

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

***Thursday, 10 October 2024 at 10.00 am  
Room 2&3 - County Hall, New Road, Oxford OX1 1ND***

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

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

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 17 October 2024 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**



Martin Reeves  
Chief Executive

October 2024

*Committee Officer:*                    **Democratic Services**  
*email:*committeesdemocraticservices@oxfordshire.gov.uk

*Note:*    *Date of next meeting: 14 November 2024*

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## Items for Decision

### 1. Declarations of Interest

See guidance below.

### 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 - 24)

To confirm the minutes of the meeting held on 5 September 2024 to be signed by the Chair as a correct record.

### 5. Cherwell Bus Service Improvement Scheme (Pages 25 - 172)

*Cabinet Member: Transport Management*  
*Forward Plan Ref: 2024/287*

Contact: Jacqui Cox, Infrastructure Locality Lead – Cherwell & West Oxfordshire ([Jacqui.Cox@oxfordshire.gov.uk](mailto:Jacqui.Cox@oxfordshire.gov.uk)) and Colm McAllister, Senior Transport Planner ([Colm.McAllister@oxfordshire.gov.uk](mailto:Colm.McAllister@oxfordshire.gov.uk))

Report by Director of Environment and Highways (CMDTMT5).

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve in principle the preferred scheme to take forward into the preliminary and detailed design stage for the Cherwell Street Bus Service Improvement Scheme.**

## **6. Oxford City Cycle Parking Improvements 2024** (Pages 173 - 250)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/257

Contact: Meg Hopkins, Senior Transport Planner ([Meg.Hopkins@oxfordshire.gov.uk](mailto:Meg.Hopkins@oxfordshire.gov.uk))

Report by Director of Environment and Highways (CMDTMT6).

The Cabinet Member is **RECOMMENDED** to:

**Approve as advertised, the amendment of existing & introduction of new 'on-carriageway' cycle parking places within Oxford, as follows:**

- a) **Brasenose Lane – extend existing & introduce new provision on the north side,**
- b) **Broad Street – introduce new provision in the central area,**
- c) **Ship Street – extend existing provision on the south side,**
- d) **Queens Lane - extend existing provision on the west side,**
- e) **Leopold Street – introduce new provision on the north & south sides, replacing parts of existing car parking bays,**
- f) **Observatory Street – introduce new provision on the north side,**
- g) **South Parade – introduce new provision on the south side, replacing parts of existing car parking bays.**

## **7. Proposed Zebra Crossing - Faringdon Road, Abingdon** (Pages 251 - 266)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/284

Contact: Jankin Arsalan, Senior Officer – Traffic and Road Safety

([Jankin.Arsalan@oxfordshire.gov.uk](mailto:Jankin.Arsalan@oxfordshire.gov.uk))

Report by Director for Environment and Highways (CMDTMT7).

The Cabinet Member is RECOMMENDED to:

- a) Approve the construction of a Zebra crossing on Faringdon Road in Abingdon, as advertised.

## 8. A420 Faringdon and Shrivenham Bypasses - Proposed 50mph Speed Limit (Pages 267 - 370)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/250

*Contact:* Anthony Kirkwood, Vision Zero Team Leader

([Anthony.Kirkwood@oxfordshire.gov.uk](mailto:Anthony.Kirkwood@oxfordshire.gov.uk))

Report by Director of Environment and Highways (CMDTMT8).

The Cabinet Member is RECOMMENDED to:

Approve the following speed limit changes, as advertised:

### A. 50mph speed limits:

- a) A420 (Shrivenham) – from the existing 50mph speed limit at Bourton, north-eastwards to the existing 50mph speed limit terminal northeast of the Watchfield roundabout,
- b) A420 (Faringdon) – from the existing 50mph speed limit at Great/Little Coxwell, north-eastwards to the existing 50mph speed limit terminal at Wadley Lodge/Manor at Littleworth,
- c) Faringdon Road (Watchfield) – from its roundabout junction with the A420 Oxford Road, south-westwards for a distance of 25 metres,
- d) Fernham Road (Little Coxwell) – from its junction with the A420, southwards to a point 30 metres south of its junction with Bridleway No.278/2/10,
- e) Park Road (Faringdon) – from its junction with the A420, north-westwards for a distance of 34 metres,
- f) London Street (Faringdon) – from its junction with the A420, westwards for a distance of 60 metres; and
- g) A417 Stanford Road (Faringdon) – from its junction with the A420, south-eastwards to the current 50mph speed limit, a distance of approx. 105 metres.

### B. 40mph speed limit:

- h) **London Street (Faringdon)** – from a point 60 metres west of the A420, to the 20mph speed limit east of its junction with Sudbury Court.

**9. Cholsey: Proposed 20mph Speed Limits** (Pages 371 - 490)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/191

*Contact:* Anthony Kirkwood, Vision Zero Team Leader

([Anthony.Kirkwood@oxfordshire.gov.uk](mailto:Anthony.Kirkwood@oxfordshire.gov.uk))

Report by Director of Environment and Highways (CMDTMT9).

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the proposed introduction of 20mph, 30mph and 40mph speed limits in Cholsey as advertised.**

**10. Drayton (Banbury): Proposed 20mph Speed Limits** (Pages 491 - 500)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/180

*Contact:* Anthony Kirkwood, Vision Zero Team Leader

([Anthony.Kirkwood@oxfordshire.gov.uk](mailto:Anthony.Kirkwood@oxfordshire.gov.uk))

Report by Director of Environment and Highways (CMDTMT10).

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the proposed introduction of 20mph speed limits in Drayton, as advertised.**

**11. Drayton St Leonard: Proposed 20mph Speed Limits** (Pages 501 - 510)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/189

*Contact:* Anthony Kirkwood, Vision Zero Team Leader

([Anthony.Kirkwood@oxfordshire.gov.uk](mailto:Anthony.Kirkwood@oxfordshire.gov.uk))

Report by Director of Environment and Highways (CMDTMT11).

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the proposed introduction of 20mph speed limits in Drayton St Leonard, as advertised.**

## **12. Duns Tew: Proposed 20mph Speed Limits** (Pages 511 - 526)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/183

*Contact:* Anthony Kirkwood, Vision Zero Team Leader

([Anthony.Kirkwood@oxfordshire.gov.uk](mailto:Anthony.Kirkwood@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTMT12**).

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the proposed introduction of 20mph speed limits in Duns Tew, as advertised.**

## **13. Langford: Proposed 20mph & 30mph Speed Limits** (Pages 527 - 534)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/259

*Contact:* Anthony Kirkwood, Vision Zero Team Leader

([Anthony.Kirkwood@oxfordshire.gov.uk](mailto:Anthony.Kirkwood@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTMT13**).

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the proposed introduction of 20mph and 30mph speed limits in Langford, as advertised.**

### **EXEMPT ITEM**

In the event that any Member or Officer wishes to discuss the information set out in the **annex** to Agenda Item 14, the Committee will be invited to resolve to exclude the public for the consideration of the **annex** by passing a resolution in relation in the following terms:

"that the public be excluded during the consideration of the **annex** since it is likely that if they were present during that discussion there would be a disclosure of "exempt" information as described in Part I of Schedule 12A to the Local Government Act, 1972 and specified below the item in the Agenda".

NOTE: The report does not contain exempt information and is available to the public

THE **ANNEX** TO THE ITEM NAMED HAS NOT BEEN MADE PUBLIC AND SHOULD BE REGARDED AS 'CONFIDENTIAL' BY MEMBERS AND OFFICERS ENTITLED TO RECEIVE THEM.

## **14. Bus Services Contracts - March 2025** (Pages 535 - 548)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/249

Contact: Dave Harrison, Public Transport Team Leader  
([Dave.Harrison@oxfordshire.gov.uk](mailto:Dave.Harrison@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDTMT14**).

The information in this case is exempt in that it falls within the following prescribed categories:

3. Information relating to the financial or business affairs of any particular person (including the authority holding that information)

and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

The **annex** containing exempt information under the above paragraph is attached.

**The Cabinet Member is RECOMMENDED to:**

- (a) Approve a procurement process to secure new and continued bus service provision following the expiry of 17 existing contracts, 3 of which require a Key Decision;**
- (b) Approve use of surplus ENCTS and LABSG for new contracts as detailed in Exempt Annex A;**
- (c) Approve the business case for the spend set out in this Report and to delegate authority to the Director of Environment & Highways in consultation with the Head of Legal & Deputy Monitoring Officer and the Head of Procurement & Contract Management to:**

**Commence procurement processes to secure the services outlined below;**

**Carry out the selection of the winning tenderers in accordance with the selection criteria set out in any procurement documentation and within the budget envelope for the respective services, and award the contracts to those providers;**

**Negotiate and conclude the terms of any contractual arrangements required to deliver the services including entering into all necessary legal documentation; and**

**Take any further steps necessary to ensure that continuity of services can be achieved should any further commercial routes be withdrawn or reduced.**

## **Councillors declaring interests**

### **General duty**

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

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

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

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

### **Declaring an interest**

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

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

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

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

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

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

Other registrable interests include:

- a) Any unpaid directorships

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

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

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

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

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

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

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

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

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# Agenda Item 4

## DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

**MINUTES** of the meeting held on Thursday, 5 September 2024 commencing at 10.00 am and finishing at 2.20 pm

**Present:**

**Voting Members:** Councillor Andrew Gant – in the Chair  
Councillor Judy Roberts – in the Chair (Agenda Item 13)

**Other Members in Attendance:** Councillor Brad Baines (Agenda Item 5)  
Councillor Ian Snowdon (Agenda Item 5)  
Councillor Kieron Mallon (Agenda Item 14)  
Councillor Tim Bearder (Agenda Item 40)

**Officers:** Jack Ahier (Democratic Services Officer), Angelo Antenucci (Engineer – North), Dave Catling (Technical Officer), Jacqui Cox (Place Planning Manager – North), Caroline Coyne (Project Manager – BSPI Team), Paul Fermer (Director of Environment and Highways), Robert Freshwater (Senior Infrastructure Lead), Mark Gregory (Team Leader - Behavioural Change and Travel), Anthony Kirkwood (Vision Zero Team Leader), Daniel Mowlem (Senior Engineer), Roger Plater (Senior Officer – Vision Zero), Sean Rooney (Head of Highway Maintenance), Craig Rossington (Technical Lead – Transport Planning), James Whiting (Team Leader – TRO's and Schemes).

<b>Agenda Item</b>	<b>Officer Attending</b>
5	Caroline Coyne (Project Manager – BSPI Team), Mark Gregory (Team Leader – Behavioural Change and Travel).
6	Robert Freshwater (Senior Infrastructure Lead).
7	Anthony Kirkwood (Vision Zero Team Leader).
8	Roger Plater (Senior Officer – Vision Zero).
9	Craig Rossington (Technical Lead – Transport Planning).
10	Roger Plater (Senior Officer – Vision Zero).
11	Daniel Mowlem (Senior Engineer), James Whiting (Team Leader – TRO's and Schemes).

- 12 James Whiting (Team Leader – TRO’s and Schemes).
- 13 N/A
- 14 Jacqui Cox (Place Planning Manager – North), Paul Fermer (Director of Environment and Highways), Anthony Kirkwood (Vision Zero Team Leader).
- 15 Anthony Kirkwood (Vision Zero Team Leader), Roger Plater (Senior Officer – Vision Zero), Sean Rooney (Head of Highway Maintenance).
- 16 Anthony Kirkwood (Vision Zero Team Leader).
- 17 Dave Catling (Technical Officer).
- 18 Dave Catling (Technical Officer), Anthony Kirkwood (Vision Zero Team Leader).
- 19 Angelo Antenucci (Engineer – North).
- 20-39 Anthony Kirkwood (Vision Zero Team Leader), Roger Plater (Senior Officer – Vision Zero).
- 40 Paul Fermer (Director of Environment and Highways), Anthony Kirkwood (Vision Zero Team Leader), Roger Plater (Senior Officer – Vision Zero).
- 41 Anthony Kirkwood (Vision Zero Team Leader).

*The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.*

## **99/24 DECLARATIONS OF INTEREST**

(Agenda No. 1)

Cllr Andrew Gant, Cabinet Member for Transport Management, declared an interest in item 13 as the decision would involve his division, Summertown and Wolvercote. As per the Council’s constitution, the Leader of the Council, Cllr Liz Leffman, appointed Cllr Judy Roberts, Cabinet Member for Infrastructure and Development Strategy, to chair item 13 and make the decision.

## **100/24 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

There were none.

## **101/24 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

There were 16 public addresses to the meeting with several speaking on multiple items.

Item 5:

Cllr Brad Baines

Cllr Ian Snowdon

Danny Yee

Zaki Moosa

Robin Tucker (CoHSAT)

Item 6:

Danny Yee

Item 7:

Parish Cllr Dennis Price

Item 8:

Valetin Heinrichs

Item 9:

Bashir Ahmed (COLTA)

Item 10:

Danny Yee

Item 12:

Parish Cllr Simon Howell

Ralph Melhuish

Item 14:

Cllr Kieron Mallon

Paul Bonsor (Banbury Active Travel Supporters)

Robin Tucker (CoHSAT)

Anna Plassart

Item 40:

Cllr Tim Bearder

## **102/24 MINUTES OF THE PREVIOUS MEETING**

(Agenda No. 4)

Having consulted with the Chair (Cllr Judy Roberts) of the previous meeting, the minutes of the meeting held on 18 July 2024 were approved by the Chair as a correct record.

**103/24 SCHOOL STREET PHASE 2 - PROPOSED USE OF ANPR CAMERAS TO ENFORCE THE PHASE 2 SCHOOL STREETS**

(Agenda No. 5)

The Chair introduced the item to the meeting, invited speakers to make their addresses and responded to their points in turn.

The Chair noted the involvement in the development of these schemes by local County Councillors in their own local areas.

The Chair asked officers about reasons for not considering 'volunteer-led trials' as pointed out by public speakers. Officers stated that they would take that away and look into it.

Officers pointed out that they were in the midst of commissioning a review of all schools in Oxfordshire to assess them for suitability for School Streets or other schemes. The Chair asked if this would include private schools and officers confirmed this point.

The Chair reflected that travel choices were not only about safety, but also about health and educational attainment.

Officers confirmed that additional streets being added to the schemes was under consideration.

The Chair noted that one of the advantages of active travel methods was to more accurately predict travel times.

The Chair thanked speakers for their contributions, praised officers for their work and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposal for 'Automatic Number Plate Recognition' (ANPR) cameras to enforce the current five experimental phase 2 school streets in Oxford and Didcot at the following schools:**
  - i) St Mary and St John Church of England Primary School, Oxford,**
  - ii) Sandhills Community Primary School, Oxford,**
  - iii) Tyndale Community (Primary) School, Oxford,**
  - iv) New Hinksey Church of England Primary School, Oxford, and**
  - v) Manor Primary School, Didcot.**

**104/24 BOTLEY ROAD, OXFORD - CYCLE LANE AMENDMENTS 2024**

(Agenda No. 6)

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

The Chair noted that Oxford was within the County Council's 20mph policy but had been affected by Network Rail's changing timetable with regards to the Botley Road.

The Chair stated that he shared the ambition of wanting to do more but noted that individual schemes were restricted by time and funding.

Officers pointed out that the existing mandatory cycle lane was not of desirable width as per guidance of minimum standards, and thus an advisory lane was the option put forward.

The Chair noted that this scheme was an interim step and that improvements would come forward in the context of the traffic filters and Network Rail's work finishing

The Chair thanked officers for their work and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the removal of the mandatory cycle lane on the southern side of the A420 Botley Road and its replacement with a new wider 'advisory' cycle lane, as advertised.**

**105/24 PROPOSED TRAFFIC CALMING - B4027, WHEATLEY ROAD, ISLIP**

(Agenda No. 7)

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

Officers stated that they reflected on a number of considerations on the optimum measures to introduce, noting that in the previous scheme, speed humps had been introduced but were not in compliance with regulations.

Following a question from the Chair, officers confirmed that vegetation works were planned as part of the scheme.

The Chair thanked officers and approved the recommendations in the report.

**RESOLVED to:**

- a) Approve the construction of a full-width road hump on the B4027 Station Road in Islip, as advertised.**

**106/24 A4074-B4015 CONNECTING LANE JUNCTION CLOSURE**

(Agenda No. 8)

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

The Chair reflected upon fatalities that have occurred during past incidents involving this road and noted how dangerous the road being open was.

The Chair thanked the speaker for their powerful contribution, thanked officers for their work and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the introduction of a prohibition of motor vehicles restriction at the southern end of the connecting lane (known as Henley Road) between the A4074 and B4015 within Clifton Hampden parish, as advertised.**

**107/24 PROPOSED 24HR EXEMPTION FOR HACKNEY & PRIVATE HIRE VEHICLES THROUGH WESTGATE BUS LINK, OXFORD**

(Agenda No. 9)

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

Officers confirmed that this proposal was an extension of the experiment from 7am to 7pm which then became permanent, which allowed Taxi's and Private Hire Vehicles to use the Westgate Bus Link as a through road.

Officers confirmed that the proposal, if approved, would be monitored to ensure any issues were addressed.

The Chair confirmed with officers that dropping off and picking up was not permitted.

The Chair noted that he felt Taxi's were part of the solution to car traffic in Oxford and as part of the public transport offer.

The Chair referenced the objections from bus companies surrounding enforcement.

The Chair noted the support from the local Oxford City Councillor for Hinksey Park.

The Chair thanked speakers and officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the removal of the existing 'Prohibition of Motor Vehicles' restriction on Hackney Carriage Vehicles (HCVs) & Licensed Private Hire Vehicles (PHVs) in & around the Westgate shopping centre in Oxford, as advertised.**

**108/24 SANDY LANE, WEST OXFORD - PROPOSED RAISED ZEBRA CROSSING AND TRAFFIC CALMING FEATURES**

(Agenda No. 10)

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

Officers commented on the balance between loss of vegetation versus safety and visibility.

The Chair noted support from the consultation responses, acknowledging that the scheme intended to improve the safety of children.

