slow to allow safe passage for other road users .</p> <p>The 'National speed limit ' zone on Manor Road should also be included in the 20 mph adoption zone . Whilst there are less properties at the farther end , many of them and separately are businesses so traffic is regularly dangerously speeding along a these sections .</p> <p>All the Towersey roads are too narrow for the speed limit to be anything above 20mph .</p> <p>I fully support the 20mph change . The sooner the better .</p> <p>Travel change: <b>Yes – cycle more</b></p>
(75) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Currently many drivers speed through our village using it as a cut through to and from chinnor. Many children cycle to and from school and the reduced speed limit and its enforcement should make the area safer for all.</p> <p>Travel change: <b>No</b></p>
(76) Local Resident, (Towersey, Church Lane)	<p><b>Support</b> – Having witnessed/experienced many incidents of motor vehicle drivers travelling at high speeds in Towersey, I believe that whatever can be/ done to provide safer roads for pedestrians, equestrians and cyclists should be done forthwith. Increased traffic flows, inadequate street lighting and, lack of footpaths do add to the risks.</p> <p>Reducing speed of all vehicles is a a must</p>

	Travel change: <b>Yes – walk/wheel more</b>
(77) Local Resident, (Towersey, Church Lane)	<b>Support</b> – Cars lorries etc fly through village at a very fast speed. Village used as a cut through rat run. I horse ride through the village and it is an accident waiting to happen sadly Travel change: <b>No</b>
(78) Local Resident, (Towersey, Church Road)	<b>Support</b> – Traffic speeds through crossroads which often has cars parked too near junction. Really need double no parking signs around junction and 20mph speed limit Travel change: <b>No</b>
(79) Local Resident, (Towersey, Church Road)	<b>Support</b> – To reduce speed Travel change: <b>Yes – walk/wheel more</b>
(80) Local Resident, (Towersey, Lower Green)	<b>Support</b> – Whilst I support this proposal, I have a concern. The logic of the positioning of the 20mph limit from the Thame direction is obscure. At the current 30mph limit there are houses and the busy Helpful Hirings site. The justification for keeping this at 30mph is due to traffic use, but the traffic flows are the same here as when the proposed 20mph limit is reached. This section of Thame Road is dangerous for pedestrians, cyclists and vehicle users as it is used as an acceleration zone by car users heading to Thame. Given the nature of the the traffic movements into and out of Helpful Hirings, combined with the houses the opportunity to reduce the severity of any accident here is being missed. Pleses think again about retaining this road section as a 30mph limit and incorporate into the 20mph limit, especially when many motorists currently exceed 30mph here. Travel change: <b>Yes – walk/wheel more</b>

(81) Local Resident, (Towersey, Lower Green)	<p><b>Support</b> – Towersey is a cut through and people drive far too fast for the smaller country roads. Inevitably, being near the Phoenix Trail, we have many dog walkers and families walking through the village who are put in danger with drivers ignoring speed limits and cutting corners at the crossroads.</p> <p>Travel change: <b>No</b></p>
(82) Local Resident, (Towersey, Lower Green)	<p><b>Support</b> – Traffic goes through the village far to fast and there is a danger to people children and animals .</p> <p>Travel change: <b>Yes – cycle more</b></p>
(83) Local Resident, (Towersey, Lower Green)	<p><b>Support</b> – Towersey is becoming a popular rat run during peak hours, traffic often speeding through the village. Roads are narrow and often used by pedestrians and cyclists. As a local resident I welcome the proposed 20mph zone.</p> <p>Travel change: <b>Yes – cycle more</b></p>
(84) Local Resident, (Towersey, Lower Green)	<p><b>Support</b> – 30 is just too fast for a village with elderly people and very young kids running around the park/ onto the road. It being 20 will also prevent people using towersey as a shortcut from chinnor to thame and visa versa; who often drive far faster than 30 anyway. Also, enough people have crashes on the thame road bridge that it shoukd become a 40 and not national speedlimit.</p> <p>Travel change: <b>No</b></p>
(85) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – The traffic is too fast currently, particularly big farm vehicles</p> <p>Travel change: <b>No</b></p>
(86) Local Resident, (Towersey, Manor Road)	

	<p><b>Support</b> – Faster than 20mph is more danger to pedestrians and cyclists and horses on these narrow roads .A footpath is not available in all parts of the built up area. The road junctions are very dangerous if parked cars are too close.</p> <p>Travel change: <b>No</b></p>
(87) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – Want increased caution by drivers in populated areas for both pedestrians &amp; animals.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(88) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – I think it will make people feel safer, even though I believe it will make no material difference.</p> <p>Travel change: <b>No</b></p>
(89) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – Good for vehicles to slow down</p> <p>Travel change: <b>No</b></p>
(90) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – The roads are narrow, with many parked cars and many runners and walkers</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(91) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – There have been increased journeys through the village in last 5 years and speeds do appear to be increasing.</p> <p>Travel change: <b>No</b></p>
(92) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – Cars drive too fast down this road.</p>

	Travel change: <b>No</b>
(93) Local Resident, (Towersey, Manor Road)	<b>Support</b> – Towersey is often used by drivers using the village as a short cut they are in a hurry have no interest in the local population and therefore VERY often drive too fast and not safely. A specific challenge is the traffic from the farms at the very end of Manor Road which is significant early and and in the early evening. Often driving at 50mph where there is no footpath  Travel change: <b>Yes – walk/wheel more</b>
(94) Local Resident, (Towersey, Manor Road)	<b>Support</b> – To make Towersey a safer place, for adults, children and animals  Travel change: <b>Yes – cycle more</b>
(95) Local Resident, (Towersey, Manor Road)	<b>Support</b> – Drivers, mainly from outside the village are driving far too fast along the narrow village roads, as a means of getting to work, school or delivering items. These roads are shared by cyclists, walkers, mothers with buggies, often making their way to the Phoenix trail. The village traffic has increased since lockdown. 20mph restriction would be a step in the right direction towards making the village safer.  Travel change: <b>No</b>
(96) Local Resident, (Towersey, Manor Road)	<b>Support</b> – Tractors excessive speed in village – will soon cause an accident  Travel change: <b>No</b>
(97) Local Resident, (Towersey, Manor Road)	<b>Support</b> – With no pavements in the majority of the village, and many more cars using towersey as a cut through from the Chinnor road to the Princes Risborough road, I don't feel safe walking through the village with my children. 20mph would slow down the necessary traffic and hopefully persuade those using towersey as a shortcut to rethink their plans.

	Travel change: <b>Yes – walk/wheel more</b>
(98) Local Resident, (Towersey, Manor Road)	<b>Support</b> – Little or no pavements so, people are forced to walk in what are narrow roads. A 20 mph speed limit will not only be safer for pedestrians and cyclists, survival in a collision with a vehicle at 20 mph is greatly improved Travel change: <b>Yes – walk/wheel more</b>
(99) Local Resident, (Towersey, Manor Road)	<b>Support</b> – This would make Village roads safer for cyclists and pedestrians. The cycle track attracts more visitors to the village so this new speed limit would benefit all. Travel change: <b>No</b>
(100) Local Resident, (Towersey, Manor Road)	<b>Support</b> – Sensible humus-friendly traffic management in a small reasonably densely populated village, in particular one that is used as a through route by others (ie rat run) Travel change: <b>No</b>
(101) Local Resident, (Towersey, Manor Road)	<b>Support</b> – The roads are quite narrow and there are many dog walkers, horses, children etc. who walk along these roads. Many motorists drive too fast and there is little space for pedestrians to move out of the way. Travel change: <b>No</b>
(102) Local Resident, (Towersey, Manor Road)	<b>Support</b> – There are limited footpaths in the village making it dangerous for those on foot. Non residents speed through the village with minimal care for the residents. Travel change: <b>No</b>

(103) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – Cars drive dangerously fast coming into Towersey from roads with higher speed limits. We have several dogs in the village that wander about without leads, children playing, and our residents walk and go on runs in the village. There is a significant lack of pavement so most of the time people must walk in the road and climb up onto the (usually raised) grass verges when a car comes by. Having a 20mph speed limit would make Towersey safer for its residents.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(104) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – There seems to be an increased amount of traffic in Towersey; also the housing in Towersey has increased meaning a lot more cars are parked roadside. For those of us that walk through the village with dogs and young children quite a lot, a lower speed limit would be appreciated.</p> <p>Travel change: <b>Yes – cycle more</b></p>
(105) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – I walk with my young children through the village and it's frightening when cars are going at 30 mph (or faster). A 20mph speed limit would help keep everyone safe</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(106) Local Resident, (Towersey, Thame Road)	<p><b>Support</b> – I am supporting as the road is narrow people use the main path to get to and from the playground on Thame Road , traffic on Chinnor Road should also be 20mph walkers and cyclists leave from phoenix trail to visit pub and continue to the playing fields. Children use the roads to cycle to school and walkers run out of path leaving Towersey on the Thame Road</p> <p>Travel change: <b>No</b></p>
(107) Local Resident, (Towersey, Thame Road)	<p><b>Support</b> – The current speed controls within the village are inadequate. Vehicles travel at speeds in excess of 60mph through the current 30mph speed limit on Thame Road. A 20mph limit within the village will be a useful and welcome element of a what needs to be a wider provision of traffic calming measures that are required to ensure the safety of local residents.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(108) Local Resident, (Towersey, Thame Road)	<b>Support</b> – Safety of public and reduction of pollution Travel change: <b>No</b>
(109) Local Resident, (Towersey, Thame Road)	<b>Support</b> – Safety for pedestrians and cyclists and quality of life. Travel change: <b>Yes – cycle more</b>
(110) Local Resident, (Towersey, Thame Road)	<b>Support</b> – There are a lot of dog walkers and members of public who walk around the village, the reduction in speed would make them safer Travel change: <b>No</b>
(111) Local Resident, (Towersey, Towersey-Kingsey Bridleway)	<b>Support</b> – Speeding in any village is unsafe. Even in London a 20mph limit is now imposed in all residential areas. So it's clearly appropriate in a village. Travel change: <b>No</b>
(112) Local Resident, (Towersey, Windmill Close)	<b>Support</b> – Towersey is a quiet, yet very interactive village. As a cut through, it's used as a race track, which presents much risk. There is a kids playground and non villagers aren't aware of kids playing, dogs walking and elderly crossing slower than others. Also, as a rural village, farm life should be considered as well as slow moving heavy machinery. Travel change: <b>No</b>

(113) Local Resident, (Towersey, Windmill Road)	<p><b>Support</b> – For some parts of the village 30 mph is too fast and too dangerous</p> <p>Travel change: <b>No</b></p>
(114) Local Resident, (Towersey, Windmill Road)	<p><b>Support</b> – Living nearby, on windmill road, people do dangerous speeds down there so if we can help educate, that's positive.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(115) Local Resident, (Towersey, Windmill Road)	<p><b>Support</b> – To try and promote other more suitable routes consisting of two carriageways, central white lines etc and Towersey not being used as a rat run of motorists one mostly single track with impromptu passing places making it stressful, dangerous and very unnecessary..... I'd like to see traffic calming too</p> <p>Travel change: <b>Yes – cycle more</b></p>
(116) Local Resident, (Towersey, Windmill Road)	<p><b>Support</b> – The speed drivers come through the village is astonishing. Someone is going to be killed one day soon.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(117) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Towersey is used as a short cut with cars speeding through and ignoring the current 30mph speed limit. Most of the village has no pavements meaning pedestrians are threatened by the speeding cars.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(118) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – Towersey is a small village with few pavements. Cyclists, horses, wheelchairs and pedestrians regularly walk on the roads to access the village hall, Phoenix Trail, pub, church. Many families with very young children on bicycles come off the Phoenix Trail to go to the village amenities.</p> <p>20 mph is safer for all.</p> <p>It will also, perhaps, encourage traffic the is cutting through to go on the bypass around Thame.</p>

	Travel change: <b>Yes – cycle more</b>
(119) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – A car hit and killed my dog on the road as they couldn't stop in time and going too fast Travel change: <b>Yes – cycle more</b>
(120) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – The current 30 mph does not allow for vehicles coming out of drives with a limited view on bends in the road. Only this morning while pulling out of my drive in Chinnor Road a car came round the bend at speed and I had to accelerate away quickly. At least a 20mph speed limit would reduce the excessive speeds some cars just passing through the village seem to do. Travel change: <b>Yes – walk/wheel more</b>
(121) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Cars frequently speed through the village using it as a rat run between Haddenham and Chinnor Travel change: <b>No</b>
(122) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – My house is directly on Chinnor Road and so I am directly affected by the speed of passing vehicles Travel change: <b>Yes – walk/wheel more</b>
(123) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – No pavement so it is very dangerous walking around village especially at night Cars cut through and drive very fast as there is no speed control Noise pollution Carbon pollution Splits the village up as people can't walk safely from one side to other Travel change: <b>Yes – walk/wheel more</b>

(124) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Who will enforce the speed limit.  Travel change: <b>No</b>
(125) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – The cars drive past our house on Chinnor road at an alarming speed, I would very much support a 20mph speed limit, as I have a young child and worry every time she comes out of the house. There is no parking on any of the roads in Towersey which means that people tend to drive faster as no restrictions  Travel change: <b>No</b>
(126) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – People currently drive to fast through village  Travel change: <b>Yes – cycle more</b>
(127) Local Resident, (Towersey, Church Lane)	<b>Support</b> – Drivers use Towersey as a cut through particularly during the morning & evening rush hour, vehicles are often driven much faster than is appropriate for a small village. Although I support this proposal I drive through Sydenham frequently where this 20mph speed limit has recently been introduced & would say 99% of drivers completely ignore the restrictions.  Travel change: <b>No</b>
(128) Local Resident, (Towersey, Church Road)	<b>Support</b> – The cross roads is sped through as a cut through to Thame / Haddenham frequently and there have been close calls to what would be horrific accidents from this. Also the base of manor Road is National speed limit which is dangerous when it is a heavily use walking and bridle path.  Travel change: <b>No</b>
(129) Local Resident, (Towersey, Lower Green)	<b>Support</b> – Happy to support however I do not believe people will adhere to it as they do not with 30! Perhaps this might get them a bit closer to it