The Chair thanked speakers and officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the construction on Sandy Lane West, Oxford the following measures, as advertised:**
- b) **A Humped Zebra crossing west of its junction with Broadfields**
- c) **Raised Side Road Entry Treatments (SRETs) across its junctions with Broadfields, Costar Close and Spring Lane.**
- d) **Round top road humps at the following locations –**
  - 1. **19m\* southwest of the western kerb-line of Blackbird Leys Road,**
  - 2. **15m\* northeast of the centre of its junction with Costar Close,**
  - 3. **55m\* east of the centre of its junction with Spring Lane,**
  - 4. **20m\* west of the centre of its junction with Spring Lane, and**
  - 5. **25m\* west of its junction with Bampton Close.**

**\*Approximate dimensions**

**109/24 ELMS ROAD, THAME - PROPOSED NO WAITING AT ANY TIME RESTRICTIONS**  
(Agenda No. 11)

The Chair introduced the item to the meeting.

Officers noted the safety concerns relating to the visibility and stated that the developer was asked to complete a Road Safety Audit, which shared similar concerns over safety.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

**Approve the following parking restrictions on Elms Road in Thame, as advertised:**

- a) **Formalise & extend the existing double yellow lines on the north side of the carriageway, from a point 25 metres northwest of the centre of the access junction to the Rectory residential development, south eastwards for a distance of approx. 58 metres, and**
- b) **Formalise the existing double yellow lines on the south side of the carriageway, from a point 24 metres northwest of the centre of the access junction to the Rectory residential development, south eastwards for a distance of approx. 45 metres.**

#### **110/24 SHRIVENHAM - VILLAGE CENTRE PARKING PROPOSALS 2024**

(Agenda No. 12)

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

Officers noted a slight change in respect of recommendation (b) in the report, which would be slightly amended to include 'Church Walk' if the recommendations were approved.

Officers pointed out that enforcement of obstruction was a Police matter.

The Chair noted that consultation responses reflected local debate and that it was good to see local engagement.

Officers confirmed that reviews could be undertaken post-implementation to ensure mitigation could be put in place if required.

Officers noted that there were some responses that came in after the period of consultation had ended and raised similar issues to those outlined in the report. The Chair thanked officers and accepted their judgement.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations as amended.

#### **RESOLVED to:**

**Approve the introduction of parking controls in Shrivenham as follows:**

- a) **The introduction of no waiting at any time restrictions on sections of High Street, Manor Lane, Church Walk and Hazell's Lane.**
- b) **The introduction of parking places on High Street *and Church Walk*, for permit holders or 3-hour maximum stay for non-permit holders during the hours of 8am to 5pm, Monday to Friday.**

- c) To retain disabled persons parking places on High Street adjacent to No.50 and in front of Elm Tree Surgery.
- d) To remove existing in carriageway cycle parking east of Elm Tree House, to be replaced with a Disabled persons parking place.
- e) The introduction of a new Disabled persons parking places adjacent to No. 50b and No.33.

*Cllr Andrew Gant left the meeting for the duration of Item 13. Cllr Judy Roberts assumed the Chair for Item 13.*

#### **111/24 UPPER WOLVERCOTE CPZ: PROPOSED RESIDENT AND VISITOR PARKING PERMIT ELIGIBILITY AMENDMENTS**

(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair noted the support in the consultation for the proposals.

The Chair thanked officers and agreed to the recommendations in the report.

#### **RESOLVED to:**

**Approve the following proposals in respect of eligibility for parking permits within the Upper Wolvercote Controlled Parking Zones (CPZ) within Oxford, as advertised:**

- a) **Allow all boats at the 'Agenda 21' residential moorings to be eligible to apply for resident's parking permits and residents' visitors' parking permits.**

*Cllr Andrew Gant returned to the meeting and assumed the Chair for the remainder of the meeting.*

#### **112/24 BANBURY: 20 MPH SPEED LIMITS SCHEME**

(Agenda No. 14)

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

Officers noted points surrounding the coherence of having a small stretch of 20mph speed limits outside of the school mentioned in addresses by speakers.

The Chair clarified with officers that recommendations a) to d) were designed to address concerns on the 'through-routes' raised when the scheme was deferred at the Delegated Decisions by Cabinet Member for Transport Management meeting in January 2024.

Officers noted that the recommended length of speed limits was 300 metres, but that there were some exceptions and that if 20mph speed limits were to be introduced on an 'A' road, signage would have to be illuminated.

There were discussions between officers about the implications of cost in delivering the set policies of the County Council and it was felt that local expertise from the local County Councillor would be useful in making judgments on this specific point.

The Chair noted that the proposal had to be introduced in a holistic way to link in with other policies put forward by the County Council.

The Chair referenced the change in Welsh government guidance on 20mph schemes to involve local authorities as vindication of the scheme working well in Oxfordshire with the involvement of local County Councillors and parish/town councils.

The Chair asked for officers to keep recommendation f) closely under review and to liaise with the school.

The Chair thanked speakers for their contributions, thanked officers for their work and agreed to the recommendations in the report.

**RESOLVED to:**

**Approve the introduction of 20mph speed limits in Banbury as advertised with the exception of the lengths of roads set out below:**

- a) The A361 North Bar Street, Horsefair and South Bar Street between their junctions with the B4100 Warwick Road and A361 Bloxham Road,**
- b) The A4260 Upper Windsor Street, Windsor Street and Cherwell Street between their junctions with Swan Close Road and Bridge Street,**
- c) Castle Street and Cherwell Drive between their junctions with the A361 North Bar Street and the A4260 Concorde Avenue,**
- d) Hightown Road and Swan Close Road between their junctions with Bankside and the A4260 Upper Windsor Street,**
- e) A361 Bloxham Road – the 40m length immediately southwest of its junction with the A361 South Bar Street,**
- f) A361 Southam Road – the 260m length immediately north of its junction with the B4100 Warwick Road,**
- g) A4260 Concorde Avenue – the 65m length immediately north of its junction with Bridge Street,**
- h) B4100 Oxford Road – the 190m length immediately south of its junction with A361 South Bar Street,**

- i) **Bankside – the 30m length immediately east of its junction with Hightown Road,**
- j) **Bridge Street – the 125m length immediately east of its junction with the A4260 Upper Windsor Street.**

## **113/24 THAME: RADIAL ROUTES & HEYTHROP WAY - 20MPH & 30MPH SPEED LIMIT PROPOSALS**

(Agenda No. 15)

The Chair introduced the item to the meeting.

The Chair noted that the principal objection was from the Oxford Bus Company, which officers confirmed, in part, was the reason for the 4 exceptions in the recommendations, alongside considering road environments.

Officers emphasised the need to balance objectives, through the delivery of the County Council's 20mph schemes and to encourage the use of bus travel.

The Chair stated that evidence was required from the bus companies to prove the cumulative effect on their services.

Officers noted that Lord Williams School was well connected to active travel routes.

The Chair referred to consultation responses in the report, including from the bus companies, active travel groups, local residents and students at local schools. The Chair particularly praised youth engagement in the consultation responses.

The Chair noted the support of Thame Town Council.

The Chair asked officers to take away the point surrounding reducing the areas cars can go and increasing pedestrian activity as part of wider thinking in relation to Oxfordshire's market towns.

The Chair made it clear that he felt there was not sufficient evidence to not introduce 20mph speed limits at recommendation c) and d), and thus, he did not approve those two recommendations.

The Chair thanked officers and approved recommendations a) and b) but did not approve recommendations c) and d) in the report.

### **RESOLVED to:**

**Approve the introduction of the amended 20mph speed limits in Thame as advertised excepting for the following roads:**

- a) **B4445 Aylesbury Road – terminal point to be 60 metres north of its roundabout junction with Bell Lane & the B4445 North Street,**

- b) **B4445 Chinnor Road – terminal point to be 25 metres southeast of its junction with Cotmore Gardens.**

*The Chair did not approve recommendation c) or recommendation d).*

- c) **Kingsey Road - terminal point to be 40 metres east of its junction with Kings Road,**
- d) **Oxford Road - terminal point to be 15 metres southwest of its junction with Fish Ponds Lane.**

#### **114/24 WALLINGFORD: RADIAL ROUTES & HITHERCROFT ROAD - 20MPH SPEED LIMIT PROPOSALS**

(Agenda No. 16)

The Chair introduced the item to the meeting.

The Chair noted that this was deferred initially as the local County Councillor asked for additional 20mph speed limit zones, and that officers had brought this back with a recommendation amending the 20mph zones, with the exception of the two outlined in recommendation a) and b).

The Chair noted the response at Annex 3 from the bus companies and objections relating to the overall policy.

The Chair felt this was a suitable compromise in assessing the needs of the bus companies and complying with County Council policy.

The Chair thanked officers and agreed to the recommendations in the report.

#### **RESOLVED to:**

**Approve the introduction of the amended 20mph speed limits in Wallingford, as advertised excepting:**

- a) **Castle Street – terminal point to be 120 metres south of its junction with the access to Wallingford Cemetery**
- b) **Hithercroft Road – terminal point to be 35 metres west of its junction with Borough Avenue.**

#### **115/24 A4260 - BETWEEN BODICOTE AND ADDERBURY - PROPOSED 40MPH SPEED LIMITS**

(Agenda No. 17)

The Chair introduced the item to the meeting.

The Chair noted that this was part of a government initiative to improve safety outside RAF bases, following tragic incidents in previous years.

The Chair noted concerns from Oxford Bus Company in the consultation responses.

Officers confirmed there was a well-used footpath alongside the road in question and further stated that there was a brief to look at roads that could be used by American drivers into towns, such as Banbury.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the introduction of a 40mph speed limit on the A4260 Banbury Road between Adderbury and Bodicote, as advertised.**

**116/24 A422, HENNEF WAY, BANBURY - PROPOSED 40MPH SPEED LIMITS**  
(Agenda No. 18)

The Chair introduced the item to the meeting.

The Chair noted that this was part of a government initiative to improve safety outside RAF bases, following tragic incidents in previous years.

Officers noted safety concerns surrounding the Concorde Avenue roundabout, which has had significant collisions history.

The Chair noted the response which had no objection from Stagecoach Bus Company.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the introduction of a 40mph speed limit in place of the existing 50mph limit on the A422 Hennef Way in Banbury, as advertised.**

**117/24 A44 MANOR ROAD, WOODSTOCK - PROPOSED 30MPH SPEED LIMIT EXTENSION**  
(Agenda No. 19)

The Chair introduced the item to the meeting.

Officers confirmed that the road conditions meant that a 30mph speed limit would be suitable, rather than a 20mph speed limit.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the extension of the existing 30mph speed limit on the A44 Manor Road in Woodstock, as advertised.**

**118/24 APPLEFORD: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 20)

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

The Chair made a series of general comments about the County Council's 20mph scheme as a whole, including:

- Welcoming comments from the Secretary of State about the new government's intention to leave decisions such as these to local authorities.
- Addressing concerns around cost and confirming this process was about implementation given that the Council had already agreed to the costs.
- Noting that schemes are brought forward with the support of the parish/town councils and the local County Councillor.
- Noting the response from Thames Valley Police about enforcement.
- Referencing the responses from the bus companies about the 'cumulative effect' on their services.
- Noting that consultation responses were the decision of people who wished to respond or not.

The Chair noted the good level of consultation response, which was welcomed.

The Chair invited local residents to stay in touch with the County Council with particular issues in their local area.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the proposed introduction of 20mph speed limits in Appleford-on Thames, as advertised.**

**119/24 APPLETON WITH EATON: 20MPH SPEED LIMIT PROPOSALS**

(Agenda No. 21)

The Chair introduced the item to the meeting.

The Chair invited local residents to stay in touch with the County Council with particular issues in their local area.

The Chair noted the response from the bus companies highlighting that a lower speed limit would make it easier to walk to bus stops.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Appleton & Eaton, as advertised.**

#### **120/24 BERINSFIELD: 20 MPH SPEED LIMIT PROPOSALS**

(Agenda No. 22)

The Chair introduced the item to the meeting.

The Chair specifically noted the objection from the Oxford Bus Company and referenced the written responses.

Officers explained their findings in Annex 4, which timed bus services in Berinsfield to try and quantify the impact of reductions in speed limits. Officers concluded that if the bus was limited to a 20mph speed limit, there would be a negligible impact on the duration of bus services.

The Chair noted that the opinion of bus officers within the County Council is that the reduction in time on the bus services could be accommodated by 'dwell time' that is built into services.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the introduction of 20mph speed limits in Berinsfield as advertised.**

#### **121/24 BRIZE MEADOW: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 23)

The Chair introduced the item to the meeting.

The Chair noted that this was proposal was due to a new development of housing.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in the Brize Meadow Development, as advertised.**

**122/24 BUSCOT: BUSCOT & BUSCOT WICK - PROPOSED 20MPH SPEED LIMITS**  
(Agenda No. 24)

The Chair introduced the item to the meeting.

The Chair noted the standard response from Thames Valley Police.

The Chair referenced a written statement of support from the local County Councillor.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Buscot and 30mph speed limits in Buscot Wick, as advertised.**

**123/24 CHADLINGTON: PROPOSED 20MPH SPEED LIMITS**  
(Agenda No. 25)

The Chair introduced the item to the meeting.

The Chair noted the good level of consultation response.

The Chair referenced several consultation responses, which emphasised support for the proposal.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Chadlington, as advertised.**

**124/24 CULHAM: 20 MPH SPEED LIMIT PROPOSALS**  
(Agenda No. 26)

The Chair introduced the item to the meeting.

The Chair noted that the scheme was for two non-contiguous roads within Culham.

The Chair referenced the good level of support for the scheme in the consultation responses and noted a point from a local parish councillor about speed limits on the High Street.

The Chair thanked the parish council for their engagement and asked them to keep in touch with the County Council about issues in their area.

The Chair noted that Culham was an area with potential for new developments and that road speed limits would be kept under review.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the introduction of 20mph speed limits in Culham as advertised.**

**125/24 DUCKLINGTON: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 27)

The Chair introduced the item to the meeting.

The Chair noted the support from the support from the local parish council and the fact that they wanted more to happen on Standlake Road. The Chair asked officers to note this point.

The Chair made the point that the A415 was outside the scope of this scheme.

Officers confirmed that as part of the Vision Zero Review, speed limits on A and B roads would be reviewed.

The Chair noted the concerns of the bus companies.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Ducklington, as advertised.**

**126/24 EAST HAGBOURNE: 20MPH SPEED LIMIT PROPOSALS**

(Agenda No. 28)

The Chair introduced the item to the meeting.

The Chair noted that this proposal was a logical extension of County Council policy.

The Chair referenced a consultation response about road markings being ignored and asked officers to pick this up via the 'School Streets' policy.

The Chair thanked residents for their engagement and asked them to keep in touch with the County Council about issues in their area.

The Chair picked up a point regarding signage in heritage areas.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in East Hagbourne, as advertised.**

#### **127/24 FERNHAM: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 29)

The Chair introduced the item to the meeting.

The Chair noted how the map demonstrated how the policy was being logically applied.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Fernham, as advertised.**

#### **128/24 FREELAND: 20 MPH SPEED LIMIT PROPOSALS**

(Agenda No. 30)

The Chair introduced the item to the meeting.

The Chair noted that the scheme addressed residential roads within the village.

Following recommendations from the local parish council and the local County Councillor, officers included their requests in the consultation, but felt, having reviewed the character of the road, to not put forward that recommendation.

The Chair noted the cross-party support for this scheme and the high level of responses.

The Chair referenced several consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed speed limits in Freeland as advertised, excepting:  
a) The proposed 30mph speed limit on the A4095.**

### **129/24 FYFIELD & TUBNEY: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 31)

The Chair introduced the item to the meeting.

Following a question from the Chair, officers confirmed that Digging Lane was a stretch of road being reduced to 50mph from national speed limit, subject to the recommendations being approved.

The Chair thanked officers and agreed to the recommendations in the report.

#### **RESOLVED to:**

- a) Approve the proposed introduction of 20mph and 50mph speed limits in Fyfield as advertised.**

### **130/24 HORLEY: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 32)

The Chair introduced the item to the meeting.

The Chair noted that this proposal was a clear application of County Council policy.

The Chair thanked officers and agreed to the recommendations in the report.

#### **RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Horley, as advertised.**

### **131/24 KELMSCOTT: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 33)

The Chair introduced the item to the meeting.

The Chair raised the point about the visual impact of signage in historic villages, such as Kelmscott. Officers confirmed that discretion was exercised to allow flexibility in this case.

The Chair thanked officers and agreed to the recommendations in the report.

#### **RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Kelmscott, as advertised.**

### **132/24 LITTLE WITTENHAM: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 34)

The Chair introduced the item to the meeting.

The Chair noted the consultation response from the local County Councillor.

Following a question from the Chair on buffer zones, officers confirmed that it could be done but at further expense and further consultation.

The Chair noted that the local parish council referenced successful schemes from 2021, which proved the success of the scheme.

The Chair thanked officers and agreed to the recommendations in the report.

#### **RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Little Wittenham, as advertised.**

### **133/24 MIDDLETON STONEY: 20 MPH SPEED LIMIT PROPOSALS**

(Agenda No. 35)

The Chair introduced the item to the meeting.

Officers noted the strong concerns raised by Thames Valley Police, particularly in respect of the B430.

Officers referenced the engagement with the local County Councillor and local parish council.

The Chair references several of the consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

#### **RESOLVED to:**

- a) Approve the introduction of 20mph & 30mph speed limits in Middleton Stoney, as advertised.**

### **134/24 NORTHMOOR: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 36)

The Chair introduced the item to the meeting.

The Chair noted the high level of response to the consultation, which was welcomed.

The Chair stated that the scheme was designed to improve safety and to shift the balance of modal use.

The Chair referenced several consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph and 30mph speed limits in Northmoor, as advertised.**

#### **135/24 SHIPTON-ON-CHERWELL: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 37)

The Chair introduced the item to the meeting.

The Chair noted the high level of response to the consultation, which was welcomed.

The Chair noted the scheme was two separate schemes.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

**Approve the proposed introduction of 20mph speed limits in Shipton-on-Cherwell, as advertised:**

**a) On the village road at Shipton-on-Cherwell,**

**b) On the A4095 at Bunkers Hill.**

#### **136/24 SOULDERN: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 38)

The Chair introduced the item to the meeting.

The Chair noted that it was a small scheme and noted the consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Souldern, as advertised.**

## **137/24 SIBFORD GOWER: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 39)

The Chair introduced the item to the meeting.

The Chair noted the response to the consultation from Cherwell District Council, who raised no objection.