	Travel change: <b>No</b>
(130) Local Resident, (Towersey, Lower Green)	<b>Support</b> – Current Traffic is too fast where there are so many pedestrians and cars parked. Towersey is used too much as a short cut to get to Thame from chinnor Travel change: <b>Yes – walk/wheel more</b>
(131) Local Resident, (Towersey, Lower Green)	<b>Support</b> – Because it is safer and greener Travel change: <b>Yes – cycle more</b>
(132) Local Resident, (Towersey, Manor Road)	<b>Support</b> – Thame Road and Chinnor Road are used as a short cut (rat run) and vehicles speed through the village to get to their destinations. Travel change: <b>Yes – cycle more</b>
(133) Local Resident, (Towersey, Manor Road)	<b>Support</b> – Towersey is used as a cut through by many vehicles and they drive fast through a residential area. There are children, pets, cyclists and lots of pedestrians in the area. There have already been a number of accidents and near misses particularly at the cross roads Travel change: <b>No</b>
(134) Local Resident, (Towersey, Manor Road)	<b>Support</b> – Drivers use the village as a rat run and consistently drive too fast Travel change: <b>Yes – walk/wheel more</b>

(135) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – Little or no pavements forcing pedestrians in roads in competition with road vehicles. A 20mph limit will not only make it safer for pedestrians and cyclists, in the unfortunate event of a collision with a vehicle at 20mph, the survival rate of a pedestrian is vastly increased</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(136) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – I have young children and the number of vehicles driving through the village at speeds greater than 30 already needs to be addressed</p> <p>Travel change: <b>No</b></p>
(137) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – Drivers continually break 30mph limits making walking along village roads, where there are no pavements, unnerving and dangerous.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(138) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – To reduce car emissions and increase public safety</p> <p>Travel change: <b>No</b></p>
(139) Local Resident, (Towersey, Manor Road)	<p><b>Support</b> – I am concerned at the dangerous speed at which many vehicles approach the village, particularly long Chinnor road.</p> <p>Travel change: <b>No</b></p>
(140) Local Resident, (Towersey, Thame Road)	<p><b>Support</b> – Towersey is used by a high volume of bicycle riders on a daily basis and the road is a long straight road that encourages driver to exceed speed limits . There was a bad accident last year where a car ended up on its roof along our road . It's a village and therefore should be 20mph</p> <p>I am in agreement with this .</p>

	Travel change: <b>Yes – walk/wheel more</b>
(141) Local Resident, (Towersey, Thame Road)	<b>Support</b> – Because there have been to many near misses with speeding cars. Especially near the play park. Travel change: <b>No</b>
(142) Local Resident, (Towersey, Thame Road)	<b>Support</b> – Dangerous Road, witnessed an accident and had to call an ambulance as a car flipped due to speeding. Wasn't prosecuted despite the fact that they could have killed someone. Travel change: <b>Other</b> Ride / Walk / Cycle More
(143) Local Resident, (Towersey, Windmill Road)	<b>Support</b> – To slow drivers from out of the village ,using it as a rat run. Endagering people and animals. Travel change: <b>No</b>
(144) Local Resident, (Towersey, Windmill Road)	<b>Support</b> – Speeding cars along Windmill Road makes it very dangerous when pulling out of my drive. Also as a pedestrian I have experienced cars and lorries speeding along roads without a pavement which is also dangerous and an accident waiting to happen. Travel change: <b>No</b>
(145) Local Resident, (Towersey, Thame Road)	<b>Support</b> – I am a Towersey resident living on Thame road, we have had several accidents due to speeding and lots of near misses, I walk dogs ride horses and my bike and this is being effected massively by the speed of cars through village! Especially past my house on Thame road where people speed up, it's really scary and would like Thame road included to 30 mph signs Travel change: <b>Other</b> Horse riding

(146) Local Resident, (Towersey, Thame Road)	<p><b>Support</b> – Towersey effectively has only two roads into the village: one from Tythrop Way and the other from Chinnor Road. They meet at the crossroads in the middle of the village. Unfortunately there is a National Speed Limit sign (60mph) at the Tythrop Way entering Towersey Road leading into Thame Road, which is too fast anyway for the narrow road, and drivers seem to believe they can drive at 60mph down to the crossroads and beyond. Helpful Hirings is a company providing all sorts of transport and farming equipment on Towersey Road, Towersey, and there have been a number of near-misses at the entrance/exit of this site. They are situated at the point where the speed limit reduces to 40mph but, unfortunately, a lot of drivers ignore the revised regulation. On the village side of Helpful Hirings, and right next door, there are two domestic properties which can be badly affected by speeding motorists due to poor visual sight along the road. There have been many near-misses – someone will be killed there one day in spite of the villagers' protestations. Further along Thame Road there is a children's playing field with equipment and as there is only one footpath they have to cross Thame Road to reach it and it is also close to the Windmill Road junction. With parked cars along the road it is difficult for drivers to spot any youngster starting to cross the road because the existing 40mph/30mph do not slow drivers enough to avert any accident. The road from Chinnor into the village is also a problem for motorists as farm fields abut the road on both sides and, together with a winding road, views along the road are restricted. The housing has now spread beyond the old railway line (now The Phoenix Trail) towards Chinnor from Towersey and drivers need to be more cautious because of other vehicles entering the road and pedestrians walking to and from the trail. There are cyclists riding through the village together with horse riders. So the proposed 20mph restriction will help motorists, residents, children, cyclists, walkers and horse riders to stay safe. One life lost due to speeding vehicles is one life too many so we need to prevent such an occurrence the best way we can.</p> <p>Travel change: <b>Other</b> Running and walking.</p>
(147) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – to reduce speeds.</p>

(148) Local Resident, (Towersey, Thame Road)	<b>Support</b> – Cars going too fast.
(149) Local Resident, (Towersey, Chinnor Road)	<b>Support</b> – Im supporting the proposals.
(150) Email response, (unknown)	<b>Support</b> – We would like to support the plan.
(151) Local Resident, (Towersey, Chinnor Road)	<p><b>Support</b> – As a resident of Chinnor Road, I am aware that many motorists use Towersey as a rat run to get to Aylesbury, Haddenham or to the A40.</p> <p>Many of these drivers exceed the speed limit and seem unaware that they are sharing the road with young children on bicycles on their way to school or the Phoenix Trail. Hopefully, some will use the bigger roads that are deigned for higher speeds once this limit is set.</p> <p>We also have neighbours who have limited mobility and use sticks to aid their walking. There isn't a pavement at our end, so these people have to go on the road.</p> <p>I believe it has been suggested by your consultants that the limit should start further into the village on Thame Road. However, there are often horses on the road and the limit should start where the current 30 mph signs are. This is very important.</p> <p>One very reckless motorist tried to 'jump' the bridge and ended up going through the hedge and upside down further up the road.</p> <p>There have been collisions at the crossroads in the village with cyclists. My own daughter was knocked off her horse at the crossroads some years ago. Fortunately, she was unharmed and the horse too.</p> <p>Drivers need to drive with more care and slow down. I support OCC's policy for Vision Zero. We can no longer tolerate careless and reckless driving. We need to encourage more walking and cycling.</p> <p>It has been an amazing success story in Chinnor and I look forward to 20 mph in Thame too.</p> <p>Travel change: <b>Other</b></p>

	I cycle and walk a lot anyway, but many don't because they do not feel safe. I have heard this from many people and I believe there will be a shift in attitude with these lower speed limits.
(152) Local Resident, (Towersey, Manor Road)	<b>No opinion</b> – I can see the pros and cons Travel change: <b>No</b>
(153) Local Resident, (Towersey, Windmill Road)	<b>No opinion</b> – May discourage rat run through traffic which is around 100 movements per day extra along Windmill Road. Otherwise considered a waste of time. Travel change: <b>No</b>
(154) Local Resident, (Towersey, Chinnor Road)	<b>No opinion</b> – This area is not monitored by any sort of means. If the speed does change it is most likely it won't be upheld or reinforced by any way. Unfortunately there's a 60 mph coming into and out of Towersey which leads people to speed through the village even at it being a 30mph at present. I feel that if the change does go ahead it will just anger residents even more.  People are very cautious in the village in regards to local horse riders, tractors and farm life when on the roads and with this said I don't see any reason to change the speed limit.  Travel change: <b>No</b>

# Agenda Item 16

Divisions affected: *Berinsfield & Garsington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023**

### **NUNEHAM COURtenay: 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 Nuneham Courtenay as advertised.

#### **Executive summary**

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

#### **Formal consultation**

6. Formal consultation was carried out between 31 August and 22 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, Nuneham parish council, The Baldons parish council, and the local County Councillor representing the Berinsfield & Garsington division.

### **Statutory Consultee Responses:**

7. Two statutory consultees responded. Thames Valley Police re-iterated views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. Oxford Bus Company (OBC) objected on the grounds that many buses travelled that route and any compromise to journey times would affect the viability of services. This is especially so of the Oxford to Wallingford service, where customers have commented on long journey times and the County Council is apparently to use funds in an attempt to reduce the trip duration.

### **Other Responses:**

8. Two other responses were received. Unlimited Oxfordshire, a charity focused on those with physical and sensory disabilities, supports the proposals and in addition seeks a 40mph limit to the south between the village and Golden Balls roundabout. A member of the public objects to the proposals on the basis that the road is part of a major arterial route benefitting many thousands of motorists daily which should be balanced against the very few residents. They suggest the existing limit is a good compromise especially given the minimal pedestrian or cycle activity.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

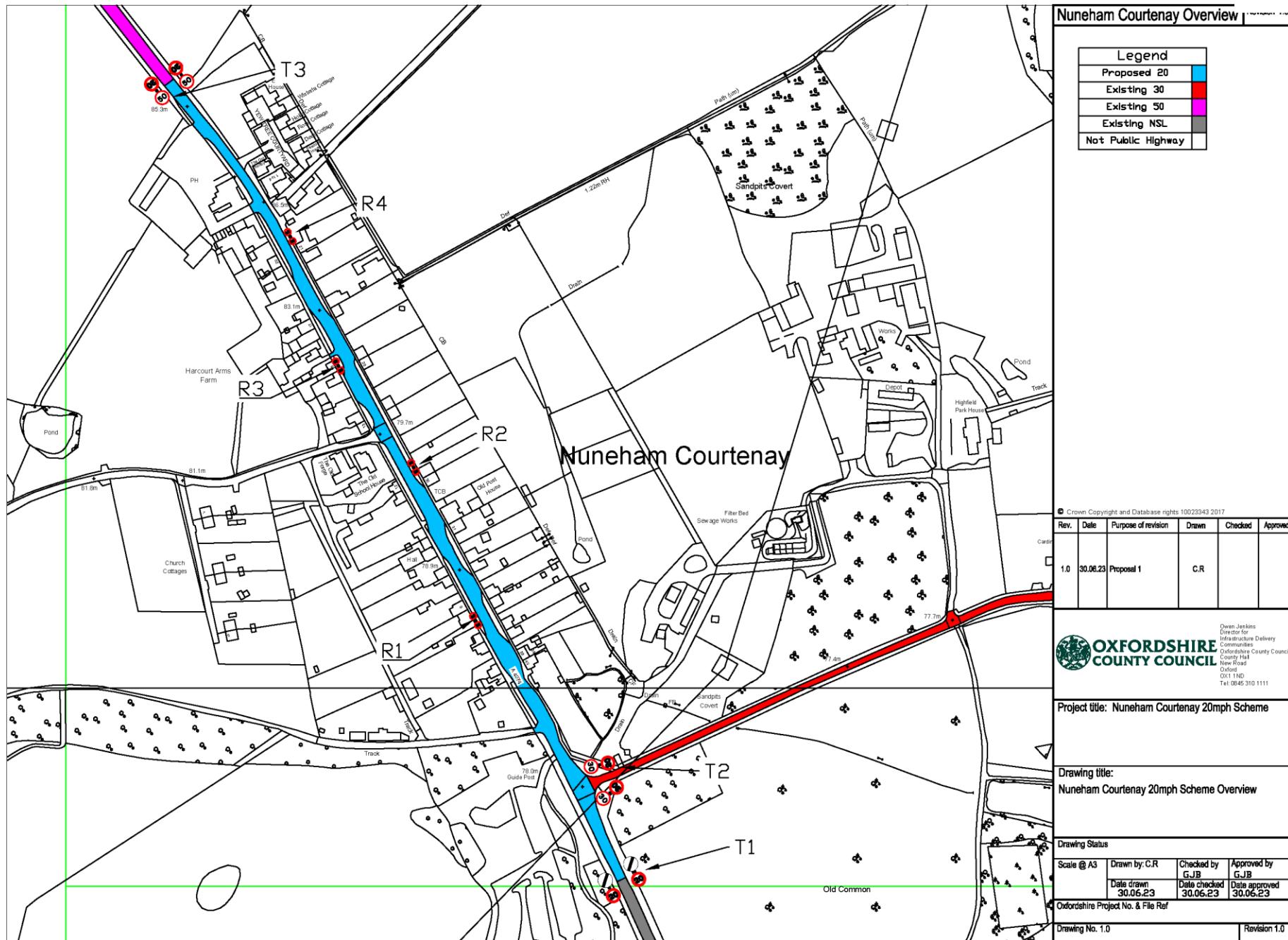
### **Officer response to objections/concerns**

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 objection from the Go-Ahead Group (incl. Thames Travel) is straightforward, however seven-day survey data from late in 2022 shows the mean speed in both directions to already be below 30mph. It was higher at the northern end, perhaps due to the downhill gradient and the shorter distance between the terminal signs and first building. The mean speed at the southern end by the speed camera warning sign was 23.1mph and 26.4mph at the northern end. Officers see no immediate benefit for a 40mph limit south of the village that might justify its inclusion in this programme.