Officers noted the points about the visibility splay of the new development and the Chair asked the parish council to keep in touch with any issues.

The Chair thanked officers and agreed to the recommendations in the report.

### **RESOLVED to:**

**Approve, as advertised:**

- a) The proposed introduction of 20mph speed limits in Sibford Ferris,**
- b) The proposed introduction of 20mph speed limits in Sibford Gower.**

## **138/24 TIDDINGTON: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 40)

The Chair invited speakers to address the meeting, responded to their points in turn and introduced the item to the meeting.

Officers confirmed that they believed that the A418 was not suitable for 20mph speed limits.

Officers confirmed that they would brief the local County Councillor about all aspects of the scheme.

Officers questioned whether a deferral may be in order to allow for further briefings and to avoid any ambiguity.

The Chair thanked the officers and speakers and agreed to the recommendations in the report.

### **RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in Tiddington excepting the current proposal for the A418 which is recommended to remain at 30mph.**
- b) To approve the 20mph speed limits at Milton Common.**

**139/24 WEST HENDRED: PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 41)

The Chair introduced the item to the meeting.

The Chair noted the high level of consultation responses, with a majority supporting the scheme.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed introduction of 20mph speed limits in West Hendred, as advertised.**

..... in the Chair

Date of signing .....

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Guidance is given in square brackets under each of the headings below. Headings which are discretionary are also in square brackets. Please delete as you go along and remove heading and sections not needed.

## Divisions Affected – Banbury Grimsbury & Castle

### DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

10 OCTOBER 2024

### CHERWELL STREET BUS SERVICE IMPROVEMENT SCHEME, BANBURY

#### Report by Director of Environment and Highways

#### RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve in principle the preferred scheme to take forward into the preliminary and detailed design stage for the Cherwell Street Bus Service Improvement Scheme.**

#### Executive Summary

1. The Cherwell Street bus service improvement scheme in Banbury is a DfT-funded project under Oxfordshire's Bus Service Improvement Plan (BSIP), developed by Oxfordshire County Council in collaboration with local bus operators. The first version of the Bus Service Improvement Plan was approved by Cabinet on 19 October 2021 and has recently been updated and approved on 18 June 2024. This Banbury scheme constitutes measures to improve bus journey times from the current George Street bus lane into the town centre. The preferred scheme also proposes related pedestrian improvements (see scheme diagram in **Annex 1**).
2. Following a comprehensive options' assessment, Oxfordshire County Council officers carried out an informal public consultation on the proposed scheme option in March 2024. The consultation document is provided in **Annex 2**. Whilst consultation feedback towards the proposals was generally positive, including from the key bus operator, there are elements that would require the removal of highway lanes and/or reduced highway capacity which has raised concern. Officers have addressed the issues in this report, but the next stage of design work will provide more evidence and detail, ahead of a formal consultation in December 2024.

3. Approval is therefore sought for the principles of the scheme to be taken forward into the next design stage.

## Options and Feasibility

4. There are delays for buses travelling between George Street and the bus hub in Banbury town centre, with significant congestion at the Bridge Street/Cherwell Street junction during peak periods. The scheme aims to improve and prioritise bus movement in this area.
5. The Oxfordshire BSIP recognised the lack of journey time reliability for buses through Banbury and aimed to improve their access into the town centre by introducing a northbound bus lane on Cherwell Street to reduce delay at peak times.
6. An appraisal was undertaken of a wide range of interventions (including the northbound bus lane), with five scheme options shortlisted for design and assessment using a VISSIM microsimulation model. The work demonstrated that the bus lane was not operating well because of its interaction with the petrol filling station on Cherwell Street, and reconfiguration of the signals with an extended left turn lane into the town centre (for buses and left turning vehicles) worked more effectively. Given the low number of left turning vehicles, modelling showed that this lane worked as a 'virtual bus lane' that still prioritised bus movements. Further detail is provided in the Options Assessment Report (**Annex 3**).
7. As well as the virtual bus lane, the proposed scheme includes wider improvements:
  - **George Street / Cherwell Street junction** - the scheme includes the widening of the existing George Street bus lane to current standards where the buses turn left; the introduction of a pedestrian crossing on George Street and on the northern arm, and improvements to the traffic lanes approaching the junction from the south. These improvements would require general traffic lanes on George Street to be reduced from two lanes to one lane, close to the junction.
  - **Cherwell Street / Bridge Street / Concord Avenue junction** – adjustment and optimisation of traffic signals; improved pedestrian facilities across all arms including reconstructed pedestrian islands; removal of the pedestrian island; and altering the highway lane allocations on Bridge Street (east) to address the current issue of left-turning vehicles mounting the footway due to sub-standard lane widths.

## Corporate Policies and Priorities

8. The adopted Local Transport Connectivity Plan (LTCP) sets out the modal hierarchy with pedestrians given the highest priority and buses also prioritised

above motor vehicles. The recommended scheme prioritises both these modes.

9. The scheme meets the priority to “put action to address the climate emergency at the heart of our work” by influencing a move to sustainable transport and the priority to “invest in an inclusive, integrated and sustainable transport network” by making services, amenities and sustainable modes of travel more accessible.

## **Financial Implications**

10. The scheme is currently being funded through the Department for Transport’s Bus Service Improvement Plan. The County Council has secured £2.3m for the scheme through this fund. An additional £500,000 of s106 funding has also been allocated to this project.

Comments checked by:

Filipp Skiffins, Assistant Finance Business Partner  
([Filipp.skiffins@oxfordshire.gov.uk](mailto:Filipp.skiffins@oxfordshire.gov.uk))

## **Legal Implications**

11. The Council is the local highway authority for Oxfordshire under the Highways Act 1980 and is also the traffic authority under the Traffic Management Act 2004 and has a duty to secure the expeditious movement of traffic. In order to progress the design of this scheme the services of a design consultant will be procured by the Council and Legal Services will advise and assist with putting the contract for services in place.

Comments checked by:

Gareth Hale, Senior Solicitor and Team Leader, (Contracts & Conveyancing)  
([Gareth.Hale@oxfordshire.gov.uk](mailto:Gareth.Hale@oxfordshire.gov.uk)) (Legal)

## **Procurement Implications**

12. When procuring goods, services or works, the procurement must be conducted in accordance with the Council’s Contract Procedure Rules and, where applicable, the Public Contracts Regulations 2015 (PCRs).
13. The Council are currently in the process of procuring design consultants to complete the preliminary and detailed design for the scheme through the Eastern Shires Purchasing Organisation (ESPO).

14. The procurement strategy for construction for the scheme is currently being developed.

Comments checked by:

Lauren Hawkins, Category Manager, Finance and Commercial Services  
[lauren.Hawkins@oxfordshire.gov.uk](mailto:lauren.Hawkins@oxfordshire.gov.uk)

## Staff Implications

15. Resources are in place from the Place Planning North and Infrastructure Delivery teams to take the scheme through design and a second public consultation. The Infrastructure Delivery team will provide project management resource to manage the project finances, risk, programme, change control and internal reporting. The client team will support the design consultant with Oxfordshire County Council technical assurance processes.
16. The design consultant commissioned to undertake the options and feasibility stage of the work is being commissioned to update the modelling and progress the design.

## Equality & Inclusion Implications

17. An Equality Impact Assessment has been completed (**Annex 4**) and highlights an overall positive change for pedestrians and bus users with protected characteristics under the Equality Act (2010). A negative impact has been highlighted for car users who travel through Bridge Street (east). Further detailed modelling will be undertaken through the more detailed design phases.

## Sustainability Implications

18. The proposed Cherwell Street scheme scores well at this early-stage Climate Impact Assessment as it focuses on investing in public transport infrastructure, helping to transition to net zero in Banbury by supporting behavioural change. Any reduction in car trips will help with air quality. Officers and consultants will engage with vulnerable groups to ensure the proposals provide benefits. The full Carbon Impact Assessment is provided in **Annex 5 - Climate Impact Assessment**.

## Risk Management

19. A risk register will be maintained by the Infrastructure Delivery project team. Significant escalation of risk will be reported to the Bicester & Banbury Programme Board.

20. There are physical constraints on Cherwell Street, with two BT chambers restricting the current width on a short stretch of highway immediately north of the petrol station. The moving of these will add cost to the scheme and will be established in the next few weeks.
21. The BSIP funding deadline means the scheme needs to start on the ground in March. There is a risk that complications during the design stage will extend beyond this timescale. Officers and consultants are working closely to avoid unnecessary delay.
22. The Banbury and Bicester Capital Programme Manager and Board will provide high level project assurance. Technical design assurance will be provided by the County Council's technical assurance team ensuring the preliminary and detailed scheme design meet all appropriate county and national design guidance. Risk and contingency allowance have been included in the project budget costs and will be managed by the project manager and programme board.

## Informal Consultation

23. Engagement with County, District and Town Councillors for the impacted wards, District Council Officers and Stagecoach as the main bus operator in Banbury was undertaken as part of the options and feasibility work. Representatives of Banbury Active Travel Supporters responded to the public consultation and will be further engaged during the preliminary design stage.
24. An informal public consultation on the preferred option ran from Monday 4 March 2024 until Monday 1 April 2024 with findings provided in the Consultation Report (**Annex 6**). Local Councillors from all three tiers (County, District and Town) were invited to a briefing prior to the consultation launching. Consultation promotion included:
  - Letters were hand delivered by officers to residential and business addresses in the vicinity of the scheme along Bridge Street, Cherwell Street, Lower Cherwell Street and George Street
  - Posters were displayed at the town hall (where hard copies of the survey could be collected), on buses and at other locations around Banbury
  - Social media and other digital communications were issued – including emailing local partners.
25. 1400 visitors accessed the Let's Talk page with a total of 120 respondents completing the consultation survey; online and paper survey options were available and promoted.
26. Key survey findings included:

- The most common methods of travel through the study area for respondents was by bus or by walking.
- 88% of respondents were supportive of the objective of improving the journey times and reliability of buses accessing Banbury town centre via Cherwell Street and Bridge Street.
- 85% were supportive of the core scheme proposal of extending the left turn (all traffic) lane from Cherwell Street to Bridge Street (west) to improve bus access to the town centre from the south.
- 86% were supportive of improving the design of the Bridge Street junction to remove existing pedestrian safety issues and formalise traffic lane arrangements.
- 87% were supportive of improving signal timings to manage congestion for all traffic and ensure buses pass through the Bridge Street junction more efficiently.

However, some respondents highlighted areas of concern, in particular the impact of:

- Removing the right-turn lane from Concord Avenue into the town centre, to provide wider running lanes and a wider pedestrian island
- Reducing the eastbound running-lanes to one lane on George Street at its junction with Cherwell Street, to provide a wider bus lane for the left turn movement and to improve the pedestrian crossing facilities
- Removing the Bridge Street (east) pedestrian island and changing the westbound running lanes to improve pedestrian safety and mobility.

27. There are some additional comments that are discussed in the full consultation report, several of which have been considered and addressed in the updated scheme design to be taken forward to the next design stage. The need for further consideration of provisions for cyclists is understood by officers who will be working with the local active travel supporters' group to identify improvements through this part of Banbury.
28. Following the next stage of design and further modelling, there will be a full public consultation in December, including an exhibition. This will present more detailed information on the elements of the scheme and invite the public to comment and state whether or not they support the final proposals. The recommended scheme for construction will come back to the CMD in February 2025 in order to meet the DfT requirement to start early works before the end of the 2024/25 financial year.

### **Officer Response to Concerns**

29. There were concerns raised that the changes at Cherwell Street / Bridge Street/ Concord Avenue would cause further delay to bus services because they would

be impacted by delays to general traffic in the wider area where there is no bus priority in place i.e. gains on Cherwell Street would be negated by increased congestion on Bridge Street (east) and Concord Avenue (southbound). Balancing the needs of the various bus and coach services through that junction has been a primary concern throughout the development of the scheme. The only route into and out of the town centre is via this junction.

30. In preparing the BSIP bid, the focus was on improving on the unreliable bus journey times along Cherwell Street as by far the majority of services from the west and south into the town centre use this route (currently 17-18 buses per hour). However, there are some local services plus out-of-town services that travel through Grimsbury and into the town centre via Bridge Street (east) (4-5 buses per hour) and from the end of 2025 some services from the south will travel via Tramway Road and use this route. Only one coach service arrives via Concord Avenue.
31. The feasibility work highlighted that the traffic lanes on Bridge Street (east) were so narrow, partly to allow for a pedestrian island, that vehicles were bumping up onto the pavement (which is also narrow) to turn left on the green signal. Earlier options to address this by reducing Bridge Street (east) to one lane eastbound whilst retaining the pedestrian island (to minimise pedestrian crossing time to reduce highway capacity impacts) were dismissed through the assessment work because they caused too much additional delay for buses from this direction and to all vehicles through Grimsbury. It has been a challenge to balance the needs of the different bus services and improve on the situation for pedestrians, but officers feel the current scheme provides the right benefits and minimises the negatives.
32. The next stage of the design work will enable these issues to be examined in more detail. The route into Banbury via Bridge Street (east) is a key corridor that connects Banbury train station and the Grimsbury area with the town centre but it is an unpleasant route providing a poor experience for all users. It is clear from early modelling work that even with no scheme in place, it will become more congested in the future. Encouraging more people to use this route on foot or by bus will therefore help to reduce these issues.
33. Another reason for a lack of scheme support from some respondents was that the proposal to widen the bus lane on George Street would lead to reductions in width elsewhere and increased congestion. The current bus lane is below standards in terms of width where the buses turn into Cherwell Street; the proposals will improve conditions for bus services and provide a formalised crossing for pedestrians where there is currently none. Modelling undertaken to date suggests that there is minimal impact on vehicular movements.
34. The bus and pedestrian elements of the scheme received a high level of support from those that responded to the informal consultation. The next design stage of the work will provide more information to examine the elements of the scheme proposals in detail including the areas of concern. Officers will be continuing to work on cycle provision in the area as a separate project as this scheme is part of a continuing programme of sustainable and place making improvements for Banbury.

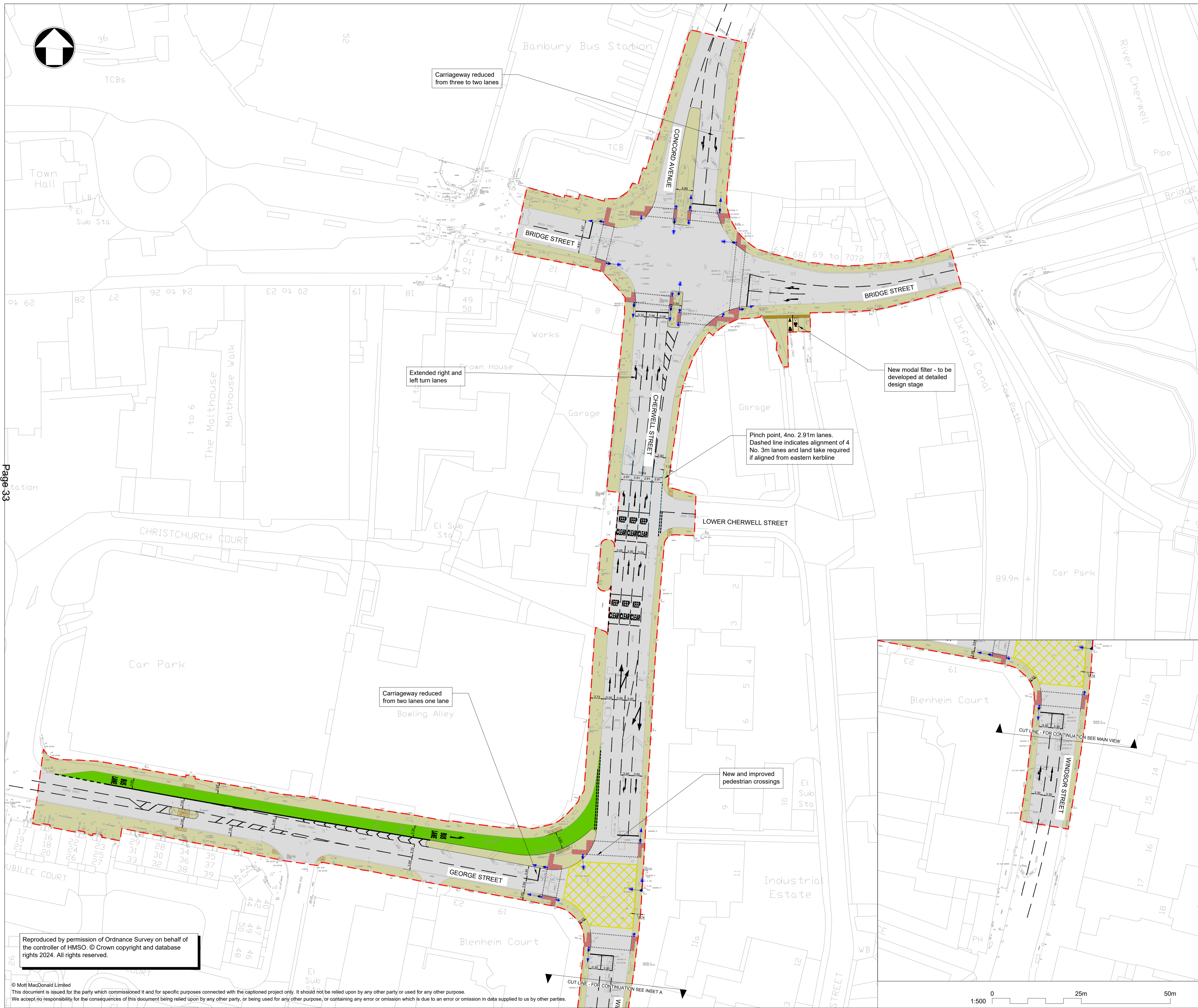
**Paul Fermer**

**Director of Environment and Highways**

Annexes                      Annex 1: Design drawing  
Annex 2: Consultation document (proposals consulted  
on in March 2024)  
Annex 3: Options Assessment Report  
Annex 4: Equalities Impact Assessment  
Annex 5: Climate Impact Assessment  
Annex 6: Consultation Report (results of the  
consultation)

Contact Officer              Jacqui Cox – Place Making Manager (North)  
Colm McAllister - Senior Transport Planner

October 2024



- Notes
- Do not scale any items or information from the drawing.
  - Design is based on topographic survey supplied by Malcolm Hughes Chartered Land Surveyors (ref. 61962). Where survey information is not available, design is based on Ordnance Survey mapping tiles.
  - All dimensions in metres unless stated otherwise.