Bill Cotton  
Corporate Director, Environment and Place

Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

October 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) Managing Director, (Go Ahead Group, Oxford Bus Company, Thames Travel)	<p><b>Object</b> – Thames Travel operates bus services X40 and 45 to Nuneham Courtenay, and on a typical weekday has 82 bus movements through Nuneham Courtenay village.</p> <p>We have been working with the county council on plans to enhance the X40 service between Wallingford and Oxford, to both add additional journeys and to provide faster end to end journeys, as there is dissatisfaction with the current journey time among many customers. To support this, the County Council has stated that it is planning to use £214,285 of BSIP+ funding provided by central government to divert some journeys on the X40 service via a less commercially viable route, in order to offer improved end to end journey times for customers and to try to grow bus modal share between Wallingford and Oxford, which is a journey that is not viable to undertake via other active travel modes for any but the most committed and enthusiastic cyclist - due to both the distances involved and the high speed nature of the A4074 for much of the journey, with very limited walking and cycling infrastructure available.</p> <p>Implementing a 20mph zone in Nuneham Courtenay will slow down end to end bus journey times on this important corridor and will act to nullify a significant portion of the effect of the proposed journey time improvements. It will also not materially improve the attractiveness of walking or cycling on the A4074 corridor, due to the factors noted above.</p> <p>We understand that in areas where there is frequent and planned mixing between motor traffic and vulnerable road users such as pedestrians and cyclists - for example where there are high levels of active frontages, or where evidence suggests that there are collision hotspots involving vulnerable road users - that 20mph limits are likely to be a sensible step to improving road safety in such areas.</p> <p>However, we oppose the blanket implementation of 20mph zones across all built up areas, including areas which do not meet the above criteria, as such a policy can have significant deleterious impacts on bus journey times and can</p>

	<p>serve to make public transport less attractive than other, less sustainable modes. In severe cases, this can lead to bus cycle times becoming unachievable, which in turn can put the continued operation of bus services under threat.</p> <p>We do not perceive Nuneham Courtenay to be an area where frequent and planned mixing between motor traffic and vulnerable road users exists, as there are no real active frontages in the village fronting the A4074, and walking and cycling through the village is not attractive due to the character of the wider A4074 corridor either side of the village, and lack of walking and cycling infrastructure provided.</p> <p>We would therefore wish to register an objection to this proposed scheme. It is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the council's policies. Ultimately if journey times become too great, either, extra bus and driver resource needs to be added to maintain the same level of service (i.e. increased cost for no increased revenue) or alternatively timetables need to be trimmed so that they can be operated with the existing resource (i.e. reduced revenue from the same operating cost).</p>
(3) Local group/organisation, (Unlimited Oxfordshire)	<p><b>Support</b> – welcome the proposal for a 20mph speed limit in Nuneham Courtenay. In busier periods the village is effectively cut in two by almost continuous streams of traffic. This will get even worse when the proposed Clifton Hampden bypass has been built.</p> <p>However, I consider that there should also be a 40mph speed limit to the south of Nuneham Courtenay, between the Golden Balls roundabout and the proposed start of the 20mph speed limit. At present, northbound vehicles, after leaving the Golden Balls roundabout, can legally get up speed to 60mph, and, with the downhill approach to Nuneham Courtenay, some of them fail to reduce speed sufficiently to comply with the existing 30mph speed limit before reaching the Baldons junction.</p> <p>Also, advance warning signs for the 20mph speed limit should be provided. I can remember applying to the Department for Transport, when I was working for the County Council, for authorisation of advance warning signs (countdown signs 300, 200 and 100 metres in advance) for a 30mph speed limit (I can't remember the location of the speed limit, my application was between 15 and 20 years ago). The DfT refused authorisation because they said non-compliance was not likely to be an issue. I hope that the DfT will allow advance warning signs for the 20mph speed limit at Nuneham Courtenay; the way they assess such applications may have changed since they refused my application.</p>

	<p>Something else that should be considered: a pedestrian crossings is desirable near each of the two pairs of bus stops in Nuneham Courtenay. With a 20mph speed limit, zebra crossings would be the most appropriate type.</p> <p>I'll be interested to know, in due course, whether my suggestions for 40mph to the south of Nuneham Courtenay and for zebra crossings will be followed up.</p>
(4) Member of public, (Rickmansworth, New Road)	<p><b>Object</b> – The A4074 is a major arterial route and is the fastest, most direct road between Oxford and Reading. The stretch through Nuneham Courtney has already been subject to speed reductions in the past, and is one of many along the A4074 in recent years, including approach to the Heyford Hill roundabout, the Wallingford area, the approach to Berinsfield and through Cane End, all of which combine to increase journey times and weaken links to one of our closest neighbouring major towns. Such speed limit reductions and the severing of cross-city vehicle travel in Oxford city are seemingly designed to encourage more vehicles to use the A34, placing more strain on what must be one of the most ineffective National Highways in the country. What's more, this route adds nearly 70% more distance when travelling between town centres, which is of course less desirable from an environmental stance. The needs of tens of thousands of vehicles moving between Oxford and Reading and all towns in between need to be given greater consideration against the hundred or so residents on the stretch of road in question. The local Parish council and local residents will already be aware that A Roads are designated as such because they are important routes for vehicular traffic. 30mph is already a fair compromise. There is little pedestrian or cyclist activity, and if safety is such a concern then efforts would be better invested in installing a crossing.</p>

# Agenda Item 17

Divisions affected: *Berinsfield & Garsington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023**

### **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 Newington as advertised.

#### **Executive summary**

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

#### **Formal consultation**

6. Formal consultation was carried out between 31 August and 22 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, Newington parish council,

Drayton St Leonard parish council, and the local County Councillor representing the Berinsfield & Garsington 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, they consider their view as 'having concerns' rather than a formal objection.

## Other Responses:

8. 17 online responses were received, two from local councillors and the remainder from local residents – all in support of the proposals.
9. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

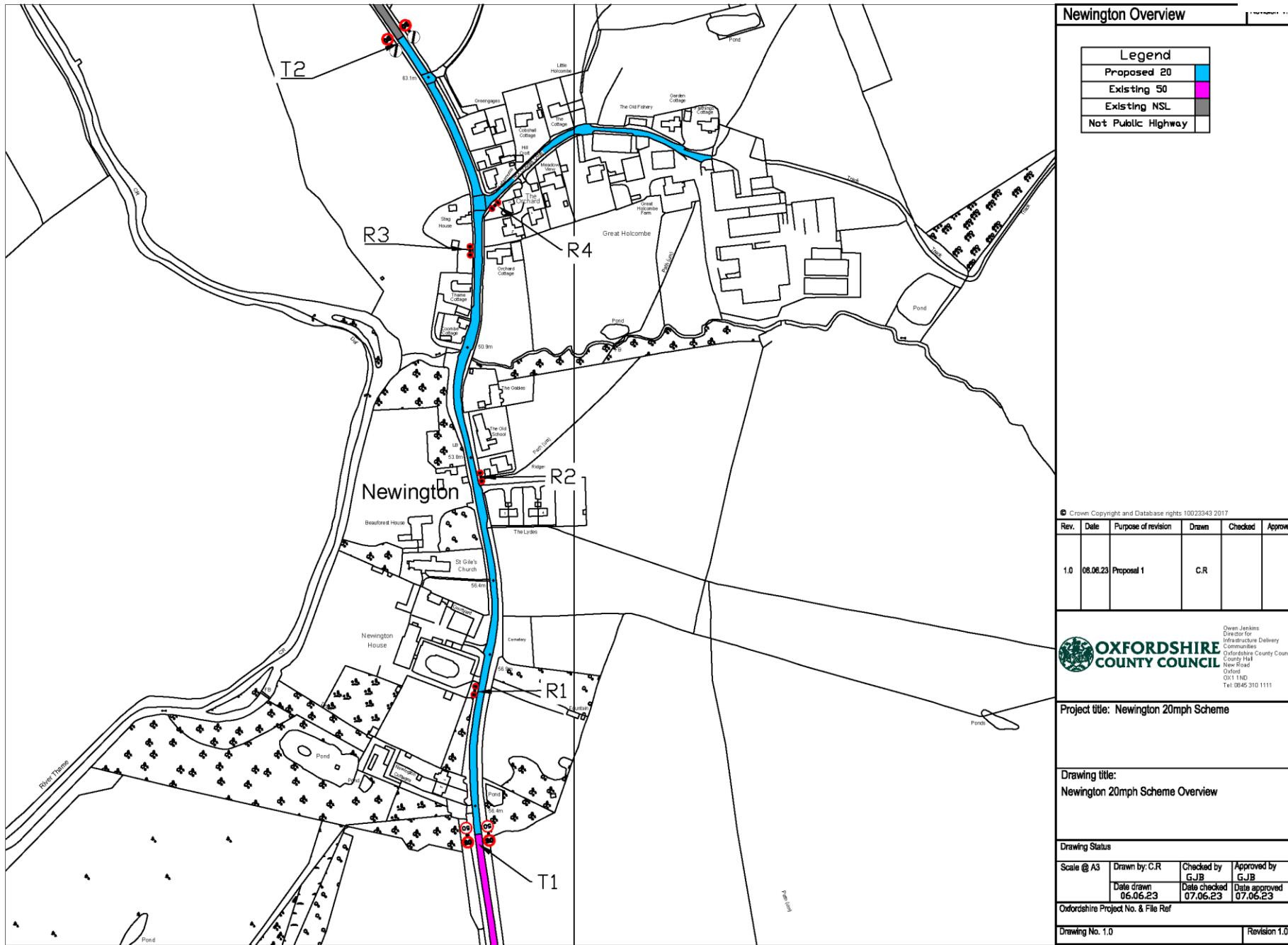
## Officer response to objections/concerns

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 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

Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

October 2023



RESPONDENT	COMMENTS
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 398</p> <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 .</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) Local Cllr, (Drayton St Leonard, Church Lane)	<b>Support</b> - We see inconsiderate driving in our own lanes in the neighbouring village (Drayton St Leonard), so I fully support Newington's initiative
(3) Local Cllr, (Newington, Holcombe Lane)	<b>Support</b> - Responding to residents request and concerns
(4) Local Resident, (Newington, A329)	<p><b>Support</b> - As resident beside the A329 in Newington for some 40 years I could say that the proposal is long overdue. It remains an urgent issue that is increasing in severity along with traffic flows. Such only set to rise with new &amp; proposed residential development, both locally &amp; within the area, &amp; of course the beneficial advent of more electric (quieter? ) vehicles is only adding to an existing problem similar to that encountered along Holcombe Lane &amp; at its junction with the A329 in the village.</p> <p>A long established, much repaired, "traffic calming" installation at the bottom of Primrose Hill for traffic from the South can only be partly effective - of course many drivers do take heed that care is needed through the village but without doubt, as found by a recent speed survey, the majority do not. In reality the need to wait for any oncoming traffic can result in irritation &amp; when the way is clear, every effort is made to regain an excessive speed as quickly as possible. This is achievable before the blind corner by the Church &amp; before it becomes evident to any after it, either by sound or sight. A minority also take advantage of the approach down the hill to achieve the fastest speed possible, although more obvious occasionally during the regular Sunday parades of motorcycles! I have lost count of the near misses encountered in either circumstance, personally or by family members &amp; our neighbours, attempting to cross the road on foot or pull out on to or off of the road while driving.</p> <p>These experiences are reiterated, often coincidentally, from the other direction where another blind corner exists for road users travelling South, adjacent to the slip road opposite The Gables The new automated speed sign perhaps of</p>

	<p>less deterrent to those more intent on their own interests than the safety of others</p> <p>All that said, a reduction of the existing 30mph limit to 20 can only have a limited effect with similar reasoning, but certainly another step in the right direction. However, what enforcement was forthcoming would result in a considerable increase in penalties for any that continue to ignore it &amp; fall foul of the speed camera - when it is present &amp; even with the current infrequency.</p>
(5) Local Resident, (Newington, A329)	<b>Support</b> - Driveway exits onto a blind bend and hill. Speeding drivers have frequently underestimated the bend after the hill and crashed into garden fences. As a keen cyclist 20mph would be far safer.
(6) Local Resident, (Newington, Holcombe Lane)	<b>Support</b> - The road is very fast, there's a sharp bend and the pathways are narrow.
(7) Local Resident, (Newington, Holcombe Lane)	<b>Support</b> - Child safety
(8) Local Resident, (Newington, Holcombe Lane)	<b>Support</b> - Cars go too fast through our village. Pedestrians need safety esp children
(9) Local Resident, (Newington, Holcombe Lane)	<b>Support</b> - To make the village more accessible especially for young children. Quite often cars and larger vehicles drive along the A329 passing through Newington at dangerous speeds. I would like pedestrians to feel safer walking along that road.
(10) Local Resident, (Newington, Main Road)	<b>Support</b> - Large numbers of vehicles drive through the village at speeds much higher than 30mph and I hope that reducing the limit would at least slow them a bit even if not to 20mph. I live near a bend on this road and to pull out of my driveway we always have to wind down our windows and listen for approaching vehicles but with many more quiet electric cars on the road we need to adapt our speed limits in residential areas to suit current needs.
(11) Local Resident, (Newington, Newington)	<b>Support</b> - Will support any measures to reduce the speed of Traffic through the village. Our son walks through the village daily to catch school bus. The speed of some cars, vans and motorcycles is terrifying.

(12) Local Resident, (Newington, Newington Road)	<b>Support</b> - People drive through at 50mph which is dangerous and noisy
(13) Local Resident, (Newington, Thame Road)	<b>Support</b> - Cars speed through village which only has partial pavement. Live next to the brow of the hill so cars are speeding over the brow and unable to see in advance any obstacles.
(14) Local Resident, (Newington, Thame Road)	<b>Support</b> - I live in the first cottage as you pass the Newington signpost and the road speed limit changes from 50mph to 30mph. Very often motorbikes and cars are passing my house at 50mph although it is 30mph as they can see the signage ahead that changes to 50mph. Having two very small children this is a daily concern and stress for me as it feels like we have to wait for a fatality until something is done about it. I would like you to consider not only amending the speed to 20mph but also moving the 50mph slightly further up the road so that drivers don't put their foot down directly outside my house or consider speed bumps. With lots of small families and pets in the village which occasionally escape it feels like we are just waiting for a day that a tragedy is to happen at present although we try our upmost daily to prevent this. We would be really grateful for your support as I am sure you appreciate the concerns I raise.
(15) Local Resident, (Newington, Thame Road)	<b>Support</b> - I live on the main road through Newington and I strongly support the reduction to 20mph. Traffic speeding through the village is a real and serious issue; and as someone with a small child I would love to see the road made safer through the introduction of a reduced speed limit. Vibration from passing traffic is also an issue which the reduction would reduce, and I would be very grateful for that amongst many other benefits. Our small and rural village is divided by the road and I feel isolated living on the far side of the rest of the village, split in half by a road that has become increasingly congested and fraught with speeding drivers, that a reduced speed limit might help to create more cohesion in the village and help foster a greater sense of community - allowing residents to more safely cross the road. I strongly support the 20mph limit.
(16) Local Resident, (Newington, Thame Road)	<b>Support</b> - Hello, we live at Tamarisk House the last house out of Newington if you are traveling towards Warborough. We fully support the 20MPH proposed limit as the road through Newington is getting very busy and is used as a race track in the evenings and weekends by cars and especially motorbikes. We have a very small and narrow footpath that leads down the hill. we have small children and its quite dangerous to walk down the footpath as cars and especially motorbikes use this road as a race track. outside our property the road speed increases to 50MPH as you go up the hill and has a traffic choke point to try to slow vehicles down as they enter Newington. Both of these are in totally the wrong place. The Choke point just means that cars try to pass quickly if they see a car coming so speed up or have to brake hard as they miss time it. Our front garden wall has been