Key to symbols

- Site boundary
- Carriageway
- Segregated cycle lane
- Footway
- Uncontrolled crossing
- Controlled crossing
- Cycleway tactile paving
- ▶ Push button
- ▶ ELV cls led signal head with primary hoods
- ▶ ELV cls led signal head with secondary hoods
- Bus lane

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P5	22.08.24	JK	Dimensions added	CO	NO
P4	15.08.24	JK	Design aligned to topo	CO	NO
P3	04.07.24	JH	Amended following RSA	DC	NO
P2	10.05.24	AFH	Draft Issue	-	-
P1	29.04.24	AFH	Draft Issue	-	-

Rev	Date	Drawn	Description	Ch'k'd	App'd
P5	22.08.24	JK	Dimensions added	CO	NO
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P2	10.05.24	AFH	Draft Issue	-	-
P1	29.04.24	AFH	Draft Issue	-	-

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Client

**OXFORDSHIRE COUNTY COUNCIL**

Title

**Cherwell Street, Banbury  
Bus Service Improvement Scheme  
General Arrangement**

Designed	J Harvey	JH	Eng check	C Osborne	CO
Drawn	J Kay	JK	Coordination	P McKeown	PMcK
Dwg check	C Osborne	CO	Approved	N.Ovenell	NO
Scale at A1	Status	Rev	Security		
1:500	STD	P5	STD		
Drawing Number					
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# Cherwell Street, Banbury: Bus Service Improvement Scheme (including Bridge Street & George Street junctions)



## Introduction

The A4260 Cherwell Street in central Banbury carries about 12,000 vehicles in each direction each day. It is a primary traffic and freight route through the town and provides access for many of the town's bus routes to the main bus hub in Banbury town centre.

As part of the Oxfordshire Bus Service Improvement Plan (BSIP), £2.3m of funding has been awarded by the Department for Transport (DfT) to deliver a bus priority scheme along Cherwell Street, with additional developer contributions also secured towards the scheme.

The proposed scheme aims to reduce journey times for buses and improve their reliability whilst also bringing improvements for pedestrians and other corridor users.

This consultation presents findings from a study carried out to identify the optimal proposed scheme upon which we now need your views.

## Why is this consultation taking place?

This consultation represents early engagement for the proposed scheme for Cherwell Street. The information presented has been informed by options' assessment, transport modelling and concept design work undertaken by independent consultants, combined with input from Oxfordshire County Council and other stakeholders.

**This consultation will run from Monday 4 March to Monday 1 April 2024.**



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# Why does Cherwell Street need a new bus priority scheme?

- The signalised junction of Cherwell Street and Bridge Street in Banbury, is important for the local bus network, being the gateway to the bus terminal area within Banbury town centre.
- During peak periods, the junction is over-capacity for vehicles, and this causes delays to buses into and out of the town centre.
- The aim of the proposed scheme is to reduce bus journey times and deliver more reliable and consistent journeys between George Street and Banbury bus station and the Bridge Street on-street bus hub.
- The Bridge Street junction was identified as a location that would benefit from improvements, with complementary measures on Cherwell Street also considered.



# The proposed scheme

The proposed scheme includes the following areas and key scheme elements:

- **Cherwell Street between George Street and Bridge Street**

Including changes to line marking and the reinforcement of the 'keep clear' markings at the Morrisons Daily petrol station entry and exit junctions.

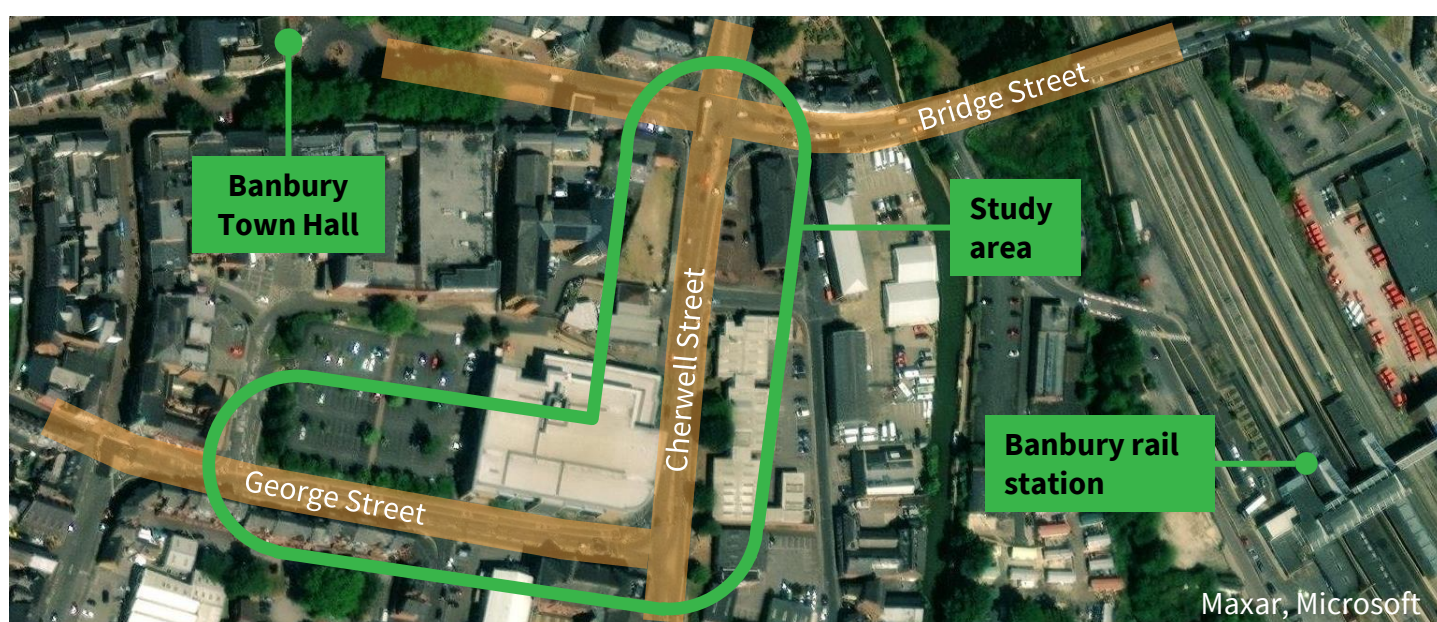
- **The junction of Cherwell Street and George Street**

Including widening of the bus lane on George Street and formalisation of the priority/give way arrangement for buses onto Cherwell Street; removal of the pedestrian island and widening of the traffic lanes for vehicles approaching the junction on the Bodicote side of the

junction; repainting of the yellow box junction; introduction of a pedestrian crossing on the Banbury town centre side of the junction; and reduction of the number of lanes for general traffic on George Street from two lanes to one lane.

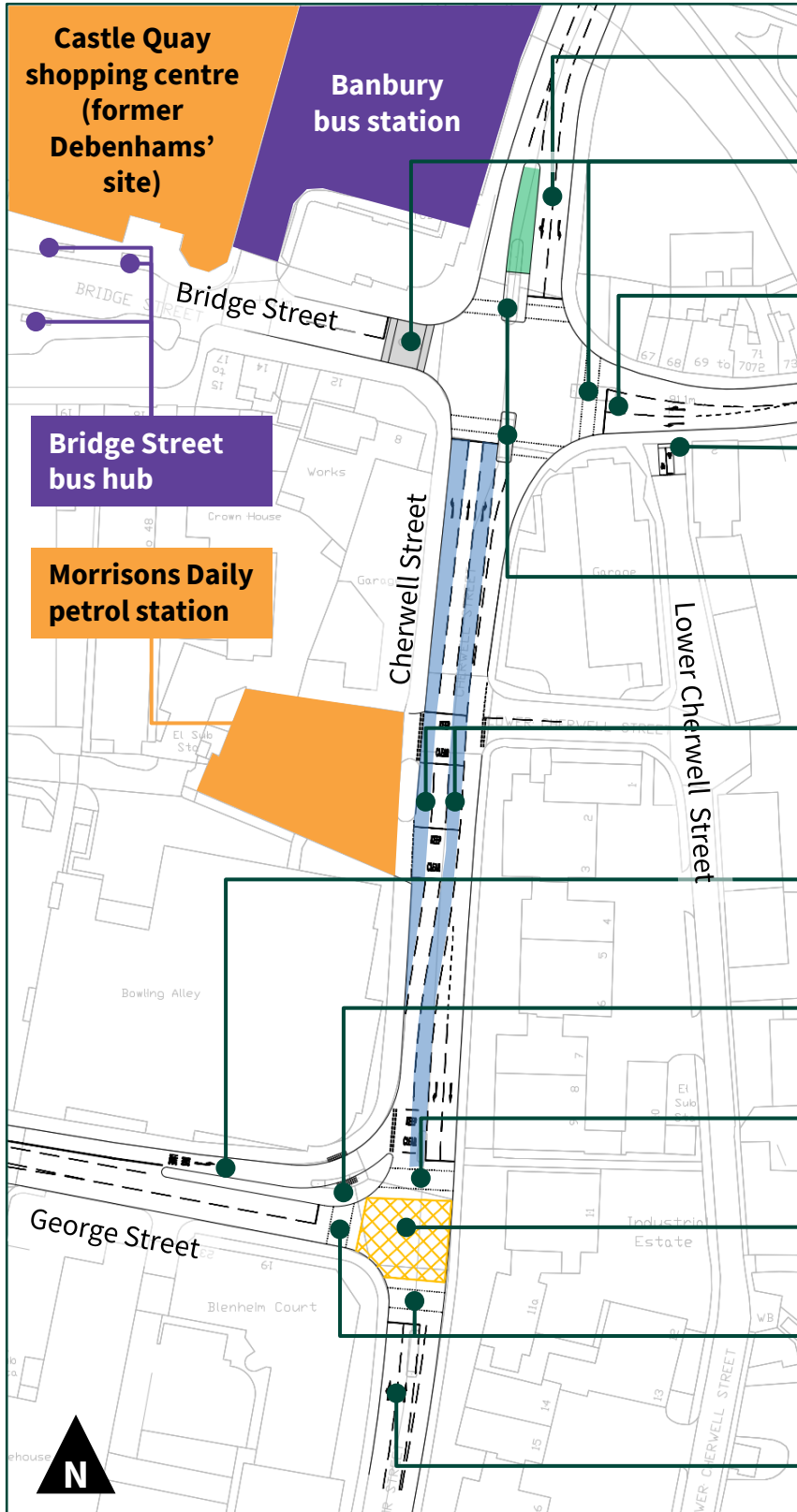
- **The junction of Cherwell Street and Bridge Street**

Including adjustment and optimisation of traffic signal times; reconstruction of the pedestrian islands on Cherwell Street; improved pedestrian crossings on Bridge Street; reduction in the number of lanes for traffic approaching the junction on Concord Avenue from three lanes to two lanes; formalising an existing modal filter for bicycles at the Bridge Street end of Lower Cherwell Street; and changes to line markings for westbound traffic on the eastern arm of the junction.



# Features of the proposed scheme

The proposed scheme falls entirely within the highway boundary.



Lanes widened and junction approach reduced to two lanes

Improved pedestrian crossings

Turning flare switched for through and right-turning traffic

Existing cycle modal filter formalised

Pedestrian islands reconstructed

Longer turning lanes for northbound traffic

Bus lane widened and general traffic reduced to one lane

Reconstruction and expansion of pedestrian island

New pedestrian crossing

Repainted yellow box junction

Improved pedestrian crossings

Retained as two lanes with lanes widened

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# What are the benefits of the proposed scheme?



The main improvement will be to the bus journey times and service reliability on Cherwell Street during peak periods.

Other benefits of the scheme include:

- Longer turning lanes for both left-turning and right-turning traffic on Cherwell Street between George Street and Bridge Street, reducing blocking back.
- Pedestrian crossing improvements at the Cherwell Street/ Bridge Street junction, bringing benefits to public transport users and other people accessing the town centre bus stops and train station.
- Safety improvements for pedestrians along Bridge Street (east), where cars currently mount the footway to access the left-turning lane for westbound traffic.
- Safety improvements at the Cherwell Street/ George Street junction, with an additional crossing of the northern arm of this junction and a larger pedestrian island.
- Other improvements at the junctions of Cherwell Street/ Bridge Street and Cherwell Street/ George Street with changes to pedestrian islands, new line marking, and wider traffic lanes. Road markings in the centre of the Bridge Street junction will clarify vehicle positioning for conflicting turns, reducing delays caused by this.
- Space for additional planting and greenery along Cherwell Street.
- Supports a place-based renewal of Cherwell Street and improvements for walking and cycling to support the Canalside redevelopment scheme.



# What other options were considered?

The scheme proposed in this consultation has been identified following a staged analysis of a wide range of options.

The process involved initial consideration of a **long list** of design interventions that could be implemented to improve journey times and travelling experience for bus users, whilst also improving conditions for walking, wheeling and cycling and at the same time minimising impact on general traffic.

These options were then sifted and prioritised based on how well they met a range of objectives that align with the views of local stakeholders and relevant transport plans and strategies such as the Oxfordshire BSIP, the Cherwell Local Plan, and the Oxfordshire Local Transport and Connectivity Plan.

The **short list** of options identified were then used to create five potential schemes that were developed into design concepts.

These five options were assessed against their cost, feasibility for delivery, impact on journey times (for buses and general traffic), and ability to meet the project objectives. Transport modelling supported this work and the option selected achieved the best balance of improving journey times and minimising cost.

Some of the features of these other options are shown on the next page.

These options included a new bus lane on Cherwell Street, banning certain turning movements at junctions, and providing substantially more space for pedestrians at junctions.

Modelling indicated that these options had an unacceptable negative impact on general traffic or that they did not provide enough benefit given their cost to implement.

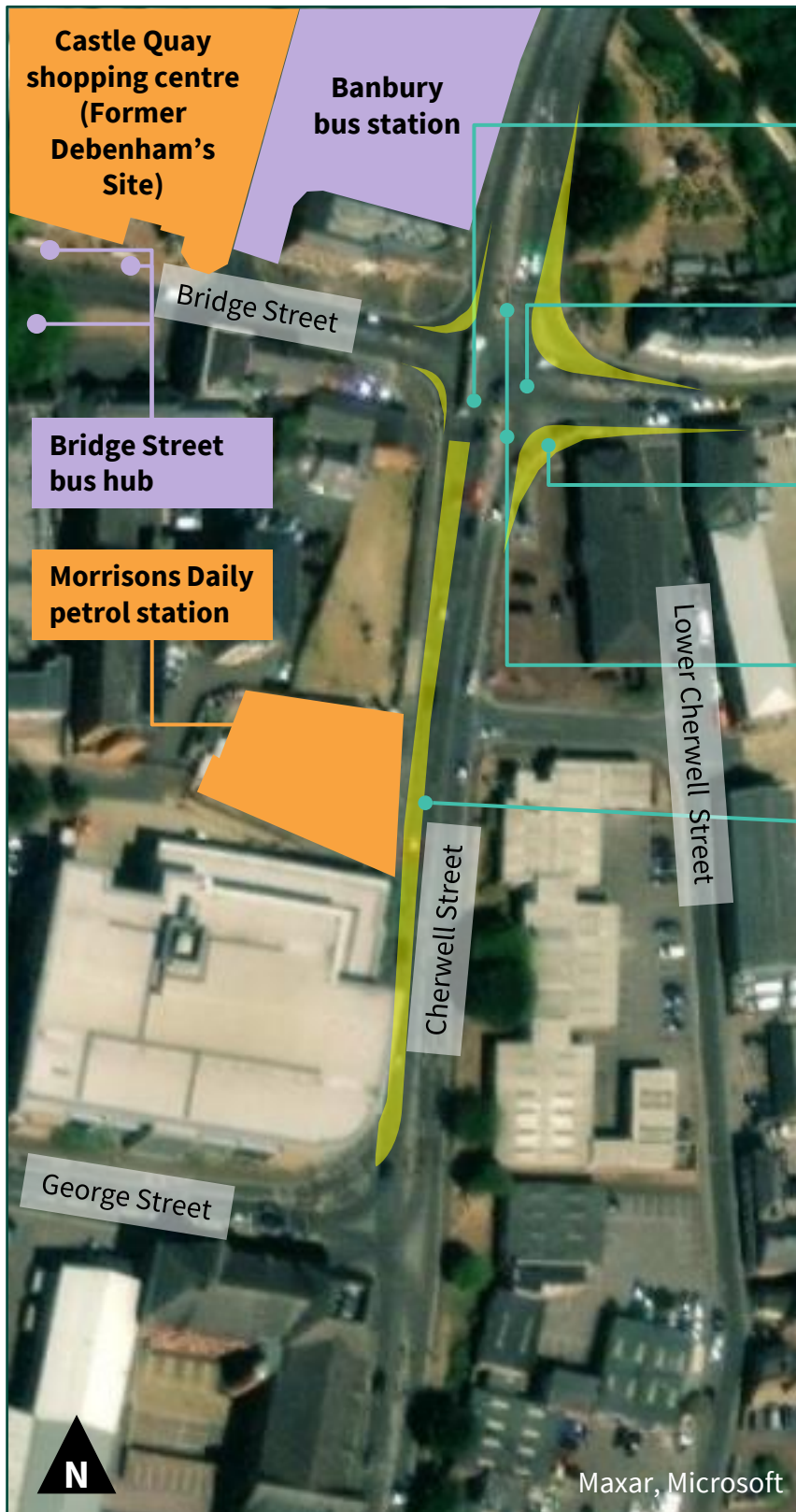
## The long list of options

Other options were also considered but eliminated prior to development of concept scheme design as they were considered to have negative effects on bus passengers, for example, not supporting faster and more reliable bus journey times or making it more difficult for bus passengers to travel to their destination once in Banbury; or they were unfeasible to implement.

These options included replacing the junction at Cherwell Street and Bridge Street with a roundabout and installing a bus lane on Bridge Street.