	<p>knocked down twice this year already, by cars having to break hard and swerving into our property. once with the children in the front garden and the car knocked concrete blocks 10 feet into our garden narrowly missing the children. The traffic pollution both car exhaust and noise are terrible due to cars breaking hard and then revving up to pull away. With large lorries breaking hard out side, the house is literally being shaken to bits. We can feel the house shaking when these large vehicles are forced to break in front of our house. we have several structural cracks now getting wider due to the road vibration and the sheer energy being dispersed as vehicles are forced to break hard. The 50MPH signs that are just past our property are again in the wrong position. All they do is give a green light for all vehicles to put their foot down and speed up the hill causing both exhaust and noise pollution. Both the Choke point and the 50mph sign need moving 100mts up the hill away from Newington as they are in Milton etc so they are not near properties.</p>
(17) Local Resident, (Newington, The Lydes)	<p><b>Support</b> - As resident beside the A329 in Newington for some 40 years I could say that the proposal is long overdue. It remains an urgent issue that is increasing in severity along with traffic flows. Such only set to rise with new &amp; proposed residential development, both locally &amp; within the area, &amp; of course the beneficial advent of more electric (quieter? ) vehicles is only adding to an existing problem similar to that encountered along Holcombe Lane &amp; at its junction with the A329 in the village.</p> <p>A long established, much repaired, "traffic calming" installation at the bottom of Primrose Hill for traffic from the South can only be partly effective - of course many drivers do take heed that care is needed through the village but without doubt, as found by a recent speed survey, the majority do not. In reality the need to wait for any oncoming traffic can result in irritation &amp; when the way is clear, every effort is made to regain an excessive speed as quickly as possible. This is achievable before the blind corner by the Church &amp; before it becomes evident to any after it, either by sound or sight. A minority also take advantage of the approach down the hill to achieve the fastest speed possible, although more obvious occasionally during the regular Sunday parades of motorcycles! I have lost count of the near misses encountered in either circumstance, personally or by family members &amp; our neighbours, attempting to cross the road on foot or pull out on to or off of the road while driving.</p> <p>These experiences are reiterated, often coincidentally, from the other direction where another blind corner exists for road users travelling South, adjacent to the slip road opposite The Gables The new automated speed sign perhaps of less deterrent to those more intent on their own interests than the safety of others.</p> <p>All that said, a reduction of the existing 30mph limit to 20 can only have a limited effect with similar reasoning, but certainly another step in the right direction. However, what enforcement was forthcoming would result in a</p>

	considerable increase in penalties for any that continue to ignore it & fall foul of the speed camera - when it is present & even with the current infrequency.
(18) Local Resident, (Newington, The Lydes)	<b>Support</b> - The speed that cars and motorcycles come through Newington is frightening. What I use to consider a safe road to run and cycle on, is now too dangerous to walk on. There are little footpaths to walk on when you want to get to local bridleways. The twisty nature of the road through Newington attracts motorcyclists all summer long, and many of the deaths on local roads on Monday nights probably came through the village. I've lived in the village for 26 years, and more and more have instances with speeding cars , pulling out on to the road and through the traffic calming.

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# Agenda Item 18

Divisions affected: *Sutton Courtenay & Marcham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023**

### **DRAYTON (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 Drayton (Abingdon) as indicated by the orange, red, and yellow sections outlined in **Annexes 3A & 3B**, which are less restrictive than the proposals originally advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Drayton as shown in **Annexes 1 & 2**. A report was initially tabled in July but following strong objections from bus operators was deferred pending further discussion.

#### **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 Drayton by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 07 June and 30 June 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, Drayton (Abingdon) parish council, and the local County Councillor representing the Sutton Courtenay & Marcham division.

### **Statutory Consultee Responses:**

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Oxford Bus Company (OBC) object to proposals for extensive 20mph limits on the B4017 and wish to see them restricted to a short length between the Red Lion pub to the North and Kiln Lane to the South. Drayton Parish Council expressed support for the proposals.

### **Other Responses:**

8. All eight online responses were objections. A Witney resident objected suggesting blanket limits were an unnecessary waste of money with the County Council pursuing political ambition rather than representing the views of the electorate. Six local residents, and someone representing a group objected on the grounds that the proposals were unnecessary, would increase congestion and dilute the impact of more valid lower limits. One objector supported 20mph limits in residential roads.
9. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

### **Subsequent Bus Operator Discussions**

10. Following the deferment of a decision in July, further discussions with bus operators were undertaken to seek an acceptable solution. However, while some reduction to the originally proposed and advertised 20mph speed limit scheme was agreed, it was not deemed appropriate to reduce to the extent that the bus operators wished without compromising the impact and intent of the 20mph policy. As such their concerns and objection remains.

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

11. The main purpose of the scheme is to improve safety and create an environment to encourage greater use of active travel by reducing speeds. 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 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 the comments made of this nature in this report.

13. Officers sympathise with operator concerns and acknowledge the importance of this bus corridor and recognise the argument that it is relatively, open and the sections of the road in question is strategic. However, officers professional view, taking into account also the strong support for 20mph speed limits from the local council, local member and several strong advocates in the community, is that implementation of the 20mph speed limit, as now proposed within this report, align with the 20mph policy and will help create a safer environment.
14. The proposals and their impact, as with all schemes, will be kept under review including liaison with the bus company. Speed limits could be changed in the future should bus services prove to be in serious jeopardy.

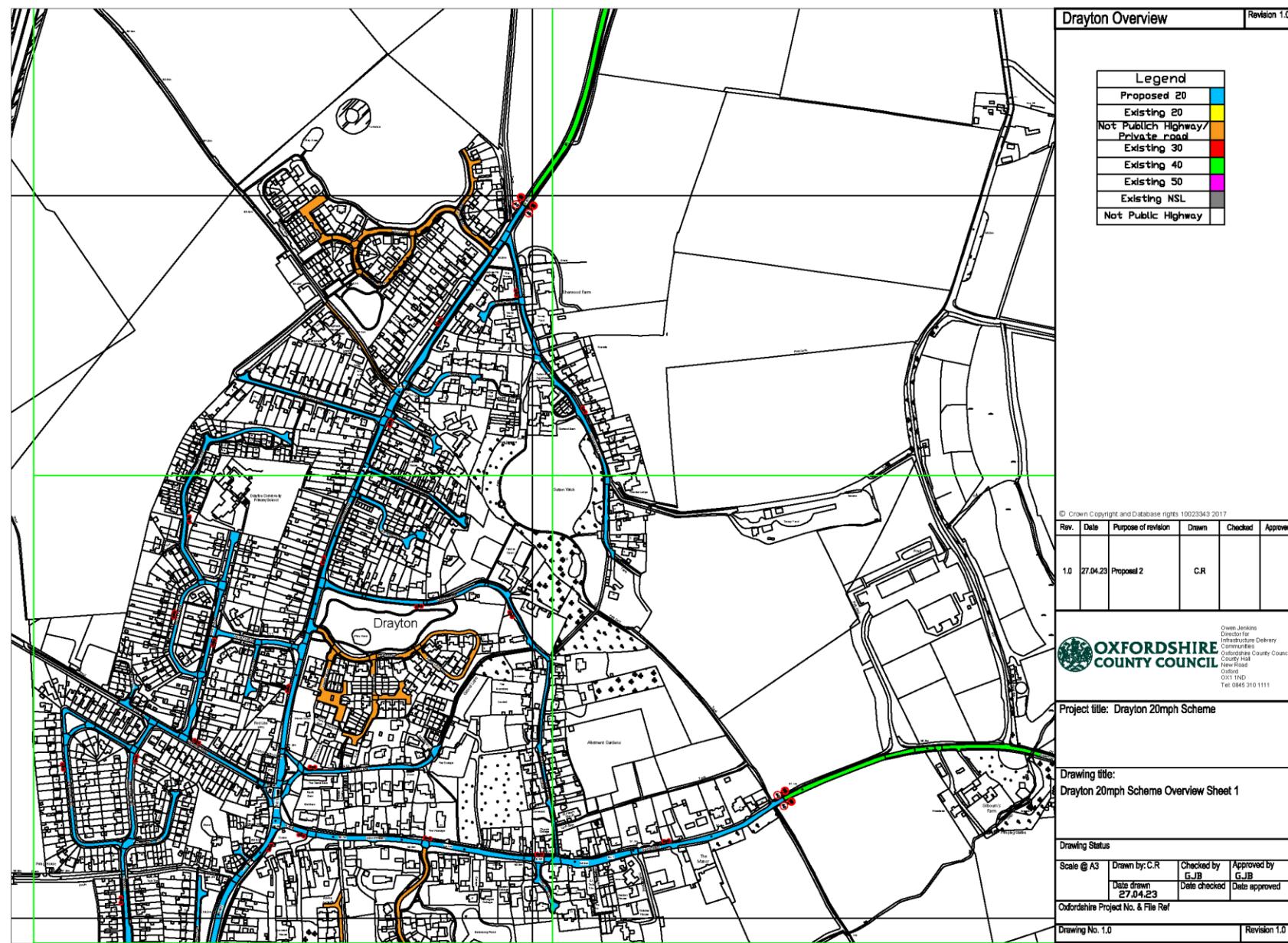
Bill Cotton

## Corporate Director, Environment and Place

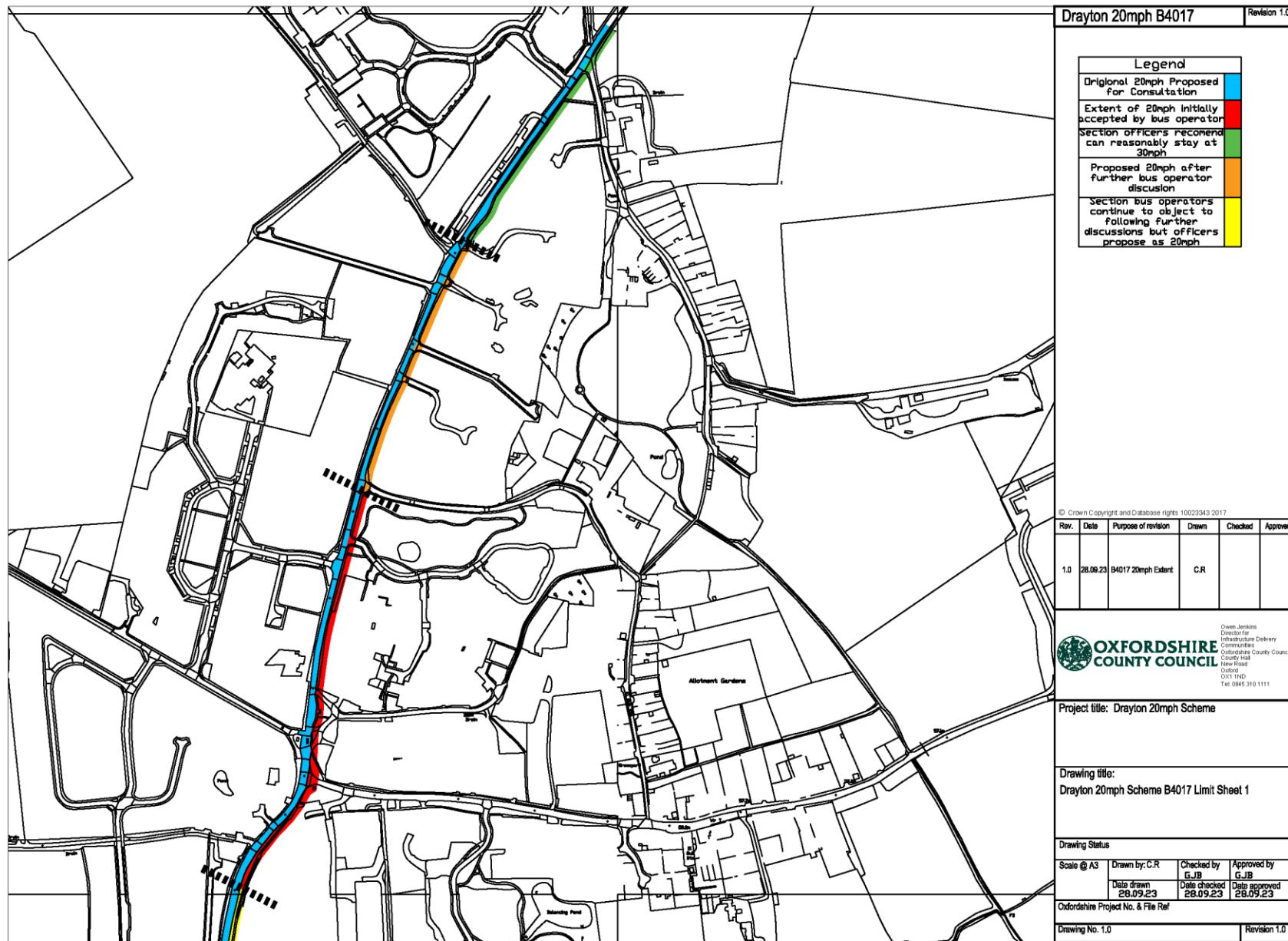
Annexes 1 & 2: Consultation plans  
Annexes 3A & 3B Plans of amended proposals  
Annex 4: Consultation responses

Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

October 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) Drayton Parish Council	<b>Support</b> – Drayton PC supports the 20 mph scheme
(3) Business Development & Partnerships Manager, (Oxford Bus Company / Thames Travel)	<p><b>Object</b> – Drayton has excellent bus service provision in terms of frequency, spread of the day/week that service is available. Drayton has direct services to Abingdon, Didcot and Oxford provided by the Thames Travel X2 service. This operates up to every 20 minutes Mondays to Saturdays with a bus up to every 30 minutes on Sundays and Public Holidays. There is also the night bus NX2 service that provides similar journeys in the early hours of Saturday and Sunday mornings. The village is also served by buses to schools and the Kasam Stadium.</p> <p>We have no problem with and support these proposals where they do not affect bus services. However, we have concerns about the 20mph to be applied to the B4017 which is the main road running north south through the village.</p> <p>We believe the introduction of a 20mph speed limit in the centre of Drayton near the village green and Post Office is a sensible suggestion given the frontages and planned mixing between vulnerable road users and motorised traffic and so support this section. North of the Red Lion PH and south of Kiln Lane there are minimal direct frontages and commercial activity which would see planned mixing between vulnerable road users and motorised traffic. We therefore object to the proposed reduced speed limit for these two sections of the B4017 road. Indeed, on the southern section there are large parts with no frontages at all on one or both sides of the road.</p> <p>Whilst the two sections of road which we object to the reduced speed limit may seem modest in length, the cumulative reduction in speeds on bus journey times need to be considered. In recent time the speed limit between Drayton and Abingdon has been reduced from 50mph to 40mph and there are plans to introduce 20mph speed limits in both Abingdon and Steventon.</p>