# Other options considered



Banning right turn movements from Cherwell Street to Bridge Street

Providing new roundabout at the junction of Cherwell Street and Bridge Street

Expanding footways to reduce crossing distances and provide more space for pedestrians

Simplifying and improving pedestrian crossings on Cherwell Street

Providing bus lane on Cherwell Street

# Where are we now - and what happens next?

**Late 2023 – Early 2024**  
Concept development and options analysis

**March 2024**  
Initial consultation

**April 2024**  
Concept design

**Summer 2024**  
Detailed design, further consultation and scheme refinement

**Autumn 2024 – Summer 2025**  
Scheme approval, construction and commissioning

The proposed scheme is a first step in the wider place-making and public realm improvements for Banbury which will be identified within the 2050 Vision work for the town. The Cherwell Street bus priority scheme aims to deliver improvements in the shorter term (2025).

We are keen to engage with you now to hear your thoughts. Your feedback will be reviewed and used to inform the next stage of scheme design and costings. There will then be a further consultation on the next stage of design in summer 2024.





# **Cherwell Street, Banbury Bus Service Improvement Scheme**

Options report

July 2024

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# **Cherwell Street, Banbury Bus Service Improvement Scheme**

Options report

July 2024

# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	2 April 2024	Anna Whittle and Patrick Noonan	Nick Ovenell	Richard Brown	First draft
B	26 April 2024	Anna Whittle and Patrick Noonan	Nick Ovenell	Richard Brown	Final draft
C	5 July 2024	Patrick Noonan	Nick Ovenell	Richard Brown	Updated modelling results

## Information class: Standard

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# 1 Introduction

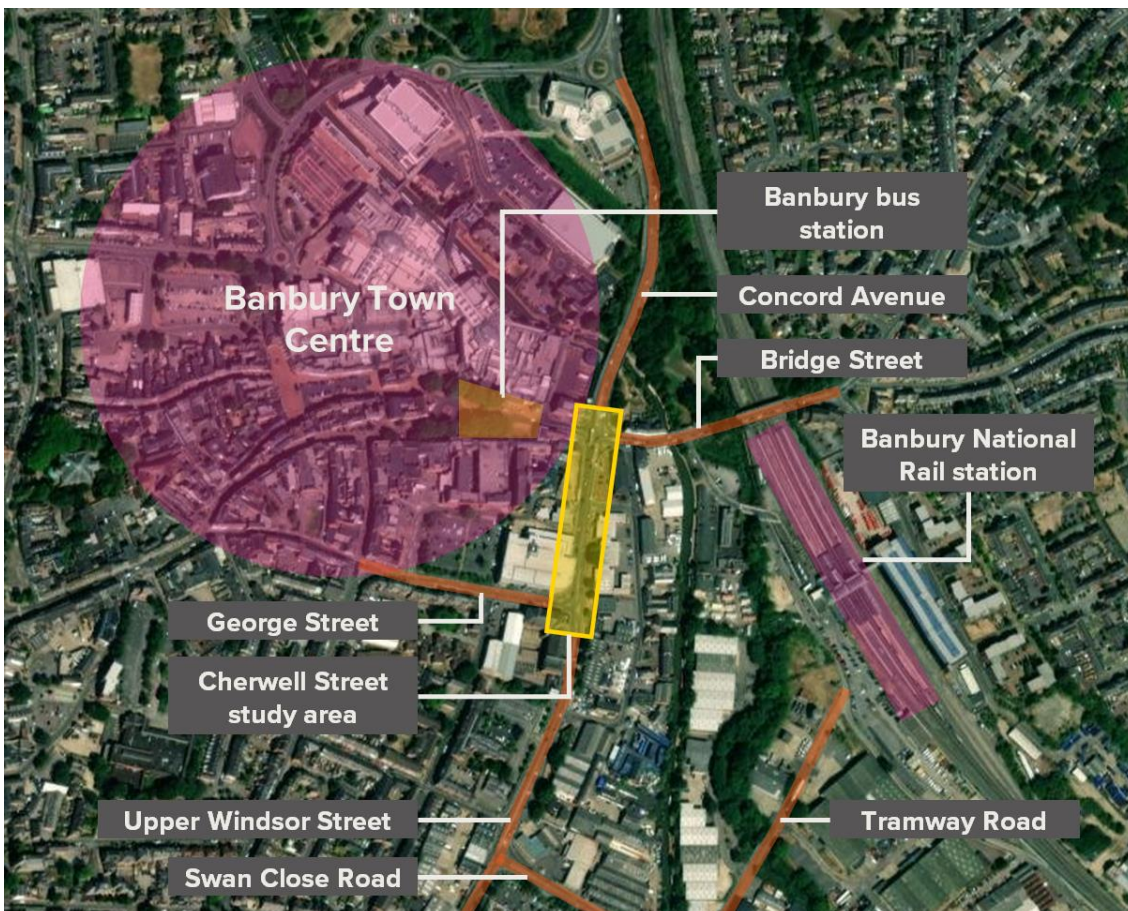
The signalised junction of Cherwell Street and Bridge Street in Banbury, Oxfordshire, is of particular importance for Banbury's local and inter-urban bus network, as it is the gateway to the bus terminal area within Banbury town centre. The junction operates over-capacity during peak periods for motorised vehicles resulting in significant delays to buses, both into and out of the town centre.

This junction, along with Cherwell Street between Bridge Street and George Street, was identified in the Oxfordshire BSIP (Bus Service Improvement Plan) as the location for a proposed capital scheme C5, envisaged to include a bus lane on Cherwell St and a package of junction improvements, with the aim of reducing bus journey times and ensuring that all bus trips are reliable and consistent between George Street and the Bridge Street Bus Station and on-street bus hub throughout the day.

Oxfordshire County Council (OCC) was awarded £2.3m by the Department for Transport (DfT) as part of OCC's BSIP award to implement capital scheme C5, and this funding can be supplemented by up to £500,000 of funding support accrued through Section 106 contributions. The DfT funding must be spent by the end of March 2025.

The location of the scheme study area in relation to Banbury town centre is shown in Figure 1.1.

**Figure 1.1: Location of the Cherwell Street bus improvement scheme study area in the context of Banbury town centre.**



The strategic objective to improve journey times and service reliability for buses accessing the town centre from Cherwell Street will require consideration of options that improve the flow of buses through two traffic signal junctions (Cherwell Street with both George Street and Bridge Street) and along Cherwell Street itself, to benefit approximately 16 buses per hour. There is also an opportunity to take a place-based approach to the scheme and consider complementary improvement measures for people walking and cycling in this area as part of the scheme, and to address existing safety issues at the junctions. Whilst the initial scheme must be delivered to meet the timescales of the BSIP funding award, it is envisaged that the scheme could form part of a wider phased package of improvements to the bus network in Banbury, potentially including routing and termination changes in the longer term.

## 1.1 Project aims

The main aims of this project are to:

- a. Produce a feasibility design for a bus improvement scheme for Cherwell Street, Banbury to reduce journey times into the town centre.
- b. Engage with and incorporate the inputs of key stakeholders including Cherwell District Council, Banbury Town Council, and bus operators.
- c. Identify an initial long list of interventions and use an assessment framework to identify a short list by ruling out those that will not meet the scheme objectives, or the budget and time constraints.
- d. Assess the short list in detail and through technical work and engagement, propose a preferred option to take through a public engagement process.
- e. Produce a costed design for the preferred option and handover to OCC's delivery team; provide supporting advice to the appointed contractor.

## 1.2 Report structure

This optioneering report summarises the long list of options, short list of combined options, preferred options and methodology undertaken to produce these options.

Following this introductory section, this report is structured as follows:

- Section 2 outlines and summarises the methodology used to assess the options from the long list of options to the preferred option.
- Section 3 presents the long list of options including the possible interventions, assessment and feasible schemes.
- Section 4 presents the short list of options including the option combinations, modelling results and final assessment.
- Section 5 presents the next steps for the project.

This report has been prepared alongside several other reports documenting the development of this scheme, including:

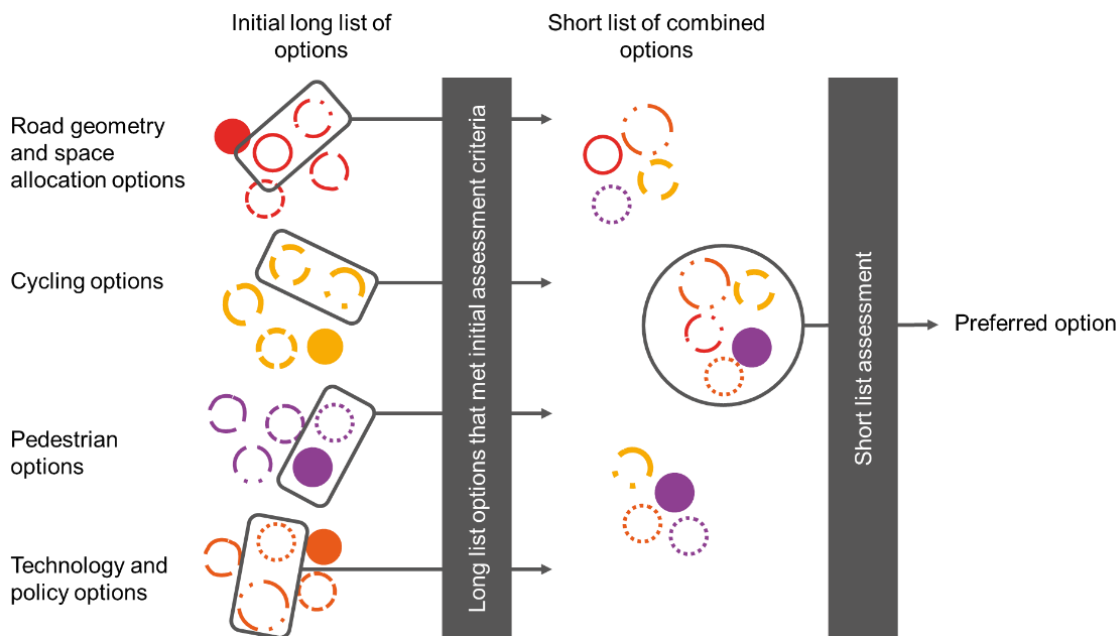
- **Data Assimilation Report**, summarising the strategic and policy context and the existing conditions on Cherwell Street.
- **Options Report** (this report)
- **Modelling Report**, documenting the methodology and results of traffic modelling for the various options identified in this report.
- **Feasibility Design Final Report**, which will document relevant details of the preferred option.

## 2 Optioneering and shortlisting methodology

This chapter presents an overview of the methodology followed to identify a preferred option for the Cherwell Street bus priority improvement scheme. The methodology is focused on the sifting and assessment process to reduce a long list of individual transport interventions to a short list of schemes, and then an eventual preferred option. The methodology incorporates the objectives set out in the Assessment Criteria Framework in the Data Assimilation report.

This overall process is illustrated in Figure 2.1.

**Figure 2.1: Optioneering Methodology**



### 2.1 Long List of Options

In section 6.2 of the Data Assimilation report, the Assessment Criteria Framework was presented. The themes, objectives and sub-objectives defined from policies and documents reviewed were outlined and it was proposed that these were to be used for the appraisal of the long list of schemes and the identification of a shortlist, since this will facilitate the testing of each option against the main motivations for undertaking the work. These are presented in Table 2.1.

**Table 2.1: Themes, Objectives and Sub-Objectives**

No	Theme	Sub-Objective	Document basis
1	Sustainable Mode Shift	1.1. Seek to make the bus a natural first choice through development of infrastructure and network management measures which give greater priority over the private car and improve journey times and reliability.	LTCP Policy 18

No	Theme	Sub-Objective	Document basis
		1.2. Maintain a commercially sustainable and comprehensive network of services which is accessible and attractive to as many residents as possible.	LTCP Policy 18
		1.3. Reduce journey time for trips into Banbury by non-car modes	LTCP Policy 18 Oxfordshire BSIP
		1.4. Improve level of integration and connectivity between bus and other sustainable transport modes by improving pedestrian access between Banbury Rail Station, Banbury Bus Station and the walking and cycling network	LTCP Vision
2	Safety and Well-Being	3.1. Reduce the risk of road traffic collisions, through good design and / or by reducing the amount of traffic on the highway	LTCP Vision
		3.2. Reduce the risk of collisions involving pedestrians and cyclists through good design and / or reducing the amount of traffic on the highway	LTCP Vision
		3.3. Improve journey quality through the reduction of driving-related stress for motorists, and the provision of a safer environment for pedestrians and cyclists.	Inferred from other policies and agreed with project team
		3.4. Improve the resilience of the transport network in Banbury	Inferred from other policies and agreed with project team
		3.5. Increase proportion of visitors satisfied with their journey to Banbury	Oxfordshire BSIP
3	Environment, Place and Resilience	3.1. Reduce greenhouse gas emissions to net zero by improving the flow of traffic and by reducing the volume of traffic on the road	National policy
		3.2. Improve air quality by reducing congestion in sensitive and populated areas	National policy
		3.3. Reduce negative traffic impact in inappropriate and historically sensitive parts of Banbury	Cherwell Local Plan Part 1
		3.4. Improve the quality of place and liveability of Banbury through improved public realm	Cherwell Local Plan Part 1 Canalside SPD Banbury Masterplan
		3.5. Promote resilience to extreme weather and global turmoil	National policy
4	Inclusivity	4.1. Ensure that new strategic development is integrated with, and supports, high quality bus infrastructure and is fully accessible by bus and other forms of public transport	LTCP Policy 18
		4.2. Ensure bus services and infrastructure (including highways on which buses run) are accessible by all people regardless of level of mobility	LTCP Policy 18
		4.3. Reduce inequalities in access to Green and Blue Infrastructure by improving access by walking, wheeling and public transport and reducing dependency on private transport	GBI Strategy
		4.4. Help to overcome social isolation of people without access to a car	GBI Strategy LTCP Policy 18
		4.5. Create sustainable independent travel options for all people over the age of 12	National Policy

No	Theme	Sub-Objective	Document basis
5	Vibrant Economy	5.1. Foster sustainable economic growth within Banbury by improving access to employment, education and amenity	Banbury Masterplan
		5.2. Support increased residential dwellings and retail expansion in Banbury by contributing to an improved streetscape, reduced traffic noise and improved air quality	Banbury Masterplan
		5.3. Help reduce the level of deprivation by improving the bus network, securing benefits achieved through specific development proposals and by economic growth and diversification	Banbury Masterplan Cherwell Local Plan Part 1
		5.4. Facilitate an increase in visitor numbers to return to and exceed pre-pandemic levels	Banbury Masterplan
		5.5. Create sustainable independent travel options for all people over the age of 12	National Policy

Source: Mott MacDonald

However, these by themselves are not considered sufficient to adequately test the suitability of a specific scheme, since they do not include any pragmatic measure of practicality in terms of delivering the scheme options. Without this, the highest intervention schemes will often score most highly with no consideration given to the affordability, constructability, or acceptability of such an option.

To counter this, we propose to include a further set of criteria and sub-criteria that fall under the theme of 'Deliverability'. To this end, the following set of sub-criteria have been agreed with the project team.

No	Theme	Sub-Objective
6	Deliverability	6.1 Affordability – How much does the option cost and is there a potential funding route for this?
		6.2. Stakeholder Acceptability – What is the likely level of support (on balance) between core stakeholders for the option?
		6.3. Public Acceptability – What is the likely level of support (on balance) from the general public for the scheme?
		6.4. Ease of Construction: Infrastructure and Programme - How easy will the option be to construct in terms of the amount of new infrastructure and anticipated programme for delivery?
		6.5. Ease of Construction: Intrusiveness and Complexity – How easy will the option be to construct in terms of during construction impacts on network users and complexity of works involved
		6.6. Land / Space Availability – Is there sufficient space or available land to construct the option? Will complex land acquisition be required

Source: Mott MacDonald

### 2.1.1 Scoring

Scoring for each option was undertaken using Mott MacDonald's INSET tool. INSET reflects the process recommended by HM Treasury's Green Book for assessing investment options.

Each of the options in the long list was scored against each sub-criterion on a 7-point scale (-3 to +3) using the Do Nothing scenario as a base for comparison.

- If only positive outcomes are expected from intervention, this would start at 0 (no benefit compared to Do Nothing) with maximum score being +6 (very positive benefit compared to Do Nothing).
- If only negative outcomes are expected, the scoring would run from -6 (very negative outcome compared to Do Nothing) to 0 (no impact compared to Do Nothing).
- If the outcomes could be either positive or negative, the scoring would run from -3 (very negative impact compared to Do Nothing) to +3 (very positive benefit compared to Do Nothing), with 0 indicating a neutral outcome.

### 2.1.2 Weighting and Results

The outcomes of the assessment framework were determined by summing up the scores received against each sub-objective for each possible intervention.

INSET allows for two levels of weighting to modulate the scores according to the relative importance of different objectives or sub-objectives.

By default, sub-objectives are weighted equally within each objective grouping. Similarly, objectives are weighted equally, regardless of how many sub-objectives are contained within them.

Sub-objectives can be weighted so that they are more significant within their top-level objective group, but this will not affect the overall weighting of the top-level objective compared to other top-level objectives. The overall score for each top-level objective, which is comprised of the sub-objective scores, can then be weighted relative to other top-level objectives to reflect priorities for the project.

In this way the overall result of each intervention to be compared with each other intervention is a combination of the score received, the weighting of the individual sub-criteria, and the weighting of the top level sub-criteria relative to each other.

The top-level objectives were weighted under the following scenarios to test the sensitivity of different priorities to how each long list option was scored. These scenarios were:

- Baseline scenario: no weightings applied; all objectives had the same weighting.
- Mode shift and regeneration: Objective 1 Mode Shift and Objective 5 Vibrant Economy were weighted five times that of the other objectives.
- Mode shift and deliverability: Objective 1 Mode Shift and Objective 6 Deliverability were weighted five times that of the other objectives.
- Deliverability: Objective 6 Deliverability was weighted five times that of the other objectives.

Any options that received a negative overall score in any scenario were then not considered in developing the short list of combined options.

## 2.2 Shortlisting and further assessment

Of the remaining short list of options, these interventions were then combined to create five schemes that reflected a variety of ambitions for the Cherwell Street town centre and bus corridor, considering the amount of space, available funding, impact due to construction, and timeframe available to deliver the scheme.

High-level concepts were then developed for these five options using AutoCAD, and they were modelled using VISSIM to determine the impacts on car journey times, bus journey times, and junction performance.