	<p>It is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the council's policies. Ultimately if journey times become too great, either, extra bus and driver resource needs to be added to maintain the same level of service (i.e. increased cost for no increased revenue) or alternatively timetables need to be trimmed so that they can be operated with the existing resource (i.e. reduced revenue from the same operating cost). This could lead to the X2 service becoming financially unsustainable in its current form and so could lead to service reductions.</p> <p>Given the nature of the B4017 and the distance involved it is unlikely that walking will make up significant mode share along the wider corridor (for example Drayton to Oxford or Drayton to Didcot). Therefore, the council should be seeking to maximise support for public transport on this corridor to help achieve our decarbonisation aims.</p>
(4) Local Resident, (Drayton)	<p><b>Object</b> - 20mph zones should be carefully targeted to reflect clear risk not imposed in a blanket way which dilutes their impact where they are actually needed</p>
(5) Local Resident, (Abingdon, King Street)	<p><b>Object</b> - Do not feel this is necessary, road is safe and fine as it is</p>
(6) Local Resident, (Abingdon, Bowler Gardens)	<p><b>Object</b> - I object on 20 mph speed limits being imposed on the major roads through the village (Abingdon Road, Steventon Road (both part of the B4017) and High Street (B4016). The traffic is slow enough on these roads due to current traffic speed reduction schemes (traffic lights, zebra crossing, speed bumps) and due to parked cars (mainly on High Street) that further speed reduction is not needed. Having a 20 mph zone across the whole village will slow traffic too much, and create longer commutes, including in buses, which is not a way to increase the numbers of people taking public transport.</p> <p>Can the council show the data where road accidents have been caused in these specific areas due to excessive speed? It seems the blanket excuse "road safety concerns" is rarely backed up by figures.</p> <p>I'm in support of 20 mph zones on non-main roads (e.g. Sutton Wick Lane, Henleys Lane), and the roads around the Drayton Primary School. I'd also support timed 20 mph limits on Abingdon Road which coincide with school drop off and pick up time (e.g. flashing lights and warnings, especially at crossing points).</p>

(7) Local Resident, (Abingdon, Saxton Road)	<b>Object</b> - With the current traffic issues already in Abingdon lowering the speed limit in certain areas is not going to improve anything just more of a nuisance
(8) Local Resident, (Abingdon, Bowler Gardens)	<b>Object</b> - I don't believe that this will increase safety within the suggested area. 30 MPH currently has no issues and traffic is a struggle at flowing with a higher speed limit. The area is not immediately built up enough to warrant a reduction in speed limits
(9) Local Resident, (Abingdon, Bowler Gardens)	Object - Why does it need to be 20? It's going to increase the traffic more than it already is. Constant queues etc. Barely any pathways near the side of the road anyway
(10) As part of a group/organisation, (Abingdon, Crescent)	<b>Object</b> - Entirely not required.
(11) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> - Drayton given the size and geography of this occasion (and a pleasure to visit) does not need the 20mph zones as this is not beneficial to the small communal area. Residents I spoken to in the local shop are seeing what is happening elsewhere and commented how depressing it is to be reminded every 10 yards of the new limit considering it unnecessary, cruel and becoming a dictatorship. I could not agree more as it is a bit like a Russian street being fed Z propaganda every 10 yards if you google it.</p> <p>The area does not need the speed limits to be reduced and neither does it need services slowed further which only causes anger and creates less trust in local politics. The roads do not need additional restrictions and the signs are better off used in school roads, retirement communities and high streets but does not need blanket restrictions everywhere. Totally uncalled for. This makes pollution far worse if people are made to slow down but undoubtedly to sceptics that know how this works, is the Council will see the data and will smear the motorist further not getting out the cars and then considers further restrictions/sanctions which will only play in to the hands of conspiracy theorists that the pie in the sky net zero is about taking people out of their cars by force going back to the dark ages. So really do not recommend this goes ahead but undoubtedly the stalinist minds have already made their mind up and the consultation will be a sham unfortunately.</p>

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Divisions affected: *Charlbury & Wychwood*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 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 advertised.

#### **Executive summary**

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

#### **Formal consultation**

6. 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:**

7. Two statutory consultees responded. 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. The Parish Meeting chairman's reply reports a consensus view of all residents who support the proposals in the hamlet and also seek a 20mph speed limit on the whole length of the rural road running past their community, the response in full is shown in **Annex 3**.

### **Other Responses:**

8. No other responses were received.
9. The statutory consultee responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

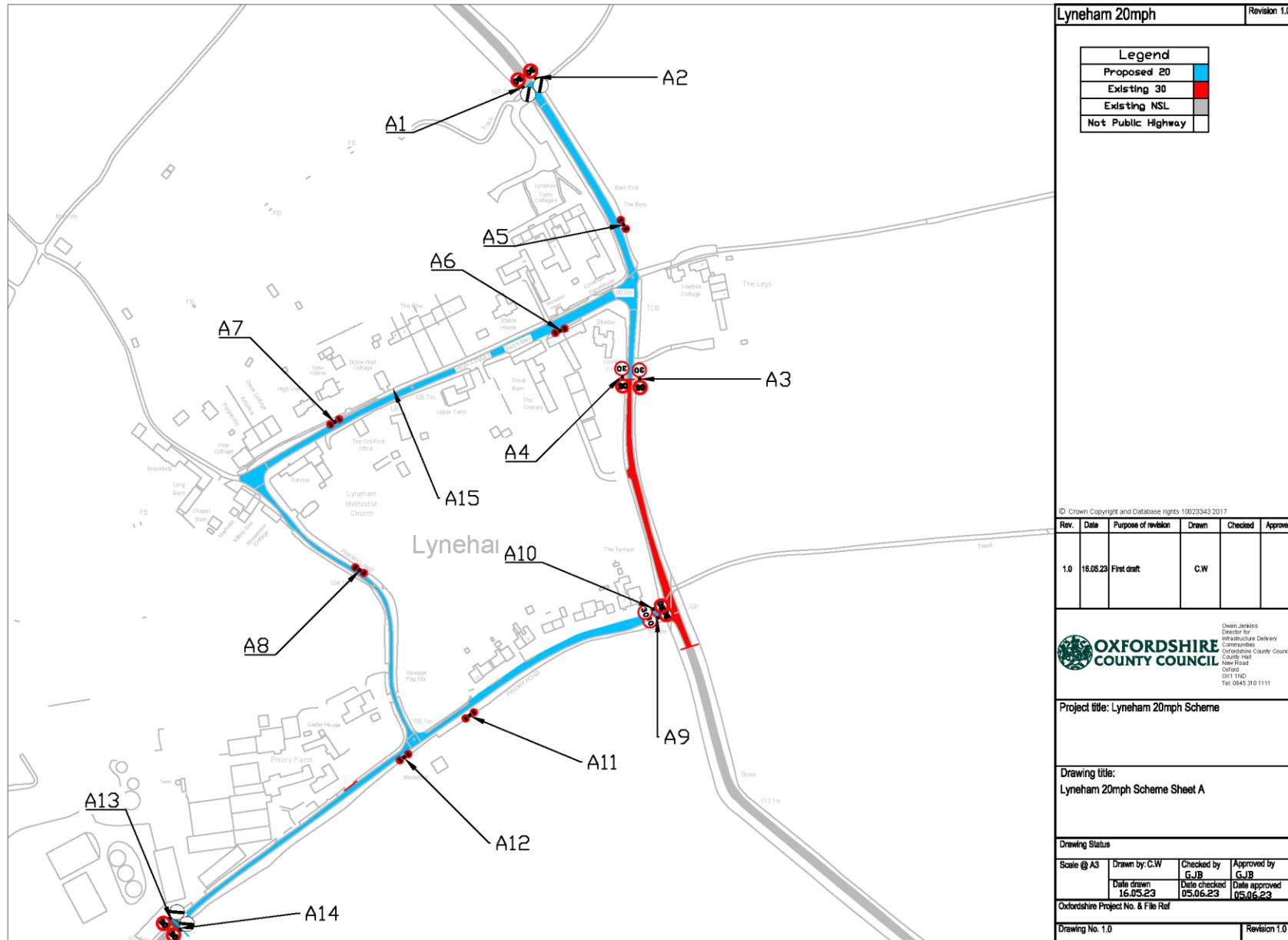
10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel 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. In placing a 20mph speed limit throughout the hamlet the proposals encompass all residential accesses. A 20mph limit is also proposed on the section of the adjacent rural road with a slight bend and occasional joint accesses. It is proposed to retain the existing 30mph limit on the remaining section of this road as officers see no benefit in reducing the whole road to 20mph.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses Annex 3: Lyneham Parish Council response
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Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

October 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 3</b></p>

## ANNEX 3

### 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

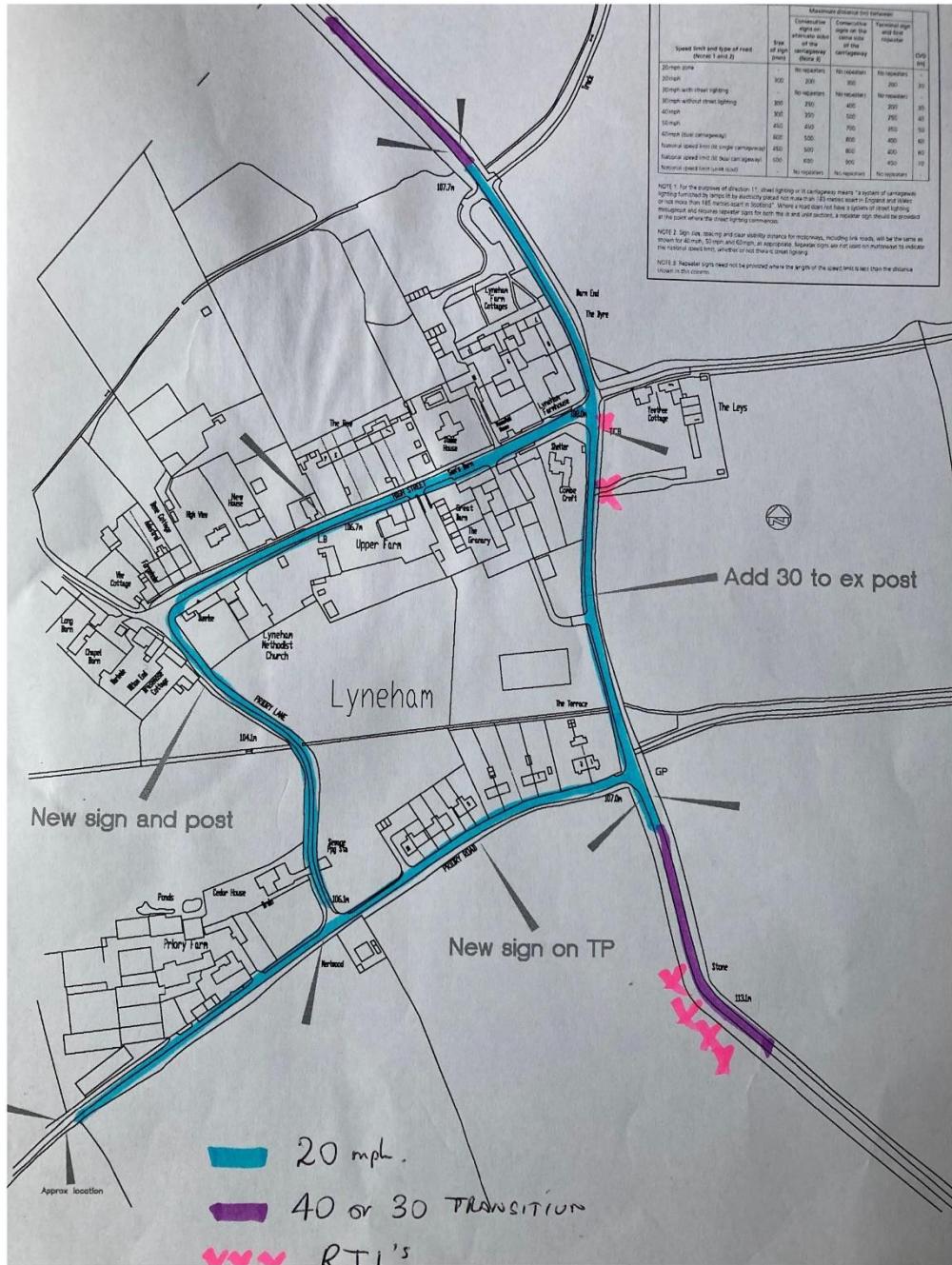
The existing 30 we had understood would be reverting to 20 , it is as you state 16m from the junction,that's too close and would obviously be better displaced further away or again a transition from 60 to 40 or 30 prior to the bend.

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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# Agenda Item 20

Divisions affected: *Faringdon*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023**

### **LITTLEWORTH: 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 Littleworth as advertised.

#### **Executive summary**

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

#### **Formal consultation**

6. Formal consultation was carried out between 20 July and 11 August 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, Vale of White Horse District Council, the local District Cllrs, Littleworth parish council, and the local County Councillor representing the Faringdon division.

## Statutory Consultee Responses:

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

## Other Responses:

8. 12 online responses were received, with ten local residents in support and two members of the public objecting. One suggested the proposals were unnecessary with traffic calming and education better tackling problems of undue speed – and that the money better targeted to road maintenance. A Witney resident also believed the proposals to be unnecessary and an attack on motorists.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

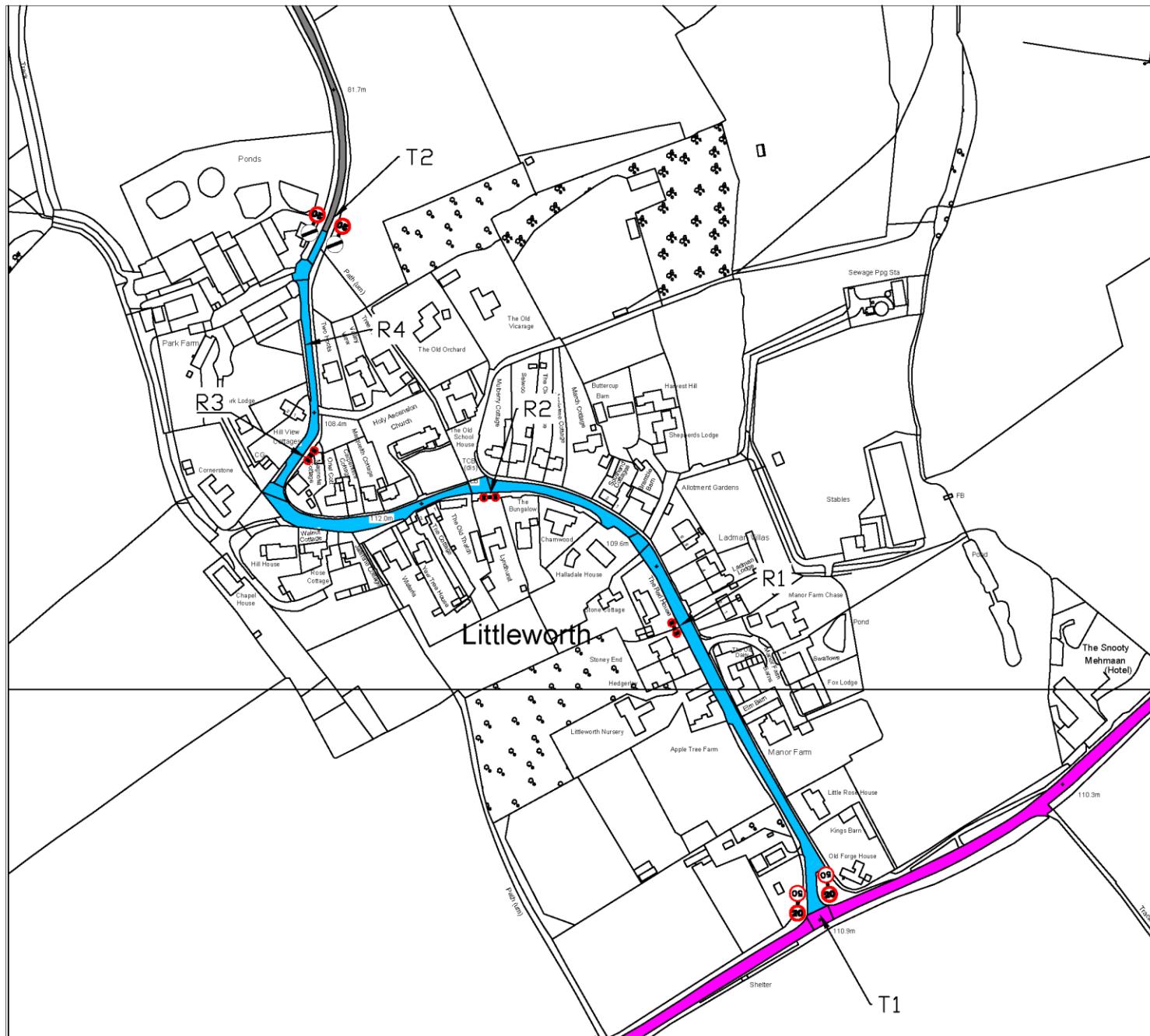
## Officer response to objections/concerns

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 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 the comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

October 2023



Littleworth Sheet A1					
Legend					
Proposed 20					
Existing 50					
Existing NSL					
Not Public Highway					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	05.06.23	For Site	C.R		
Owen Jenkins Director of Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Abingdon OX1 1ND Tel: 0845 310 1111					
Project title: Littleworth 20mph Scheme					
Drawing title: Littleworth 20mph Scheme Sheet A1					
Drawing Status					
Scale @ A3	Drawn by: C.R	Checked by: GJB	Approved by: GJB		
	Date drawn: 05.06.23	Date checked: 05.06.23	Date approved: 05.06.23		
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 .</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) Member of public, (Thame)	<p><b>Object</b> - 30pm is more than adequate, this dangers points can sorted with traffic calming measures, the policy of continual nimby restrictions is to much. education rather than restrictions. We should be using common sense and if that's not possible traffic calming measures, in known areas of concern. They could try fixing the pot holes first, might be better use of public money.</p>
(3) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> - This is a waste of time, money and flawed consultation. Why does this road need a stupid 20 sign for a place that has 0 care of the current speed limit now and shows no evidence in the data it is needed. Driven there loads of times at the speed limit and there has never been any risk to life. Seems Oxfordshire County Council officials are unfortunately attacking motorists and think everybody should cycle even if their nearest supermarket is a cars drive away.</p>
(4) Local Resident, (Littleworth, Harvest Hill)	<p><b>Support</b> - We have been trying to achieve this for 20 year PLEASE GET THIS DONE ASAP!! Children playing and rat runs for schools need to be considered</p>
(5) Local Resident, (Littleworth, Lane off road through Littleworth)	<p><b>Support</b> - Cars go through the village far faster than the 30mph limit, therefore lowering the speed limit would lower the speed of drivers overall</p>
(6) Local Resident, (Littleworth, Main Road)	<p><b>Support</b> - Single and narrow road across the village. Would make it safer</p>
(7) Local Resident, (Littleworth, Road through Littleworth)	<p><b>Support</b> - Safety of the residents and their pets</p>

(8) Local Resident, (Littleworth, Road through Littleworth)	<b>Support</b> - As a family with young children, I see more and more drivers using Littleworth as a 'cut-through' which the majority of the time means they are in excess of the 30mph limit already. It is my belief that any additional traffic calming /enforcement would provide a safer environment for all that live and use the roads through our village.
(9) Local Resident, (Littleworth, Road through Littleworth)	<b>Support</b> - Too many cars and other vehicles already drive too fast though the village. Hopefully the 20MPH limit will concentrate attention of these drivers.
(10) Local Resident, (Littleworth, Road through Littleworth)	<b>Support</b> - The narrow village road has a footpath on only one side and is narrow with parked vehicles further reducing the width in a number of locations. The two bends of significance create further hazards especially the ninety degree bend at the north west of the community where the pavement terminates on the bend a traffic speed of 30 mph is not safe for this community.
(11) Local Resident, (Littleworth)	<b>Support</b> - Littleworth is a small village with many young children. Often the village is used as a cut through with cars which often exceed the current 30mph limit. I feel is a risk to the safety of the residents. A 20 mph limit would be a really sensible decision
(12) Local Resident, (Littleworth)	<b>Support</b> - I think reducing the speed limit through the village will make it safer!
(13) Local Resident, (Littleworth)	<b>Support</b> - For safety and environmental reasons

Divisions affected: *Didcot East & Hagbourne*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 12 OCTOBER 2023**

### **EAST HAGBOURNE: RESIDENTIAL DEVELOPMENT OFF MAIN STREET – PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit in the 'Deanfield Green' residential estate, East Hagbourne.

#### **Executive summary**

2. This report presents responses to a consultation on a proposal to introduce a 20mph speed limit in the 'Deanfield Green' residential estate, north of Main Road at the western end of East Hagbourne. The limit will be introduced on the following roads in their entirety; Hacca Close, Roundhouse Row, and St Andrews Crescent, as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for the proposals, including consultation will be met by the residential developer.

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

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

#### **Sustainability Implications**

5. The proposal endeavours to promote road safety for all users, and will ensure adherence to Council policy that all new residential developments should see a lower speed limit as standard when appropriate.

## Formal consultation

6. A formal consultation was carried out between 12 July and 04 August 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email was 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, East Hagbourne parish council, and the local County Councillor representing the Didcot East & Hagbourne division.
7. Three responses were received during the course of the formal consultation, with one objection from a member of the public, Thames Valley Police raising concerns, and a local bus operator having no issues.
8. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

## Officer response to objections/concerns

9. Thames Valley Police raised concerns stating that 20mph speed limits and zones should primarily be self-enforcing – suggesting that speed limits should be considered as part of a package of measures to help manage vehicle speeds and improve road safety at a given location, and that changes to the highway (such as vertical traffic calming or re-aligning the road) should also be considered.
10. The concerns from TVP are noted, however as per OCC policy and its 'Street Design Guide', all new residential developments are required to be designed and built to self-limiting 20mph speed limits as appropriate. The new residential estate considered here is no different considering likely traffic usage & levels, and as such Officers consider the introduction of a 20mph speed limit (and the associated legal Traffic Regulation Order) here necessary & appropriate.

Bill Cotton  
Corporate Director, Environment and Place

Contact Officers: Rosie Wood  
Ryan Moore 07557 082568

October 2023

# ANNEX 1



NOTES:	
Adopted Roads and Footpaths	
Adopted Verges	
Management Company Land	
Management Company Land (vehicle access)	
Electrical Easement	
Shared Accessway	
Individual & Private Plot Boundary Line	
Housing Association boundary line	
V Visitor Parking Space	
Street light location	
BCP Bin Collection Point	
Management Company Maintenance Area	

REVISION	DESCRIPTION	INITIALS	DATE
A	Adjustment to allow for electrical easement between plots 66-67	GL	20.05.22
B	Electrical easement added Shared access way added Street lighting points added P+3 parking space outlined	GL	17.06.22
C	Additional key added to demote management company land for vehicle access	GL	11.07.22
D	Parking locations revised for Plot 43-46 and Street Light Locations updated	PE	31.08.22
E	Base layout updated which removes build out opp P54 and updated Garage to P1&19	PE	06.10.22
F	Management company maintenance area added	PE	04.11.22
G	Amended legend to include Easement and Man Co maintenance area. Updated hatch to P46 parking bay and paths	PE	20.01.23

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PROJECT: MAIN ROAD  
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DRAWING: ESTATE CONVEYANCE

DEPARTMENT: TECHNICAL	DRAWN BY: GL	CHECHED BY: **
DRAWING NO: T.110.500.000	SCALE: 1:1250	PAPER: A3
STATUS: PRELIMINARY	REV: G	DATE: 01.03.22

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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> </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) Managing Director, (Go Ahead group, Oxford Bus Company, Thames Travel)	<b>No objection</b> – no issues with these proposals.
(3) Member of public, (Witney)	<b>Object</b> - No reason to implement this at all as the speed limits have already been attacked why do you need to go after a newly built housing estate where people already drive at a reasonable speed? This is again propaganda.

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# Agenda Item 22

Divisions affected: *Bloxham & Easington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023**

### **BLOXHAM: 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 Bloxham as advertised.

#### **Executive summary**

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

#### **Formal consultation**

6. Formal consultation was carried out between 04 May and 29 September 2023 (period extended at the request of the parish council). 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,

Bloxham parish council, and the local County Councillor representing the Bloxham & Easington division.

### **Statutory Consultee Responses:**

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council supports 20 limits on the narrow and more constrained roads but suggest the proposals be re-considered on the more strategic routes given their alignment. It also believes in many locations parked cars already keep speeds below 20mph. In its response, Bloxham Parish Council considered the residents responses to its own informal consultation on the proposed 20mph speed restrictions and agreed that it supported the 20mph proposals for the residential areas as suggested; it also submitted requests for 20 limits on strategic routes.

### **Other Responses:**

8. 68 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/objection	Total
20mph speed limit	20 (29%)	13 (19%)	35 (52%)	-	68

9. A letter was also received, which suggested that parking was primarily the main issue with traffic within the village.

10. 37 local residents in support including two who had labelled their response as 'concerns'. Objections and concerns were expressed by 28 local residents and two members of the public, one of whom lived in Witney. One respondent was neutral.

11. The following table is a synopsis 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	20
Congestion and pollution concerns	8
No safety justification	7
Limit will be ignored	5
Only needed in some areas	4
Not on A361	3
More calming instead	3

Increased danger to pedestrians from false sense of security	3
Increased sign clutter	2
Increased driver distraction from focus on speedometer	1

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

Travel Change	Number
Yes – walk/wheel more	13 (19%)
Yes – cycle more	7 (10%)
No	47 (69%)
Other	1 (2%)

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

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

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

15. The public responses were closely balanced between support and objection/concerns. However, while 68 views is a relatively strong level of engagement it still only equates to approx. 2% of Bloxham's population.

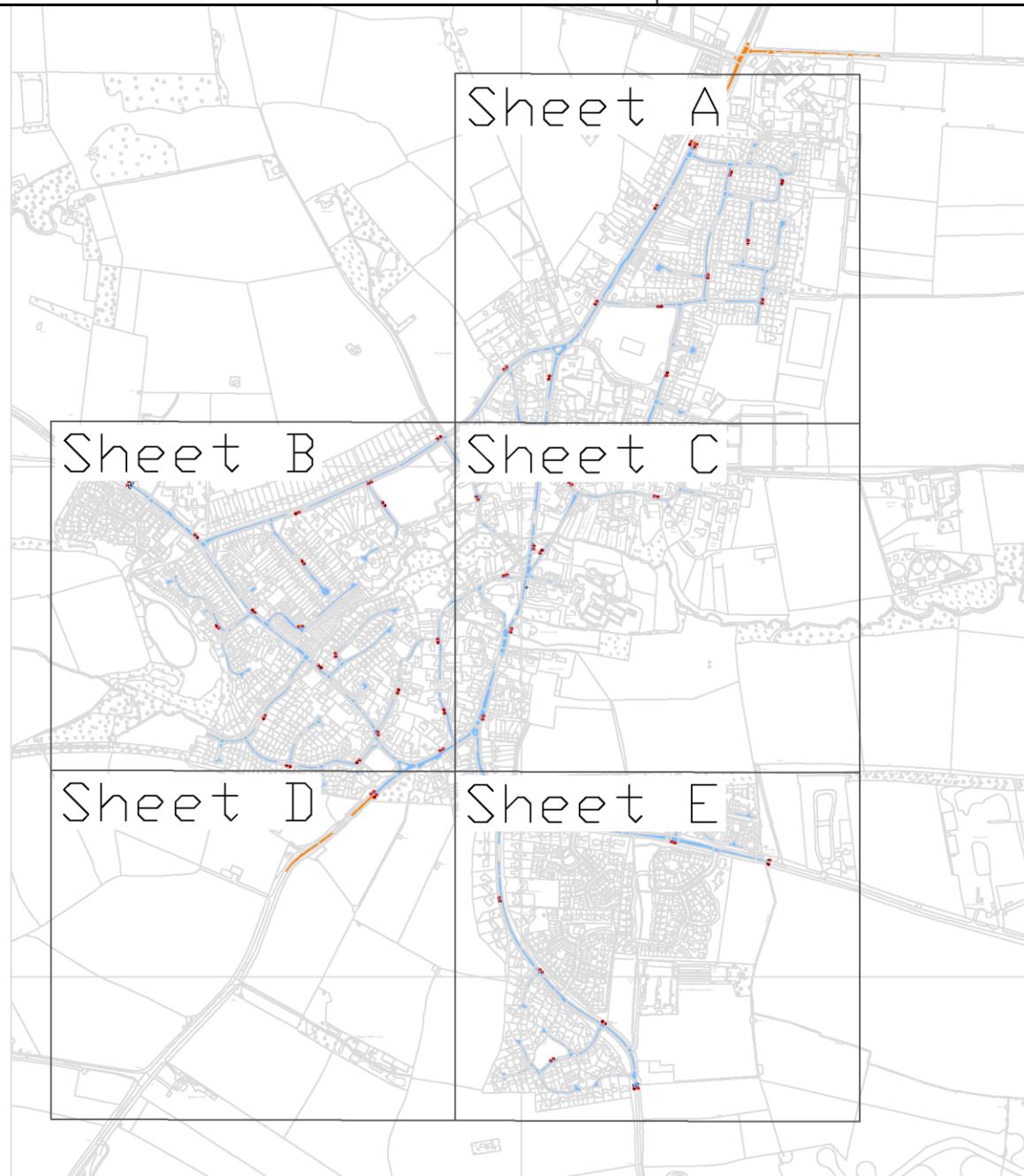
16. Cherwell District Council's views are logical but do not reflect the core strategy of the 20mph limits policy to provide lower speed limits where people live. Careful assessment is required where roads are particularly strategic, or housing is sparse but in the case of Bloxham the proposals are deemed to meet the County Council's policy. The proposals already allow for 20mph limits on strategic routes as requested by the parish council. Whilst it is recognised there has been a subsequent request for a 20mph limit on Ell's Lane, it is not believed the lane meets the policy criteria for 20mph.