### 2.2.1 Traffic modelling methodology

Modelling was undertaken for a do minimum (DM) scenario, as well as for each of the short list options that were developed. This was undertaken using an existing model provided by OCC (as used for modelling the Tramway scheme in Banbury), and validated using updated survey data that was collected for the project. The DM scenario maintains the existing sub-standard junction configuration at the Bridge Street/Cherwell Street junction and the George Street/Cherwell Street junction.

The 2023 DM demand was taken from the 2023 base models and zones were adjusted where necessary. The demand for 2031 was taken from the existing Cherwell Street Model. The demand for 2040 was calculated by applying a growth factor on the existing 2031 matrices from TEMPro 7.2.

The DM model outputs were compared against the model outputs for the initial five options for the year 2040. The DM model and further options were then modelled for years 2023, 2031 and 2040 and compared across all years.

Details on the modelling methodology and results can be found in Appendix B.

## 3 Long list of options

A long list of options was developed which considered interventions that could be categorised into four different general categories: road space geometry and road space reallocation, cycling improvements, pedestrian improvements, and technology and policy. Overall, 22 options were identified which may help contribute to improved bus journey times on Cherwell Street and at the Bridge Street and Cherwell Street junction, along with meeting the various objectives identified in the Assessment Criteria Framework. These options are presented below.

### 3.1 Possible interventions

The full list of possible interventions that were considered are listed in Table 3.1, below.

**Table 3.1: Long list of options considered.**

Category	Intervention	Description
Road space geometry and road space allocation interventions	Nearside northbound bus lane between George Street and Bridge Street	To connect to the George Street bus lane. Will likely require the loss of a northbound general traffic lane.
Road space geometry and road space allocation interventions	Widen bus lane on George Street	Currently the bus lane is very narrow, and bus tends to encroach into the adjacent lanes.
Road space geometry and road space allocation interventions	Bus lane on western arm approach of Bridge Street	Bus lane directly feeding from the bus station to the Bridge Street stop line.
Road space geometry and road space allocation interventions	Long bus lane from Gatteridge street to Bridge Street	There is space available for a long lane between Gatteridge Street and Bridge Street, however current bus frequencies are very low to the south of the Swan Close Road junction.
Road space geometry and road space allocation interventions	Roundabout replace signals at Bridge Street Junction	Replacement of the traffic signal junction with a 35-40m ICD roundabout with controlled pedestrian facilities on all arms. However, this is unlikely to fit into the existing road space.
Operational, technology and policy interventions	Remove Roundabout of Bridge Street/Market Place	This removal would not be required if the buses were to be routed southbound down the High Street as a turnaround for buses would not be needed. There are also significant public realm improvement options here.
Road space geometry and road space allocation interventions	Signalise Swan Close Road/Tramway Road Junction	In support of introducing a bus route service serving Banbury station via Tramway Road, also develop pedestrian control facilities.
Cycling interventions	Shared use all arms of both junctions with toucan crossings	Improved facilities for cyclists where they are currently lacking.
Cycling interventions	Improve walking and cycling facilities for access to the railway station	There is a strong demand for both walking and cycling access for the station.
Cycling interventions	LTN1/20 compliant junctions (impact on traffic capacity)	Straight and direct pedestrian crossings with CYCLOPS type arrangement.
Pedestrian interventions	Simplify junction for pedestrians by removing traffic islands and providing an all red	Currently junction runs to a 220 seconds signal cycle time, normally the target is 90 seconds in a town centre environment.
Pedestrian interventions	Take Bridge Street down to single lane approach and widen footways	Footway on southern side of Bridge Street is very narrow, widen footway using a short traffic flare.

Category	Intervention	Description
Pedestrian interventions	Rationalise George Street junction to improve and modernise the pedestrian facilities	The signal equipment is old and outdated. The pedestrian facilities are off the desire lines, and some are also uncontrolled and need improving.
Pedestrian interventions	Improve walking and cycling facilities for access to the railway station	There is a strong demand for both walking and cycling access for the station.
Pedestrian interventions	LTN1/20 compliant junctions (impact on traffic capacity)	Straight and direct pedestrian crossings with CYCLOPS type arrangement.
Operational, technology and policy interventions	Re-route George Street bus services via High Street to the bus station	Would require buses to share space through pedestrianised area. 16 buses per hour and potentially include physical bus gate.
Operational, technology and policy interventions	Bus Priority through signals	This requires modelling and specific sensors however may not be that beneficial due to level of congestion.
Operational, technology and policy interventions	Provide bus service which connects to rail station	No bus services directly serve the rail station, and the closest bus stop is fairly remote.
Operational, technology and policy interventions	Linking up Signal Junctions e.g Scoot	Improve signal coordination through the network for the three signalised junctions at Bridge Street/Cherwell Street, George Street/Cherwell Street and George Street/Broad Street
Operational, technology and policy interventions	Ban right turns to Bridge Street	This would force traffic to re-route via the A361.
Operational, technology and policy interventions	Reduce traffic on Windsor Street by reassigning to the A361	There is a need to understand the wider origin-destination traffic movements. It is understood that the A361 is a highly congested road and a heavy traffic route.
Operational, technology and policy interventions	Introduce the additional northbound bus stops on Cherwell Street	There are currently no bus stops that exist along this section of Cherwell Street and these could be introduced, however there is also, currently, little to generate or attract demand in this location..
Operational, technology and policy interventions	Improve on street bus stops and waiting areas on Bridge Street	These are very popular bus stops; however, the shelters are aged and in need of improvement. There are also no accessible kerbs at these stops.
Operational, technology and policy interventions	Re-route George Street bus services via Broad Street and High Street to the bus station	This would require buses to share the space through pedestrianised area. Currently there are 16 buses per hour. This intervention could also potentially include a bus gate.

### 3.2 Assessment

An assessment was undertaken using Mott MacDonald’s INSET tool to assess the long list of options that were considered. A summary of the results of this assessment, including for the different sensitivity tests described in section 2.1.2 are presented in Table 3.2.

Long list options which scored a negative result in any of the scoring scenarios are highlighted in red. These options were mostly not taken forward for inclusion in the short list of schemes, although it is noted that some of these may be considered again as part of a longer-term bus routing and transport strategy for Banbury as part of the ongoing Cherwell 2050 visioning work. Detailed scores for the Baseline INSET scoring are presented in Appendix A.

**Table 3.2: Long list of options scoring results**

Investment Option	Baseline		Mode shift and regeneration		Mode shift and deliverability		Deliverability	
	Score	Rank	Score	Rank	Score	Rank	Score	Rank
Provide bus service which connects to rail station	1.2	1	1.6	1	1.1	1	0.9	1
Improving walking and cycling facilities for access to rail station	1.1	2	1.4	2	0.5	6	0.2	4
Shared-use all arms of both junctions with toucan crossings	0.8	3	0.8	8	0.5	3	0.5	3
Improve on-street bus stops and waiting areas on Bridge Street	0.7	4	0.9	6	0.2	13	0.1	8
Simplify junction for pedestrians by removing traffic islands and providing an all-red	0.7	5	0.6	10	0.6	2	0.7	2
Re-route George Street bus services via Broad Street and High Street to the bus station	0.6	6	1.3	3	0.4	8	-0.2	14
Re-route George Street bus services via High Street to the bus station	0.6	7	1.2	4	0.3	10	-0.3	16
Nearside northbound bus lane between George Street and Bridge Street	0.6	8	1.0	5	0.5	4	0.1	6
LTN 1/20 compliant junctions (impact on traffic capacity)	0.5	9	0.6	11	0.2	14	0.1	10
Take Bridge Street down to single lane approach and widen footways	0.5	9	0.6	11	0.2	14	0.1	11
Rationalise George Street junction to improve ped facilities (modernise)	0.5	11	0.4	17	0.2	12	0.1	7
Signalise Swan Close Rd / Tramway Rd junction	0.5	12	0.8	9	0.3	11	0.1	9
Long bus lane from Gatteridge Street to Bridge Street	0.4	13	0.9	7	0.0	17	-0.6	20
Bus priority through signals (requires modelling and specific sensors)	0.4	14	0.6	13	0.5	5	0.1	5

Investment Option	Baseline		Mode shift and regeneration		Mode shift and deliverability		Deliverability	
	Score	Rank	Score	Rank	Score	Rank	Score	Rank
Remove roundabout of Bridge Street / Market Place	0.3	15	0.4	18	-0.3	21	-0.4	18
Introduce additional northbound bus stops on Cherwell Street	0.3	16	0.5	15	0.1	16	-0.1	13
Linking up signal junctions e.g. SCOOT	0.2	17	0.5	16	0.4	9	0.0	12
Reduce traffic on Windsor Street by reassigning to A361	0.1	18	0.6	14	0.5	7	-0.3	15
Bus lane on western arm approach of Bridge Street	0.0	19	0.2	19	-0.1	18	-0.4	17
Widen bus lane on George Street	-0.2	20	0.1	20	-0.2	20	-0.6	21
Ban right turn to Bridge Street	-0.3	21	-0.1	21	-0.2	19	-0.5	19
Roundabout replace signals at Bridge Street junction	-0.6	22	-0.3	22	-0.6	22	-0.9	22

It was decided to carry two negatively scoring options forward for consideration in the short list of options, with the following reasons:

- Banning the right turn from Cherwell Street (northbound) into Bridge Street (eastbound). This was taken forward to gain an understanding of how significantly this kind of change would impact traffic on Cherwell Street.
- Widening the bus lane on George Street. This was included for all options as an important road safety measure, and as part of a wider improvement for pedestrians at the George Street junction. Buses using this existing bus lane often encroach into the adjacent general traffic lane.

Scoring of some of the options not taken forward was based on the following reasoning:

- They were outside the project remit and considered to be difficult to deliver over the short term, such as implementing changes to bus routes to avoid Cherwell Street and using a re-designed High Street and Broad Street, or to reallocate general traffic to the A361. These are long-term strategic options which need to be considered in the broader context of Banbury.
- The installation of a roundabout at Bridge Street and Cherwell Street would have significant detrimental impact on pedestrian amenity and safety.
- The removal of the roundabout at the Market Place would introduce significant disbenefits for bus operations which would ultimately negate any benefits to pedestrians.
- Other options, such as the addition of new bus stops, a longer bus lane extended along Windsor Street to Gatteridge Street, or a bus lane on the western side of Bridge Street were not considered to provide adequate benefit and would likely exceed the cost and funding envelope available for the project.

## 4 Short list of options

A short list of options was developed which reflected a range of different priorities, in line with the project's Assessment Criteria Framework objectives. The short list of options incorporated each of the interventions that passed the long list assessment at least once.

These options were developed into concept designs to set out each of the key features and assess for their feasibility given the spatial constraints within the study area. The concept designs were then used to inform the modelling for each, which in turn influenced the assessment of each option. Any modelling results referred to in this section are in reference to the 2040 modelled year, unless otherwise specified.

### 4.1 Short list schemes

In addition to the Do Minimum option, we identified six initial schemes that packaged together different intervention options from the long list of components. These included:

- Two pedestrian facility improvement packages (an “intermediate pedestrian” and “maximum pedestrian”) that improve both the Bridge Street and George Street junction for pedestrians.
- One bus priority improvement package that provides a bus lane on Cherwell Street from George Street to Bridge Street.
- One maximum intervention package that bans the right turn from Cherwell Street and creates a bus lane on Cherwell Street from George Street to Bridge Street.
- One junction optimisation package that optimises and reconfigures the junctions slightly to provide better pedestrian amenity and improve the flow of traffic through the Bridge Street and Cherwell Street junction for all vehicles, including buses.
  - A sub-option of this package that retained the turning flare on Bridge Street for eastbound traffic.

#### Safety in design

During site visits several road safety issues were observed by the project team that have influenced the development of these options. These included:

- Severely damaged or degraded pedestrian islands, including evidence of vehicle crashes against pedestrian guardrails.
- Vehicles mounting the footway on the westbound lane of Bridge Street at the junction with Cherwell Street in order to access the left turn flare.
- Vehicles slowing down or stopping at the northbound approach to the George Street and Cherwell Street junction due to insufficient space for two vehicles to travel side-by-side in the marked two lanes provided.

For compliance and safety reasons all developed options were initially modelled with a single lane approach to:

- the Cherwell Street and Bridge Street junction from Bridge Street (westbound)
- the George Street and Cherwell Street junction from Windsor Street (northbound)
- the George Street and Cherwell Street junction from George Street.

In all instances this was due to the lane widths being narrower than current guidelines require.

Similarly, all options involve the removal of pedestrian islands or where they have been retained, their reconstruction. On George Street at the junction with Cherwell Street, the

pedestrian island separating the bus lane from general traffic has been enlarged in all options to accommodate a new pedestrian crossing at the northern side of this junction.

Some of these safety-in-design changes reduce road capacity, and the modelling results reflect this. However, there is a responsibility to improve road safety standards where they are identified within the project’s physical scope. As such, the discussion of each option below should be read with cognisance that this project is aiming to reduce journey times and meet its objectives as identified in the Assessment Criteria Framework, as well as improve road safety standards for all road users in the study area.

**Table 4.1: Short list of schemes developed for assessment**

Option	Bridge Street Junction	George Street Junction
<b>Do Minimum</b>	<ul style="list-style-type: none"> <li>No changes</li> </ul>	<ul style="list-style-type: none"> <li>No changes</li> </ul>
<b>Option 1 Pedestrian Intermediate</b>	<ul style="list-style-type: none"> <li>Remove pedestrian islands.</li> <li>3 lane approach on Cherwell Street northbound and Concord Avenue southbound. Bridge Street westbound reduced to 1 lane.</li> <li>Tighten geometries to create wider footways.</li> <li>Long right turn lane on Cherwell Street northbound (no kerb changes).</li> </ul>	<ul style="list-style-type: none"> <li>Bus lane terminates in a give-way</li> <li>Uncontrolled crossing on bus lane</li> <li>Controlled crossings on all other arms (including new crossing on northern arm)</li> <li>George Street eastbound reduced to one lane</li> </ul>
<b>Option 2 Bus Priority</b>	<ul style="list-style-type: none"> <li>Remove pedestrian islands.</li> <li>3 lane approach on Cherwell Street northbound and Concord Avenue southbound. Bridge Street westbound reduced to 1 lane.</li> <li>Tighten geometries to create wider footways.</li> <li>Nearside bus lane on Cherwell Street.</li> <li>Kerbed central median and filling station and Lower Cherwell Street LILLO only.</li> </ul>	<ul style="list-style-type: none"> <li>Bus lane terminates in a give-way with yellow box junction</li> <li>Uncontrolled crossing on bus lane</li> <li>Controlled crossings on all other arms (including new crossing on northern arm)</li> <li>George Street eastbound reduced to one lane</li> </ul>
<b>Option 3 Pedestrian Max</b>	<ul style="list-style-type: none"> <li>Remove pedestrian islands.</li> <li>2 lane approach on Cherwell Street northbound and Concord Avenue southbound. Bridge Street westbound reduced to 1 lane.</li> <li>Wide toucan crossings on all four arms.</li> </ul>	<ul style="list-style-type: none"> <li>All arms signal controlled, including across bus lane and new crossing on northern arm</li> <li>George Street eastbound reduced to one lane</li> </ul>
<b>Option 4 Maximum intervention</b>	<ul style="list-style-type: none"> <li>Remove islands.</li> <li>No right turn and no left turn for general traffic northbound on Cherwell Street.</li> <li>2 lane approach on Cherwell Street northbound. 3 lane approach on Concord Avenue southbound. Bridge Street westbound reduced to 1 lane.</li> <li>Nearside bus lane on Cherwell</li> <li>Kerbed central median and filling station and Lower Cherwell Street LILLO only.</li> </ul>	<ul style="list-style-type: none"> <li>Bus lane terminates in a give-way</li> <li>Uncontrolled crossing on bus lane</li> <li>Controlled crossings on all other arms (including new crossing on northern arm)</li> <li>George Street eastbound reduced to one lane</li> </ul>
<b>Option 5 Junction Optimisation</b>	<ul style="list-style-type: none"> <li>Optimise signals to improve traffic capacity</li> <li>Bridge Street westbound reduced to 1 lane</li> </ul>	<ul style="list-style-type: none"> <li>Bus lane terminates in a give-way</li> <li>Uncontrolled crossing on bus lane</li> <li>Controlled crossings on all other arms (including new crossing on northern arm)</li> <li>George Street eastbound reduced to one lane</li> </ul>

Option	Bridge Street Junction	George Street Junction
<b>Option 5a Junction Optimisation (Sensitivity Test)</b>	<ul style="list-style-type: none"> <li>Turning flare for westbound traffic on Bridge Street retained and adjusted to improve safety for pedestrians on the southern footway.</li> </ul>	<ul style="list-style-type: none"> <li>As Option 5</li> </ul>

Each of these options are explored in further detail below, including initial modelling results and an assessment of the feasibility and outcomes achieved from each scheme. Further information on the modelling results and the implications of these for each option are provided in the separate Modelling Report for the project appended to this document.

#### 4.1.1 Do Minimum

The Do Minimum option involved no changes to the road network within the study area. Impacts to how the transport network operates would only be due to committed schemes or initiatives that are nearby. In this instance, this is specifically referencing the Tramway Road scheme.

This means that existing conditions, including sub-standard lane widths and safety issues for pedestrians, cyclists and motor vehicles would not be addressed, which exacerbates how the existing junction does not address other future objectives of the study area, such as mode shift, reducing traffic volumes, economic development and urban regeneration.