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

Bill Cotton  
Corporate Director, Environment and Place

Contact Officers: Phil Whitfield 07912 523497  
Geoff Barrell 07392 318869

October 2023



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

Bloxham 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 14/02/23	Date checked 16/02/23	Date approved 16/02/23

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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 disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits – GOV.UK (<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) Bloxham Parish Council	<p><b>Support</b> – Bloxham Parish Council has considered the residents responses to its informal consultation on the proposed 20mph speed restrictions and agreed that it supported the 20mph proposals for the residential areas as suggested by OCC and made the following amendments on the main roads into the village:</p> <ol style="list-style-type: none"> <li>1. on the A361, the 20mph zone should start just prior to the junction with Courtington Lane and continue until the entrance gate at Bloxham Recreation Ground;</li> <li>2. on the A361, from the junction with Courtington Lane to Warriner School, this stays as a 30mph zone, but the 20mph speed restrictions are applied at school drop-off and collection times, and there are flashing warning signs to this effect in both directions;</li> <li>3. on Milton Road, the 20mph restrictions are applied from Dickenson Road to the junction of Barford Road;</li> <li>4. on Barford Road, the 20mph restrictions are applied from Maule Close to the mini roundabout on the A361; and</li> <li>5. on Tadmarton Road, the 20mph restrictions are applied until after the Primary School and Faulkner Close.</li> </ol> <p>In addition to the above, the Parish Council supports the current 30mph VAS' being replaced by 20mph VAS' at all locations and it would like to retain the 30mph VAS' so they can be repurposed in the village.</p> <p>Also, the Parish Council would like to be consulted on the locations of the new 20mph signs before they are erected in the village because it does not support all of the suggested locations on the plan supplied by OCC.</p> <p>Additionally, the following should also be considered:</p>

	<ol style="list-style-type: none"> <li>1. Extend the 30mph on Ells Lane from its current location at the junction with A361, to start before Wyatts Nursery and Tea Room. This is because of the use of Ells Lane for pick up and drop off at Warriner School and also pedestrians walking to the Nursery.</li> <li>2. Regarding the 20mph VAS locations, could OCC please provide the proposed locations when the officers provide details of the locations of the normal 20mph signs.</li> <li>3. Is it possible to consider funding an ANPR speed camera as part of the villages' overall traffic calming initiative? Possibly being located on the A361 coming from the Chipping Norton direction where the PC's current 30mph VAS is located by Bloxham Rec? This stretch of road is shown to be the worst for speeding as recorded on the VAS</li> <li>.</li> </ol>
(3) Cherwell District Council, (Development Management)	<p><b>Concerns</b> – Planning officers are regularly users of the roads in Bloxham, both as a destination and means of travel to destinations in all direction to and from the village. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. That said, the preponderance of parked cars tends to regulate the speeds used. In addition, there are some roads where there may appear to be less justification, principally due the nature and linearity of some of the roads:</p> <ul style="list-style-type: none"> <li>- Barford Road and Milton Road, from just after the junction with each other (should remain 30mph)</li> <li>- Courtington Lane (ditto)</li> <li>- The A361 from just north of the junction with Courtington Lane (ditto)</li> </ul> <p>We wonder whether further consideration may be given to the above alterations.</p>
(4) Local Resident, (Bloxham, Ayres Drive)	<p><b>Object</b> – I would prefer this to speed bumps everywhere but I do not feel that the level of incident / accident and general noise pollution is sufficient to warrant slowing the village down to 20mph</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Bloxham, Chipperfield Park Road)	<p><b>Object</b> – A 20mph speed limit would make little or no difference to overall speed as traffic is slow anyway</p> <p>Travel change: <b>No</b></p>

(6) Local Resident, (Bloxham, Chipperfield Park Road)	<b>Object</b> – Selected areas could be made 20mph eg near schools. Other areas can be controlled by volume of traffic at the time.  Travel change: <b>No</b>
(7) Local Resident, (Bloxham, Collins Drive)	<b>Object</b> – Feel it's unnecessary. There doesn't appear to be any reason to lower the speed limit  Travel change: <b>No</b>
(8) Local Resident, (Bloxham, Gascoigne Way)	<b>Object</b> – While I agree with the idea of 20mph for side streets, I am against 20mph on the A361  Travel change: <b>No</b>
(9) Local Resident, (Bloxham, Greenhills Park)	<b>Object</b> – No factual evidence given (that relates to Bloxham) that suggests the current limit is an issue. Traffic already bad through the village and will be worse with slower moving vehicles.  Travel change: <b>No</b>
(10) Local Resident, (Bloxham, Havill Crescent)	<b>Object</b> – 20mph is excessive in most areas around bloxham with the exception of a few key streets.  Travel change: <b>No</b>
(11) Local Resident, (Bloxham, Little Bridge Road)	<b>Object</b> – It's completely unnecessary. There is no justifiable 'safety' reason to reduce it from 30MPH.  Travel change: <b>No</b>
(12) Local Resident, (Bloxham, Little Bridge Road)	

	<p><b>Object</b> – A 20mph speed limit will cause congestion and increase existing noise and pollution as the traffic, including many lorries, slows down, especially on the busy A361. This already happens whenever there is a hold-up and would become worse. Increased conge</p> <p>Travel change: <b>No</b></p>
(13) Local Resident, (Bloxham, Little Bridge Road)	<p><b>Object</b> – The money spent on introducing what I believe to be un-neccessary 20 limits could be better spent on other road safety measures such a improved lighting, better road marking and dealing with pot holes. 20 m.p.h. limits do not always reduce accidents, and</p> <p>Travel change: <b>No</b></p>
(14) Local Resident, (Bloxham, Quarry Close)	<p><b>Object</b> – This will not address the issue of too much traffic through the village during the day. It's not possible to do 20 let alone 30 miles an hour in the day. And it benefits no one to penalise a resident retuning home at 9pm travelling at 24 miles an hour whe</p> <p>Travel change: <b>No</b></p>
(15) Local Resident, (Bloxham, Queen Street)	<p><b>Object</b> – Bloxham does not need 20 mph restriction. In 23 years of stats the CRASH Map indicates 1 fatal and 7 serious accidents. ie. c.1 incident every 4 years. The 1 fatal accident, based on reports at the time, 2007, had nothing to do with speed (check police r</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (Bloxham, Rose Bank)	<p><b>Object</b> – Other measures are needed instead</p> <p>Travel change: <b>No</b></p>
(17) Local Resident, (Bloxham, Unicorn Street)	<p><b>Object</b> – The biggest issue in Bloxham is the traffic which is what needs to be resolved not a 20mph speed limit. The village does not need this. The best you could do is put double yellow lines outside the coop to allow free flow of traffic.</p>

	Travel change: <b>No</b>
(18) Local Resident, (Bloxbury, Workhouse Lane)	<b>Object</b> – Speed around Bloxbury is not a particular issue. The issue is the volume of traffic at school times and the beginning and end of the working day along with build up around the shops. The mini roundabout, pedestrian crossings and parking already slow traffic  Travel change: <b>No</b>
(19) Local Resident, (Bloxbury, Banbury Road)	<b>Object</b> – Will cause further congestion in middle of village by shops  Travel change: <b>No</b>
(20) Local Resident, (Bloxbury, Banbury, Aldous Drive)	<b>Object</b> – 30 is not, and never has been, a target. Getting cars down to 30 in reality would have more impact than a set of signs that through traffic feel entitled to ignore.  Travel change: <b>No</b>
(21) Local Resident, (Milcombe)	<b>Object</b> – We have enough restrictions already changing it from 30 to 20mph will have little or no effect maybe just a method to extract more money in fines  Travel change: <b>No</b>
(22) Member of public, (Oxford Hill)	<b>Object</b> – No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that is fine with it  Travel change: <b>No</b>

(23) Member of public, (Bodicote, Fairing Road)	<p><b>Object</b> – 30mph is an appropriate speed for the area. There is no evidence to show 20mph is a benefit to safety or emissions.</p> <p>Travel change: <b>No</b></p>
(24) Member of public, (Banbury, Waller Drive)	<p><b>Concerns</b> – Bloxham lies astride the A361 which is an important and heavily used cross-country route used by vehicles of all kinds contributing to national well-being, wealth and employment. It is already subject to 30 mph through the village and this is enforced by</p> <p>Travel change: <b>No</b></p>
(25) Local Resident, (Bloxham, Aldous Drive)	<p><b>Concerns</b> – I don't believe that there is any point in putting in place a lower speed limit when the current speed limit isn't enforced. I would rather see speed limiting measures such as those put in place in Adderbury at the entrance and exit of the village which f</p> <p>Travel change: <b>No</b></p>
(26) Local Resident, (Bloxham, Ayres Drive)	<p><b>Concerns</b> – Do not agree with 20mph scheme on A361 passing through Bloxham. The speed limit appears to be self governing due to parked vehicles on the highway.</p> <p>Travel change: <b>No</b></p>
(27) Local Resident, (Bloxham, Barford Road)	<p><b>Concerns</b> – Unlikely to improve matters but will incur significant costs</p> <p>Travel change: <b>No</b></p>
(28) Local Resident, (Bloxham, Chipperfield Park Road)	<p><b>Concerns</b> – Only 20 required in certain areas</p> <p>Travel change: <b>No</b></p>

(29) Local Resident, (Bloxham, Collins Drive)	<b>Concerns</b> – I support a 20mph in the centre of the village by the shops only. Travel change: <b>No</b>
(30) Local Resident, (Bloxham, High Street)	<b>Concerns</b> – I am supportive of a 20mph limit, but only if it is enforced. The current issue is not people driving at 30mph, it is car and lorry drivers at up to 50mph and motorbikes often at 70mph. Travel change: <b>No</b>
(31) Local Resident, (Bloxham, Ludford)	<b>Concerns</b> – While supporting fully the proposed limit reductions, the A361 to the south of Bloxham has gates for pedestrians, and occasionally maintenance vehicles, to get access to the recreation fields adjacent to the A361. The position of this access is much further. Travel change: <b>No</b>
(32) Local Resident, (Bloxham, Merrivales Lane)	<b>Concerns</b> – The overall length of the 20mph limit along Bareford Road, Church Street and High Street needs to be reduced whilst the 20mph speeds limits for side roads and residential areas are retained. I suggest starting the 20mph limit covering central Bloxham at the junction of Bareford Road and Church Street. Travel change: <b>No</b>
(33) Local Resident, (Bloxham, The Ridgeway)	<b>Concerns</b> – I do not believe the majority of people will observe a 20mph limit through the whole of the main road through the village. Road Narrowing and chicanes would be more effective. Travel change: <b>No</b>

(34) Local Resident, (Bloxbury, Workhouse Lane)	<p><b>Concerns</b> – At the Bloxbury Annual Parish Council Meeting held on April 26 2023, the Chairman, David Bunn, minuted that "The Parish Council was not ready to start the consultation process yet on 'traffic calming' because the PC was waiting for an answer from the Count</p> <p>Travel change: <b>No</b></p>
(35) Local Resident, (Bloxbury, High Street)	<p><b>Concerns</b> – I think it needs a speed camera to work. I'm not sure it'll improve the increased traffic. Main problem is parking outside shops which creates traffic build up when large vehicles need to get through.</p> <p>Travel change: <b>No</b></p>
(36) Local Resident, (Bloxbury, Colesbourne Road)	<p><b>Concerns</b> – A 30 mph speed limit already exists in the village which is difficult to enforce as we have infrequent speed traps and never at times when excessive speeding takes place, off peak travel times, early evenings and weekends, The estate roads are not such a</p> <p>Travel change: <b>No</b></p>
(37) Local Resident, (Bloxbury, The Ridgeway)	<p><b>Concerns</b> – I feel the survey is a waste of time as it is very unlikely that you could go above 20mph through Bloxbury because of the parking.</p> <p>I have lived in Bloxbury all my 81 years and its now got to the stage when its difficult to get to your own house. The blackspots are High Street, Humber &amp; Chapel Street and of course the two schools.</p> <p>This problem should be your priority.</p>
(38) Local Resident, (Adderbury, Round Close Road)	<p><b>Support</b> – For the safety of pedestrians and cyclists.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(39) Local Resident, (Bloxham, A361)	<p><b>Support</b> – I think it will save lives, both in terms of lowering the speed of vehicles and improve air quality.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(40) Local Resident, (Bloxham, Aldous Drive)	<p><b>Support</b> – Traffic goes too fast through the village and in the 30 mph limit on the Milton road they go often in excess of 50 mph.</p> <p>Travel change: <b>No</b></p>
(41) Local Resident, (Bloxham, Banbury Road)	<p><b>Support</b> – To protect pedestrians and drivers from further accidents which have happened regularly along the main stretch of road through bloxham especially near the courtington road junction.</p> <p>Travel change: <b>No</b></p>
(42) Local Resident, (Bloxham, Bradford Court)	<p><b>Support</b> – 30mph is dangerous.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(43) Local Resident, (Bloxham, Bradford Court)	<p><b>Support</b> – Living near the A361/church street in Bloxham. I see and hear the speed which motorists travel. It is only a matter of time before someone is seriously injured or even killed. Something needs to be done before then.</p> <p>Travel change: <b>No</b></p>
(44) Local Resident, (Bloxham, Church Street)	<p><b>Support</b> – Outside peak times, when the traffic congestion is high, Speeding through the village and especially along the A361 is very common. I guess this was the reason for the speed camera. Cars speeding are one thing, but heavy lorries travelling along the A361,</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(45) Local Resident, (Bloxham, Church Street)	<p><b>Support</b> – There is a constant flow of traffic throughout Bloxham and it is hard to cross the road especially during busy hours. I live near the roundabout on South Newington Road/Church Street and it is often loud due to the sound of traffic speeding up to/away from</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(46) Local Resident, (Bloxham, Collins Drive)	<p><b>Support</b> – The speed needs to be 20mph through the village for safety reasons</p> <p>Travel change: <b>No</b></p>
(47) Local Resident, (Bloxham, Collins Drive)	<p><b>Support</b> – We live on Collins Drive just off Milton Road where there are lots of young people playing in the park as well as cats, dogs and general wildlife in the area. Often people accelerate harshly whilst leaving the village and they do not slow down sufficiently on the way into the village. I am worried about the time when someone gets hurt. There was a speed awareness sign that told you your speed whilst leaving the village but that seems to have disappeared? Please help make our village safer.</p> <p>Travel change: <b>No</b></p>
(48) Local Resident, (Bloxham, Collins Drive)	<p><b>Support</b> – Speeds are too high with commuters cutting through, needs much closer management to avoid accidents</p> <p>Travel change: <b>No</b></p>
(49) Local Resident, (Bloxham, Collins Drive)	<p><b>Support</b> – I believe that 20mph is an adequate speed for Bloxham. There is a school in the middle of the village and often people abuse the speed limit in this area. Moreover, the amount of animals, wildlife and young children in the area are at risk currently.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(50) Local Resident, (Bloxham, Crab Tree Close)	<p><b>Support</b> – The road users currently ignore that there is 30 mph zone as they come into the village by the Bloxham Grove/ Ells Lane junction. They will still be travelling at about 40mph as they enter, and as they leave they will be accelerating up to 50 by the sign.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(51) Local Resident, (Bloxham, Crab Tree Close)	<p><b>Support</b> – There are increasing levels of traffic through Bloxham, much of it heavy goods in nature, particularly construction traffic for HS2, the nearest site for which is some miles away! The traffic gets stuck in bottlenecks created by a small shopping area, ped</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(52) Local Resident, (Bloxham, Hyde Grove)	<p><b>Support</b> – There are many areas of the village where drivers often exceed the 30mph... anything that will help to reduce their speed will make the streets safer. In particular:            Cumberford Hill leading to Upper Tadmarton Road</p> <p>Travel change: <b>No</b></p>
(53) Local Resident, (Bloxham, Humber Street)	<p><b>Support</b> – I fully support this. Unfortunately drivers regularly speed through the village and rat-run through narrow side streets when the traffic is heavy. The 20mph limit will slow the pace down, which will help increase safety. It will also help reduce noise and improve the feeling of local community, rather than just houses on a busy main road.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(54) Local Resident, (Bloxham, Humber Street)	<p><b>Support</b> – Safety of pedestrians and air quality</p> <p>Travel change: <b>Yes - cycle more</b></p>