**Table 4.2: Alignment of Do Minimum with Assessment Framework**

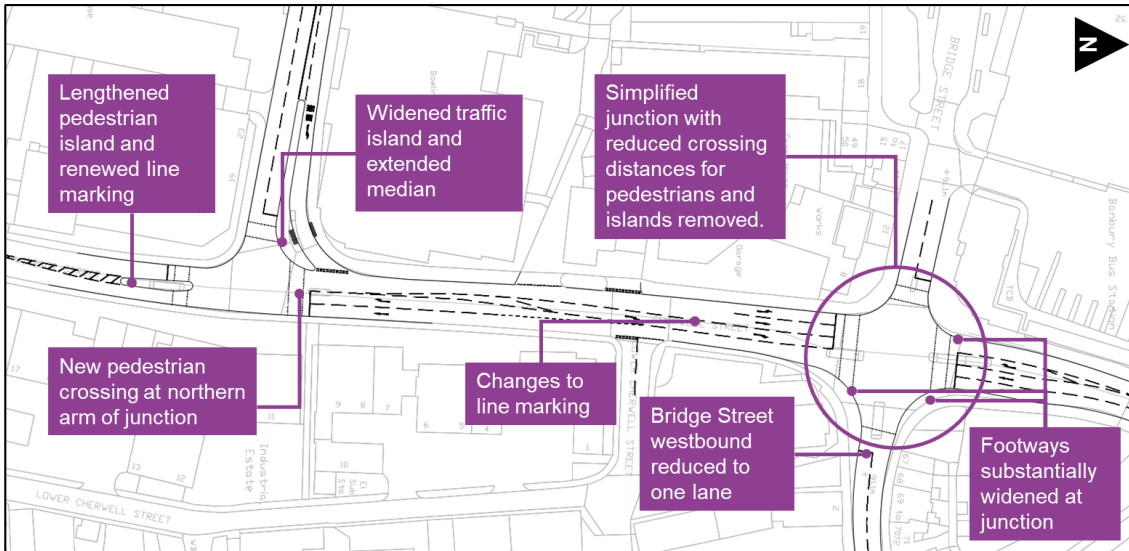
Objective	Comments	Assessment
1. Sustainable mode shift	Does not encourage mode shift by making bus a natural first choice, creating or maintaining a sustainable network of services, reducing journey times for buses or improving integration between different modes of transport.	<b>x x</b>
2. Safety and well-being	Does not provide for the reconstruction or refurbishment of severely damaged road infrastructure such as guardrails, which are currently in a state of disrepair. Does not address existing safety issues such as narrow lane widths within the study area, which will continue to pose as a road safety risk.	<b>x x x</b>
3. Environment, place and resilience	No provision made to address quality of place or environment, which will continue to degrade with increasing traffic volumes into the future.	<b>x</b>
4. Inclusivity	The Do Minimum option will prevent the any ongoing improvement to accessibility to the Banbury town centre and Canalside redevelopment.	<b>x</b>
5. Vibrant economy	Cherwell Street remaining in its current state will actively prevent the effective regeneration of invigoration of the town centre by discouraging new development and attracting new visitors.	<b>x x x</b>
6. Deliverability	No cost or deliverability issues.	<b>✓ ✓ ✓</b>

#### 4.1.2 Option 1 Pedestrian intermediate

The key benefits of this option were focused around providing additional space for pedestrians at the junction of Cherwell Street and Bridge Street, where the road geometry was tightened, particularly on the eastern side of the junction, to reduce crossing distances and provide more space for pedestrians. On Cherwell Street, line marking has been modified to provide a clearer and longer turning lane for northbound vehicles turning right into Bridge Street.

While this option had reasonable benefits for pedestrians, modelling indicated that it had a negative impact on buses travelling on Cherwell Street in the AM peak and on buses and general traffic travelling on Bridge Street in the PM Peak.

**Figure 4.1: Option 1 Pedestrian intermediate**



**Table 4.3: Alignment of Option 1 Pedestrian intermediate with Assessment Framework**

Objective	Comments	Assessment
1. Sustainable mode shift	Supports pedestrian journeys as part of longer journeys that involve travelling by bus, but does not provide any bus prioritisation.	✓
2. Safety and well-being	Substantially improves amenity and safety for pedestrians as part of their experience of central Banbury, including the walk between Banbury railway station and Banbury town centre. Reduces-driving related stress and aggressive behaviour by making the driving experience better through renewed road infrastructure.	✓✓
3. Environment, place and resilience	Neutral impact. Improves placemaking in central Banbury but likely to worsen traffic congestion and therefore air quality in sensitive parts of Banbury.	-
4. Inclusivity	Improves the experience of central Banbury for those with disabilities and no access to private vehicles.	✓
5. Vibrant economy	Supports revitalisation of central Banbury ahead of the Canalside redevelopment, and improved streetscape will encourage higher footfall on streets for people of all ages and abilities.	✓
6. Deliverability	This scheme is of relatively low complexity to deliver and could be delivered comfortably within the funding envelope. No additional land is required. Key stakeholder feedback indicates support for improved pedestrian amenity. There may be some opposition from local road users (car drivers and bus passengers) with regard to increased journey times.	✓

### 4.1.3 Option 2 Bus priority

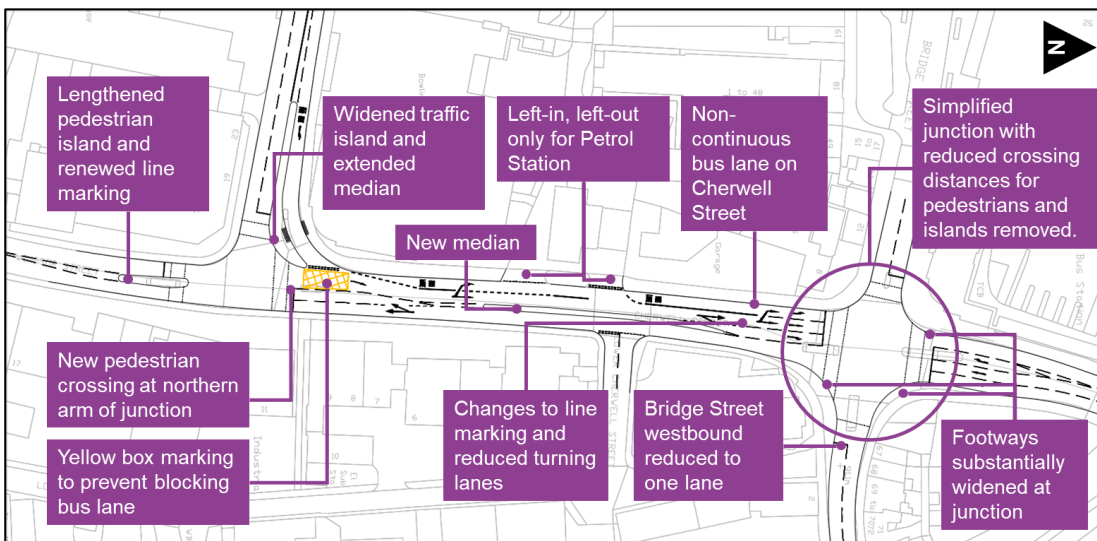
This bus priority option represents the original intervention envisaged as part of the BSIP scheme for Cherwell Street by providing a bus lane between George Street and Bridge Street. As with Option 1, it provides substantial improvements for pedestrian amenity and safety at both the George Street/Cherwell Street junction and the Bridge Street/Cherwell Street junctions. In

order to accommodate the bus lane, Cherwell Street northbound is reduced to one lane of general traffic along most of its length, and the right turn flare lane for northbound traffic on Cherwell Street is significantly reduced to accommodate the necessary median along the centre of the road.

Despite the inclusion of the bus lane, the position of the Morrisons Daily petrol station on Cherwell Street will continue to cause congestion with many cars weaving to access the petrol station and then departing to access the right turn lane to Bridge Street. This caused increased delay for all traffic including buses which were caught in congestion prior to being able to enter the bus lane.

As a result, this option resulted in a negative impact on buses and general traffic on Cherwell Street in the AM peak, a negative impact on buses on Bridge Street in the PM peak, and a substantial negative impact on general traffic on Bridge Street in the PM Peak.

**Figure 4.2: Option 2 Bus priority**



**Table 4.4: Alignment of Option 2 Bus priority with Assessment Framework**

Objective	Comments	Assessment
1. Sustainable mode shift	Supports more sustainable journeys by prioritising bus travel, walking and cycling. This is tempered by modelling results which indicate that other local conditions, such as the petrol station on Cherwell Street, undermine this investment.	✓✓
2. Safety and well-being	Substantial potential benefits to pedestrian safety and journey reliability for buses is countered by increased driving stress through the reduction in general traffic lanes on Cherwell Street.	✓
3. Environment, place and resilience	Benefits to central Banbury such as improved placemaking may be offset by increased congestion, reduced air quality, and increased carbon emissions from general traffic.	-
4. Inclusivity	Improves the experience of central Banbury for those with disabilities and no access to private vehicles.	✓✓
5. Vibrant economy	Supports revitalisation of central Banbury ahead of the Canalside redevelopment, and improved streetscape will encourage higher footfall on streets for people of all ages and abilities.	✓

Objective	Comments	Assessment
6. Deliverability	This scheme involves some complexity in delivery, including more substantial roadworks within the roadway. No additional land is required. Key stakeholder feedback indicates support for improved pedestrian amenity. It is expected that there would be local opposition to the reallocation of road space to bus use.	-

#### 4.1.4 Option 3 Pedestrian maximum

Option 3 Pedestrian maximum focuses on providing more space to pedestrians to make it more pleasant to travel around central Banbury by foot. This supports an increase in bus journeys insofar as all bus passengers are pedestrians at some point on their journey and the scheme may encourage more people to travel to central Banbury by public transport.

Key features of this scheme option include substantially widened footways and reduced crossing distances at the Bridge Street and Cherwell Street junction, a widened footway on the western side of Cherwell Street between George Street and Bridge Street and controlled (or signalised) crossings for all pedestrian crossings. This option also reduces the number of northbound lanes on Cherwell Street to two lanes but increases the length of the right turn lane for northbound traffic into Bridge Street eastbound. The provision of the bus lane also provides the largest benefit for cyclists out of any of the schemes considered.

Modelling indicates that this option would have a largely negative impact on buses and general traffic on both Cherwell Street and Bridge Street in the AM peak and PM peak.

Figure 4.3: Option 3 Pedestrian maximum

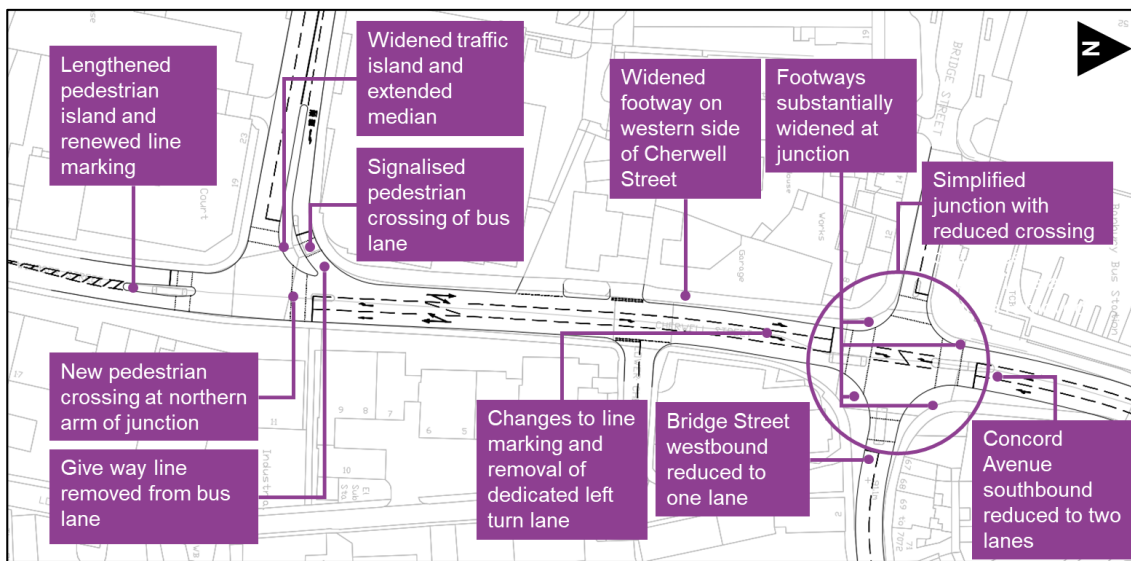


Table 4.5: Alignment of Option 3 Pedestrian maximum with Assessment Framework

Objective	Comments	Assessment
1. Sustainable mode shift	No scheme components specifically encourage sustainable mode shift; some components are likely to increase journey times for buses, making it less appealing to existing and potential users.	xx
2. Safety and well-being	Improvements to line-marking and road geometry would make driving easier for road users, and provision of additional pedestrian space creates safer environment for people on the street.	✓✓✓

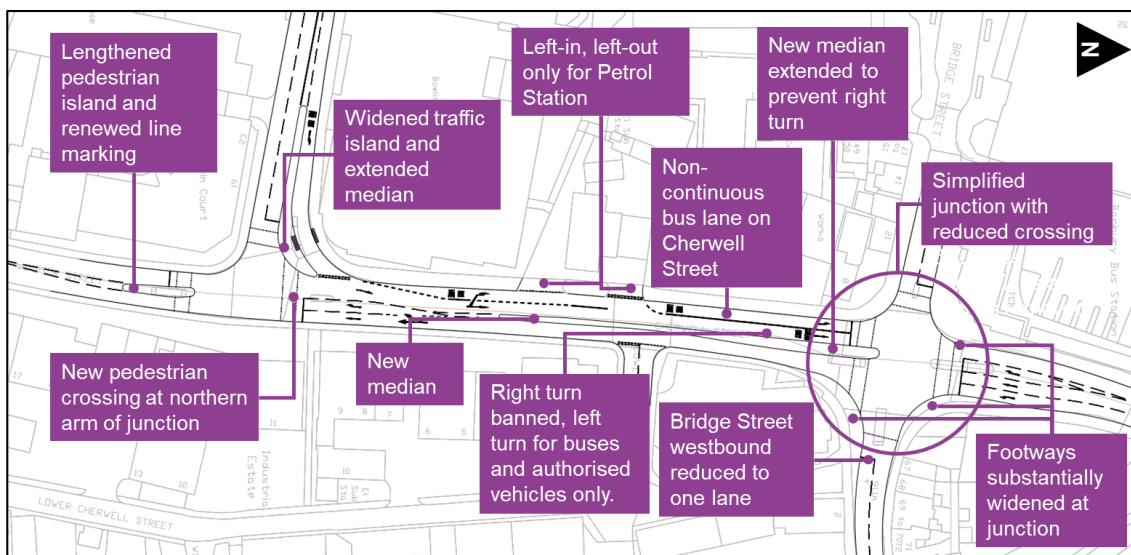
Objective	Comments	Assessment
3. Environment, place and resilience	Neutral impact. Improves placemaking in central Banbury but likely to worsen traffic congestion and therefore air quality in sensitive parts of Banbury.	-
4. Inclusivity	Improves the experience of central Banbury for those with disabilities and no access to private vehicles.	✓✓
5. Vibrant economy	Benefits of improved pedestrian experience and placemaking is offset by increased traffic congestion. This will make it more difficult and less appealing to travel to central Banbury.	✗
6. Deliverability	There is likely to be some community opposition to the reduction in the number of traffic lanes on Cherwell Street, as well as some complexity in realigning kerblines to deliver wider footpaths across such a large area. These negatives are offset by stakeholder acceptance of improved placemaking and pedestrian experience.	✗

### 4.1.5 Option 4 Maximum intervention

This option was included to determine how significant the impact would be if a greater intervention scheme was developed, aimed at promoting sustainable travel options and disincentivising travel by private vehicles. Key elements of this scheme include banning the right turn movement from Cherwell Street northbound to Bridge Street, restricting the left turn movement from Cherwell Street northbound into Bridge Street to buses and authorised vehicles only, as well as introducing a bus lane on Cherwell Street between George Street and Bridge Street. There would also be substantial pedestrian improvements at both junctions.

This option would have substantial negative impacts for general traffic in both the AM and PM peak hours, as well as a substantial negative impact on buses in the AM peak on Cherwell Street. It would, however, slightly improve journey times for buses on Bridge Street in the AM Peak, though congestion in the PM peak removes any benefit for buses at this time of day.

Figure 4.4: Option 4 Maximum intervention



**Table 4.6: Alignment of Option 4 Maximum intervention with Assessment Framework**

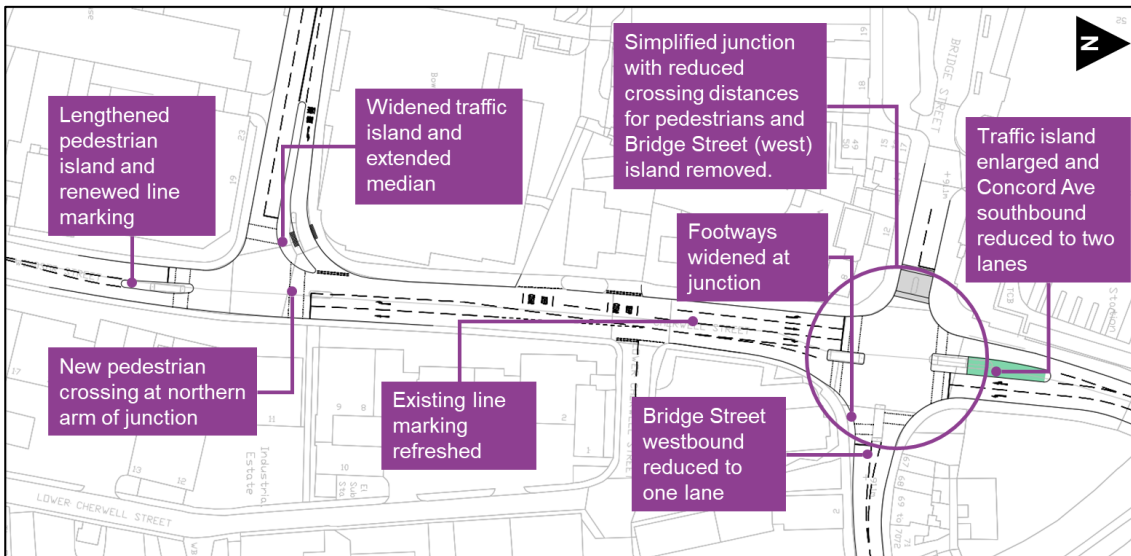
Objective	Comments	Assessment
1. Sustainable mode shift	This scheme provides significant disincentives for drivers through this part of Banbury, and encourages mode shift to more sustainable modes of transport. However, the impacts on general traffic may also impact bus journey times on Cherwell Street, tempering the benefits of encouraging people to use public transport.	✓✓
2. Safety and well-being	This scheme would reduce the resilience of the transport network in Banbury by providing fewer routes to the M40. Restricting driver movements may also lead to more dangerous driving as people attempt to reduce journey distance or use unauthorised routes.	x
3. Environment, place and resilience	Less congestion on Cherwell Street would improve local air quality, and larger footways would improve placemaking.	✓✓
4. Inclusivity	Scheme supports the creation of a more inclusive and accessible town centre in Banbury.	✓✓
5. Vibrant economy	This scheme would likely have an impact on the economic performance of Banbury town centre due to the amount of people who drive to access the town centre and who would be negatively impacted by this scheme.	x
6. Deliverability	Substantial complexities in delivering the project along Cherwell Street in the timeframes required, and potentially costing more than the funding envelope allows. The banning of turning movements at the Bridge Street/Cherwell Street junction is expected to be unacceptable to stakeholders and the community.	xxx

#### 4.1.6 Option 5 Junction Optimisation

The final option presented the case of minimal physical intervention and an adjustment of the traffic signals at each of the junctions (George Street/Cherwell Street and Bridge Street/Cherwell Street) to optimise traffic movements while reducing pedestrian wait times.