(55) Local Resident, (Bloxham, Merrivales Lane)	<p><b>Support</b> – I live in an old house in the centre of Bloxham and so support anything that will: 1) improve the quality of the air I inhale at my front door everyday; 2) reduce the noise I am forced to listen to as I try to sleep; and 3) make me feel safer as I bodily</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(56) Local Resident, (Bloxham, Milton Road)	<p><b>Support</b> – Bloxham has several roads through it, including a major A road. Speeding drivers are a constant issue throughout the village. There is one speed camera on the A361 but no others and we have not seen any mobile speed detectors for years. The side roads,</p> <p>Travel change: <b>Other</b>            Yes - walking more, I cannot allow my primary age child to walk to school alone; it is too dangerous. This will allow him to have safe independence growing children need. Secondly, we will all cycle more; I view it as too dangerous to take the children o</p>
(57) Local Resident, (Bloxham, Preedy Walk)	<p><b>Support</b> – Extremely concerned about high speeds on the Milton Road - would also want a lower speed limit (30mph) to be extended and imposed further down this road towards Milton &amp; Adderbury because of the speed that road users travel at.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(58) Local Resident, (Bloxham, Preedy Walk)	<p><b>Support</b> – I am very concerned about the speeds driven in and out of Bloxham - specifically on the Milton Road.</p> <p>Travel change: <b>No</b></p>
(59) Local Resident, (Bloxham, Russell Street)	<p><b>Support</b> – The village roads have become a rat run and cut through placing walkers at risk. Cars are regularly speeding through Milton Road and Tadmarton Road</p> <p>Travel change: <b>No</b></p>

(60) Local Resident, (Bloxham, Schofields Way)	<p><b>Support</b> – I regularly walk along the A361 in Bloxham. I estimate that at least 30% of vehicles travel at 35 mph or greater, especially from the north of Bloxham School to the village boundary. I estimate that 10% of vehicles, including HGVs, travel at 40+ mph in ei</p> <p>Travel change: <b>Yes - cycle more</b></p>
(61) Local Resident, (Bloxham, Banbury Road)	<p><b>Support</b> – I live on the main road between the two schools. The road is getting busier and there are no plans to help alleviate that issue. There are also limited safe places to cross the road for the children, especially as you get closer to the Bloxham school. Th</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(62) Local Resident, (Bloxham, Brickle Lane)	<p><b>Support</b> – In residential areas and on this A road the proposed limit is appropriate.</p> <p>Travel change: <b>No</b></p>
(63) Local Resident, (Bloxham, Church Street)	<p><b>Support</b> – I live here</p> <p>Travel change: <b>No</b></p>
(64) Local Resident, (Bloxham, Church Street)	<p><b>Support</b> – Too many speeding cars coming through the village on a daily basis. This has been a major problem for many years.</p> <p>Travel change: <b>No</b></p>
(65) Local Resident, (Bloxham, Dickenson Road)	<p><b>Support</b> – Reduce speeding traffic.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(66) Local Resident, (Bloxham, Gauntlets Close)	<p><b>Support</b> – Village centre is busy and with three schools, the likelihood of a serious accident involving a child is high. Speed limits are ignored in the village other than at the speed camera. Policing of a reduced speed limit is of concern.</p> <p>Travel change: <b>No</b></p>
(67) Local Resident, (Bloxham, Greenhills Park)	<p><b>Support</b> – Keep pedestrians safe</p> <p>Travel change: <b>Yes - cycle more</b></p>
(68) Local Resident, (Bloxham, Manning Close)	<p><b>Support</b> – Safer for pedestrians and cyclists</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(69) Local Resident, (Bloxham, Merrivales Lane)	<p><b>Support</b> – I live in the centre of Bloxham and have to walk along the main road to do my shopping. The passing traffic, even at 30mph is terrifying because of the size of the lorries. A reduction in speed would make the centre of the village a lot safer.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(70) Local Resident, (Bloxham, Russell Street)	<p><b>Support</b> – I believe that many people speed through the village, including along the Milton Road and also by the Primary school in addition to the main high street. We get a lot of through traffic and people just race through the village. I think 20 mph schemes work</p> <p>Travel change: <b>No</b></p>
(71) Local Resident, (Bloxham, Schofields Way)	<p><b>Support</b> – Safer roads</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(72) Local Resident, (Bloxham, South Newington Road)	<p><b>Support</b> – It does not feel safe to walk or cycle on the village main roads due to large vehicles passing at high speed. The roads are narrow in places with little space for pedestrians; more than one person can only walk as single file and have to step out into the</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
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# Agenda Item 23

Divisions affected: *Jericho & Osney, Wolvercote & Summertown*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023**

### **OXFORD: PROPOSED PARKING PERMIT ELIGIBILITY AMENDMENTS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve 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

#### **Executive summary**

2. This report presents 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.
3. The items documented for approval were previously presented to the Cabinet Member Decisions meeting in July 2023, where it was agreed that items would be brought back to a further meeting with more information regarding each proposed change.

#### **Financial Implications**

4. Funding for consultation on the proposals has been provided by the various developers of the properties in question.

## **Equality and Inclusion Implications**

5. Whilst Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
6. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised, current blue badge.
7. Proposals brought forward for changing permit eligibility link to the City Council's planning policies which require developments to be car free where criteria stipulates that there is good transport links and access to local facilities.

## **Sustainability Implications**

8. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

## **Formal consultation**

9. The Formal consultation was carried out between 03 March and 05 May 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, the local County Councillors, and the local Oxford City Councillors.
10. 12 responses were received during the formal consultation, with 10 received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
No.3 Grove Street	6 (55%)	4 (36%)	1	0	11
No.1 Canal Street	7 (64%)	3 (27%)	1	0	11
No.37 Templar Road	5 (45%)	5 (45%)	1	0	11
No.4 Bladon Close	3 (30%)	6 (60%)	1	0	10

11. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.

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

12. Thames Valley Police expressed no objections to the proposals.
13. In the Summertown (SM) Zone residents are currently permitted to apply for a maximum of 2 permits per property, with 50 visitor permits a year.
14. Further to planning approval for the site at Grove House, St James Row, No.3 Grove Street (12/00872/FUL), it is proposed that permit eligibility is reduced to one resident permit per property. This is due to significant parking pressures in Grove Street and the surrounding area. The variation to allow residents' visitors' parking permits was considered to be acceptable in light of planning permission
15. In February 2023, officers were contacted by the current owners of 1 Canal Street, Oxford to remove a historic restriction for permit eligibility on the property. In 2020 a vehicular access was removed for the property, which created the opportunity for additional on-street parking.
16. The proposal to remove exclusions for permit eligibility for the property does not raise concerns for officers, and this would allow the residents to apply for their full allocation of two permits per property, including options for visitor permits.
17. Proposals have been brought forward to exclude properties at No.37 Templar Road as part of the redevelopment of the site.
18. Despite the reduction in car parking provision being required to meet the criteria of Policy M3 of the Oxford Local Plan (2036) it is acknowledged that the low car parking provision on-site could give rise to an adverse impact on on-street parking stress if future occupiers of No. 37 Templar Road made use of resident parking permits.
19. This matter has been raised as a concern as part of public consultation, Officers have therefore recommended that a condition is included that removes eligibility for residents' parking permits.
20. In the event that additional car parking is required by residents of the HMO then there is a public car park at the nearby Cutteslowe Park car park in Harbord Road; this is approximately half a mile from the application site.
21. Proposals have been brought forward to exclude 5 new dwellings at No.4 Bladon Close as part of the redevelopment of the site.
22. The proposed development does not offer any off-street parking. The proposals require properties to be excluded from obtaining residents parking

permits to enforce the low car nature of the site and protect existing on-street parking from the impact of the development.

23. In response to the concerns raised about having constraints placed on residents' ability to park where they live, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes. The proposals – a condition of planning approval granted by the City Council – will help ensure that the potential increase in residents at properties as a result of the development do not result in increased demand for on-street parking in the local area, thereby adversely affecting existing residents.

Bill Cotton  
Corporate Director, Environment and Place

## Annexes Annex 1: Consultation responses

Contact Officers: James Whiting 07584 581187

October 2023

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local organisation, (Unlimited Oxfordshire)	<p><b>Concerns</b> – I understand that the County Council might require Oxford City Council, when granting planning permission for some new residential developments, to stipulate that car-ownership among residents is to be discouraged. That is understandable when, for example in Bladon Close, North Summertown, a single house is replaced by five flats.</p> <p>For such developments, off-street parking may be limited, and it may become congested and unusable by a resident blue-badge holder.</p> <p>The non-eligibility of residents of certain dwellings must not cause the County Council to refuse to provide an on-street DPPP, if applied for by a blue-badge holder who is a resident of one of those dwellings.</p>
(3) Local Resident, (Oxford, Barns Road)	<p>No.3 Grove Street - <b>Object</b>            No.1 Canal Street - <b>Object</b>            No.37 Templar Road - <b>Object</b>            No.4 Bladon Close- <b>Object</b></p> <p>Even if you live car free in a flat, I feel it is only fair to be able to allow service people and occasional visitors to park nearby. It is almost impossible to live in a flat in East Oxford with absolutely no parking provision - and this is coming from someone who does not own a car and cycles everywhere.</p>
(4) Local Resident, (Oxford, Cowley)	<p>No.3 Grove Street - <b>Support</b>            No.1 Canal Street - <b>Support</b>            No.37 Templar Road - <b>Object</b>            No.4 Bladon Close- <b>Object</b></p>

	Some people needs their car for commuting to work. Some people have friends or family who visit them from outside of the city and use a car to travel long distances.
(5) Local Resident, (Oxford, Sunningwell Road)	<p>No.3 Grove Street - <b>Support</b>            No.1 Canal Street - <b>Support</b>            No.37 Templar Road - <b>Object</b>            No.4 Bladon Close- <b>Object</b></p> <p>This affects a good friend of mine who already lives and works in Oxford who relies on driving to do an important job.</p>
(6) Member of public, (London, Hoxton Street)	<p>No.3 Grove Street - <b>Object</b>            No.1 Canal Street - <b>Object</b>            No.37 Templar Road - <b>Object</b>            No.4 Bladon Close- <b>Object</b></p> <p>Visiting and supporting the mental health of my family and friends living in these streets will be considerably more difficult and costly.</p>
(7) Member of public, (West Hanney, School Road)	<p>No.3 Grove Street - <b>Object</b>            No.1 Canal Street - <b>Object</b>            No.37 Templar Road - <b>Object</b>            No.4 Bladon Close- <b>Concerns</b></p> <p>Key workers who need their cars for work live at some of these addresses. when they moved to Oxford, they bought/rented on understanding they could park. it is unfair to take this away. If these key workers can't work in Oxford, they will be forced to move out of the area.</p>
(8) Local Resident, (Oxford, Botley Road)	<p>No.3 Grove Street - <b>Support</b>            No.1 Canal Street - <b>Support</b>            No.37 Templar Road - <b>Support</b>            No.4 Bladon Close- <b>Support</b></p>

	support for restrictions on parking
(9) Local Resident, (Oxford, Bullingdon)	<p>No.3 Grove Street - <b>Support</b>            No.1 Canal Street - <b>Support</b>            No.37 Templar Road - <b>Support</b>            No.4 Bladon Close- <b>Support</b></p> <p>Sensible limits</p>
(10) Local Resident, (Oxford, Cutteslowe)	<p>No.3 Grove Street - <b>Support</b>            No.1 Canal Street - <b>Support</b>            No.37 Templar Road - <b>Support</b>            No.4 Bladon Close- <b>Object</b></p> <p>No comments</p>
(11) Local Resident, (Oxford, Marston Street)	<p>No.3 Grove Street - <b>Support</b>            No.1 Canal Street - <b>Support</b>            No.37 Templar Road - <b>Support</b>            No.4 Bladon Close- <b>Support</b></p> <p>I feel there are already too many cars in these areas. I live in East Oxford and I work in Jericho. Walking around is more pleasant with fewer parked cars.</p>
(12) Local Resident, (Oxford, Little Clarendon Street)	<p>No.3 Grove Street - <b>Object</b>            No.1 Canal Street - <b>Support</b>            No.37 Templar Road - <b>Support</b>            No.4 Bladon Close- <b>Object</b></p> <p>New homes must allow the new residents to be able to park vehicles as they need.</p>