This option had minor negative impacts on bus and general traffic journey times in AM and PM peak on both Cherwell Street and Bridge Street, with slightly greater negative impacts for buses on Bridge Street and general traffic on both streets in the PM peak. Overall, it presented as the option with the least negative impacts for both buses and general traffic out of all the initial options considered.

**Figure 4.5: Option 5 Junction optimisation**



**Table 4.7: Alignment of Option 5 Junction optimisation with Assessment Framework**

Objective	Comments	Assessment
1. Sustainable mode shift	This scheme presents the least impact to bus journey times of all modelled options, supporting passenger growth in the future.	✓
2. Safety and well-being	Some pedestrian safety issues addressed through renewed crossings and bringing roads to current guidelines.	✓
3. Environment, place and resilience	Negligible improvements to placemaking and environment.	-
4. Inclusivity	Some improvements to access via bus, and upgrades to existing crossings.	✓
5. Vibrant economy	Negligible benefit to the vibrancy or economy of central Banbury.	-
6. Deliverability	Minimal construction required, resulting in a lower cost, lower complexity project to deliver that can be easily delivered within the timeframes and budget of the project.	✓✓✓

**4.1.6.1 Option 5a – Junction Optimisation sensitivity test**

Early modelling was undertaken to understand the impact of providing a flare and a second short lane on the eastern approach to the Cherwell Street and Bridge Street junction. The modelling highlighted a significant improvement in the amount of queuing on this arm and a reduction in the negative impact of this queuing on bus journey times.

This modelling result is expected given that the core five options that were modelled reduced the capacity at this junction to a single lane, whereas this sub-option maintained the existing arrangement. The inclusion of two standard-width lanes at the approach to the junction was achieved through the removal of the pedestrian island on the Bridge Street (east) arm of the junction, allowing for the inclusion of a turning flare.

**Figure 4.6: Option 5a Sensitivity test, showing the reversal of the lane arrangement on approach to the Bridge Street/Cherwell Street junction on Bridge Street.**



## 4.2 Further options

Given the modelling results of the initial six options, and the promising results of the sensitivity test on Option 5, it was decided to develop further the two options which improved journey times for buses and alter these to incorporate the beneficial design elements of Option 5a. These options were also modelled for two additional year scenarios (refer to the Traffic Modelling note for further details). In addition to Option 5, Option 2 was chosen to progress for further refinement instead of Option 1 as it incorporated a balanced mixture of bus priority measures alongside improvements targeted at pedestrians and therefore would provide a better experience for a wider range of people. Option 2 was chosen to progress for further refinement instead of Option 4 as it was considered that Option 4 would be considered an unacceptably drastic departure from existing conditions for stakeholders, and too expensive to implement given the budget for the scheme.

Both further options (Option 2+ and Option 5+) contained the following changes:

- The northbound approach to the George Street and Cherwell Street junction was retained as two lanes.
- The westbound approach to the Bridge Street and Cherwell Street junction was retained with the straight-through lane and turning flare flipped.
- A long right turn lane from Cherwell Street to Bridge Street
- Yellow box covering the whole of the George Street junction instead of just the end of the bus lane
- New modal filter between Bridge Street East and Lower Cherwell Street
- Pedestrian island retained at George Street between Christchurch Court and Britannia Road
- **Option 2+ only:** bus lane on Cherwell Street between George Street and Bridge Street, including new median and retention of two northbound lanes of general traffic. Lower Cherwell Street is made one-way eastbound.

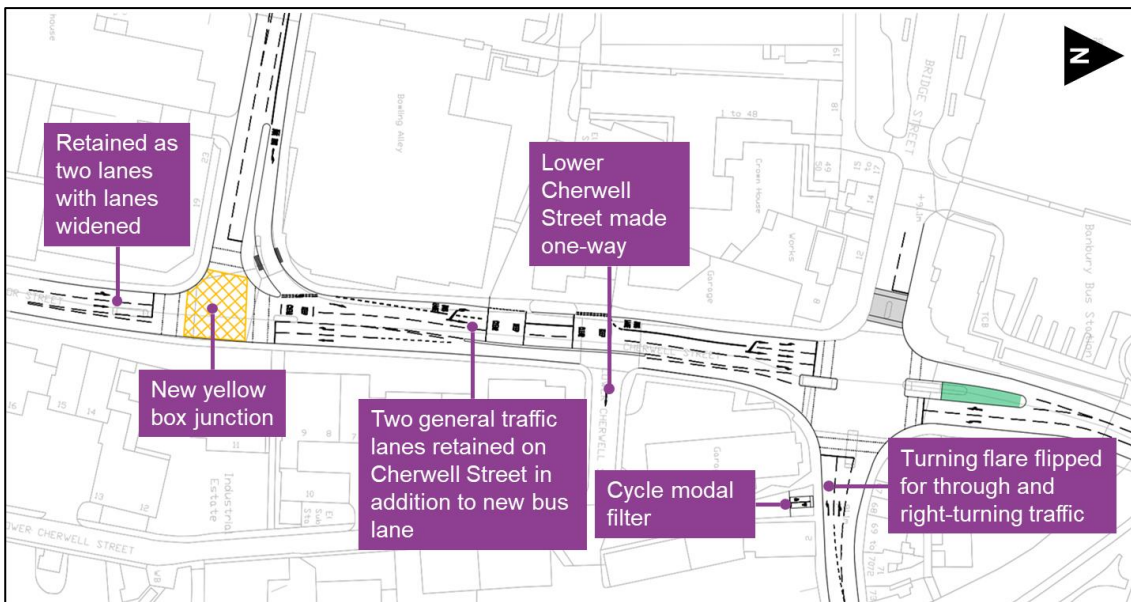
### 4.2.1 Option 2+ Refined bus priority

One of the key benefits of this option was the provision of a full bus lane along Cherwell Street while maintaining two lanes of general traffic for northbound vehicles on Cherwell Street between George Street and Bridge Street.

However, to achieve this, the option reduces the width of the western footway on Cherwell Street, and has a more complex implementation, including a longer programme, higher costs associated with the addition of new kerbside infrastructure, and the risk of relocating unmapped underground services as part of the kerb realignment along Cherwell Street.

Modelling indicates that this option provides journey time savings of up to approximately 60 seconds for buses travelling northbound on Cherwell Street in the AM Peak, and up to approximately 90 seconds for general traffic travelling northbound and southbound on Cherwell Street in the AM Peak. However, it will also result in increases in journey times for buses and general traffic in the PM Peak.

**Figure 4.7: Option 2+ Refined bus priority**



**Table 4.8: Alignment of Option 2+ Refined bus priority with Assessment Framework**

Objective	Comments	Assessment
1. Sustainable mode shift	Strongly supports more sustainable journeys by prioritising bus travel, walking and cycling. This is tempered by modelling results which indicate that other local conditions, such as the petrol station on Cherwell Street, undermine this investment.	✓✓✓
2. Safety and well-being	Substantial potential benefits to pedestrian safety and journey reliability for buses.	✓✓
3. Environment, place and resilience	Reduced traffic congestion and attraction to bus as an alternative form of transport to central Banbury will help to reduce local air pollution.	✓
4. Inclusivity	Improves the experience of central Banbury for those with disabilities and no access to private vehicles.	✓✓
5. Vibrant economy	Supports revitalisation of central Banbury ahead of the Canalside redevelopment, and improved streetscape will encourage higher footfall on streets for people of all ages and abilities.	✓

Objective	Comments	Assessment
6. Deliverability	This scheme involves some complexity in delivery, including more substantial roadworks within the roadway and the extensive realignment of kerblines along Cherwell Street. No additional land is required, though part of the western footway on Cherwell Street is taken to facilitate the bus lane. Key stakeholder feedback indicates support for improved pedestrian amenity, so the reduction in footway width on the western side of Cherwell Street may have some negative impacts. However, as a scheme it is likely to present good value for money without compromising on the views of many stakeholders.	-

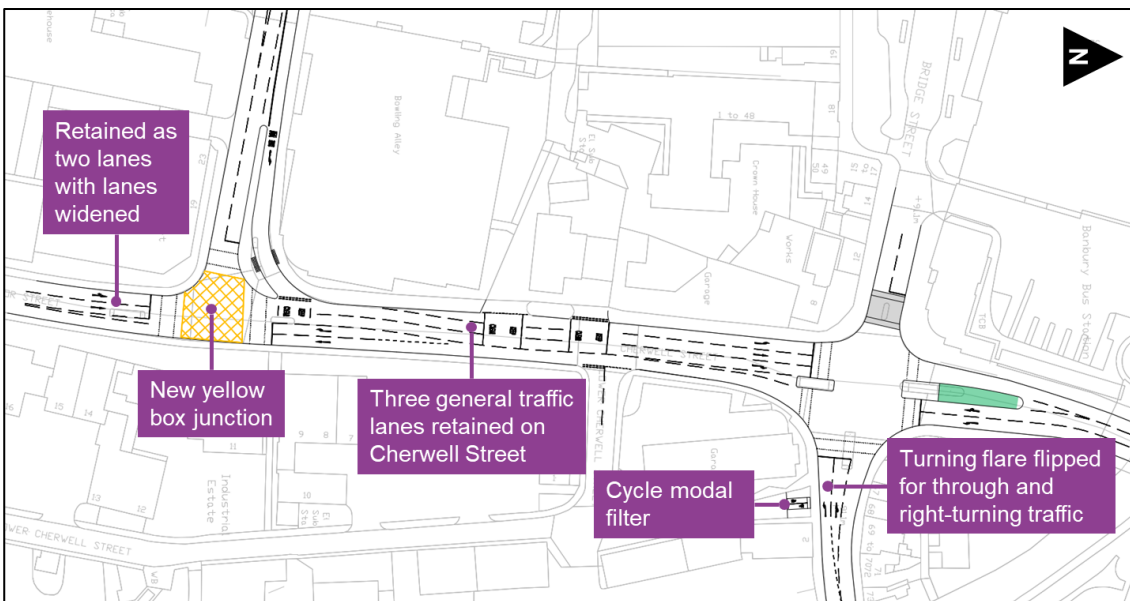
### 4.2.2 Option 5+ Refined junction optimisation

Modelling indicates that this option improves bus journey times in the AM and PM Peak for buses accessing the bus station and Bridge Street (west). However, as a result of the proposed changes to the Bridge Street and Cherwell Street junction to bring it to standard, journey times for buses travelling to and from Bridge Street (east) are increased in the AM and PM Peak. General traffic journey times on Cherwell Street in the AM peak are improved for all vehicles travelling north on Cherwell Street and accessing Bridge Street (west), but there is a negative impact on general traffic journey times in the PM peak for all movements.

The option doesn't address one of the key issues on Cherwell Street, which is the conflicting movement for vehicles as they exit the Morrisons Daily petrol station and attempt to manoeuvre to the right turn lane to access Bridge Street westbound. However, it is considered likely that this petrol station will be relocated at a point in the near future, either in parallel with the Canalside redevelopment, or the wider Cherwell 2050 Vision improvements expected over the next few years.

This option presented as more beneficial compared to Option 2+ as it requires the least amount of physical intervention in the roadway while achieving approximately the same benefits overall to journey times for buses and general traffic.

**Figure 4.8: Option 5+ Refined junction optimisation**



**Table 4.9: Alignment of Option 5+ Refined junction optimisation with Assessment Framework**

Objective	Comments	Assessment
1. Sustainable mode shift	Strongly supports more sustainable journeys by prioritising bus travel and improving walking amenity.	✓✓
2. Safety and well-being	Some pedestrian safety issues addressed through renewed crossings and bringing roads to current guidelines.	✓✓
3. Environment, place and resilience	Reduced traffic congestion and attraction to bus as an alternative form of transport to central Banbury will help to reduce local air pollution.	✓
4. Inclusivity	Improves the experience of central Banbury for those with disabilities and no access to private vehicles.	✓✓
5. Vibrant economy	Renewed roadway and crossings creates more pleasant area in central Banbury for people to visit.	✓
6. Deliverability	Minimal construction required, resulting in a lower cost, lower complexity project to deliver that can be easily delivered within the timeframes and budget of the project.	✓✓✓

### 4.3 Summary of modelling results

Table 4.10 below provides a qualitative summary of the modelling results which are presented in more detail in the appended Modelling Report for the study. The below scores are awarded on a -3 to +3 scale depending on the level of benefit or disbenefit experienced by each of the cohorts of users in each case. It considers modelled journey times in the year 2040 for that option against the Do Minimum scenario for 2040.

A score of 0 indicates a negligible impact on journey times, while a positive score indicates a journey time saving, and a negative score indicates an increase in journey times.

**Table 4.10: Traffic modelling results for initial five options – changes to journey times for buses travelling on identified routes in 2040.**

Bus route	Option 1		Option 2		Option 3		Option 4		Option 5	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Bus Station to George St	-3	-3	-3	-3	-3	-2	-3	-2	-1	0
George St to Bus Station	3	0	2	1	-1	-2	1	1	0	1
Bus Station to Middleton Road	-2	-2	-2	-2	-3	-3	-1	-1	-1	1
George St to Bridge St	3	1	3	2	-1	-1	3	2	1	1
Bridge St to Bankside	-2	-1	-2	1	-2	3	-3	2	-1	1
Bridge St to Cherwell Drive	0	0	-1	1	-2	0	0	1	0	0
Bridge St to George St	-3	-1	-3	-2	-2	2	-3	-2	0	-1

As noted in Chapter 4.2, Option 2 and Option 5 were chosen for refinement. The results from the modelling of the refined options, Option 2+ and Option 5+ are shown in Table 4.11. This shows a comparison of results for a wider selection of potential movements.

**Table 4.11: Traffic modelling results for refined options – changes to journey times for buses travelling on identified routes in 2040.**

Modal Impact	Option 2+		Option 5+	
	AM	PM	AM	PM
Bridge St West to Bridge St East	2	3	1	2
Bridge St West to Cherwell Drive	0	2	2	1
Bridge St West to Cherwell St North	2	1	2	1
Bridge St West to George Street	-1	-1	0	1
Bridge St West to Swan Close	-1	-1	0	1
Bridge St East to Bridge St West	-3	-3	-2	-2
Bridge St East to Cherwell St South	-3	-3	-2	-2
George Street to Bridge St West	3	1	3	1
Swan Close to Bridge Street West	-2	-3	3	-2

Both Option 2+ and Option 5+ outperform the initial five tested options, with Option 5+ performing slightly better than Option 2+ for buses approaching the Cherwell Street and Bridge Street junction from Bridge Street (East), and Option 5+ performing better for northbound buses on Cherwell Street in both the AM and PM Peaks. However, there is still an overall negative impact for general traffic journey times compared to the Do Minimum scenario. This is considered a necessary trade-off given the benefits to buses, the significant improvements to pedestrian facilities at the two junctions, and the necessary improvement of the junction design to meet current standards.

#### 4.4 Final assessment

A summary of how each short list scheme scores against the project’s Assessment Criteria is presented in Table 4.12.

**Table 4.12: Alignment with Assessment Framework for all short list schemes.**

Objective	Option 1	Option 2	Option 2+	Option 3	Option 4	Option 5	Option 5+
1. Sustainable mode shift	✓	✓✓	✓✓✓	xx	✓✓	✓	✓✓
2. Safety and well-being	✓✓	✓	✓✓	✓✓✓	x	✓	✓✓
3. Environment, place and resilience	-	-	✓	-	✓✓	-	✓
4. Inclusivity	✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓
5. Vibrant economy	✓	✓	✓	x	x	-	✓
6. Deliverability	✓	-	-	✓✓	xxx	✓✓✓	✓✓✓

From an assessment of each of these options, the refined further options (Option 2+ and Option 5+) present the most benefit and align with the objectives set out in the Assessment Criteria Framework.

It is recommended that Option 5+ Refined junction optimisation is progressed to Feasibility Design. This is based on the following:

- It would have a lower cost and shorter programme to deliver compared to Option 2+, and a lower risk of the scheme not being delivered by September 2025.
- Feedback from stakeholders indicated that Option 5+, with its minimal intervention approach, would be less politically sensitive and therefore less likely to suffer delays in delivery due to community opposition.
- The current volume of buses on Cherwell Street during peak periods is unlikely to justify a bus lane. Additionally, any benefits from the installation of a bus lane are unlikely to be fully realised unless the Morrisons Daily petrol station were to close and a continuous bus lane can be installed along the kerbside lane on Cherwell Street.

Proceeding with Option 5+ is recommended on the basis that the installation of a bus lane in line with the scheme presented in Option 2+ is retained for consideration in the future once required, either due to increased traffic volumes or to support the regeneration of Banbury town centre through projects such as the Canalside redevelopment and wider Cherwell 2050 Vision transport strategy works.

## 5 Next steps

Following the confirmation with the project team and key stakeholders, the preferred option (Option 5+ Refined junction optimisation) will be exhibited during a four-week community consultation period in March 2024.

The outcomes of this consultation period will help inform the development of a feasibility design as part of the next stage of the project. The next activities for this project are:

- Collate feedback from the consultation exercise into the project consultation report
- Update the initial concepts based on this feedback and confirm this with key stakeholders
- Develop a concept design with more design details and an accompanying technical report
- Handover the feasibility design to the engaged design and construct team to progress the scheme further.

# Appendices

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## A. INSET outputs

## A.1 Baseline scenario (all objectives weighted equally)

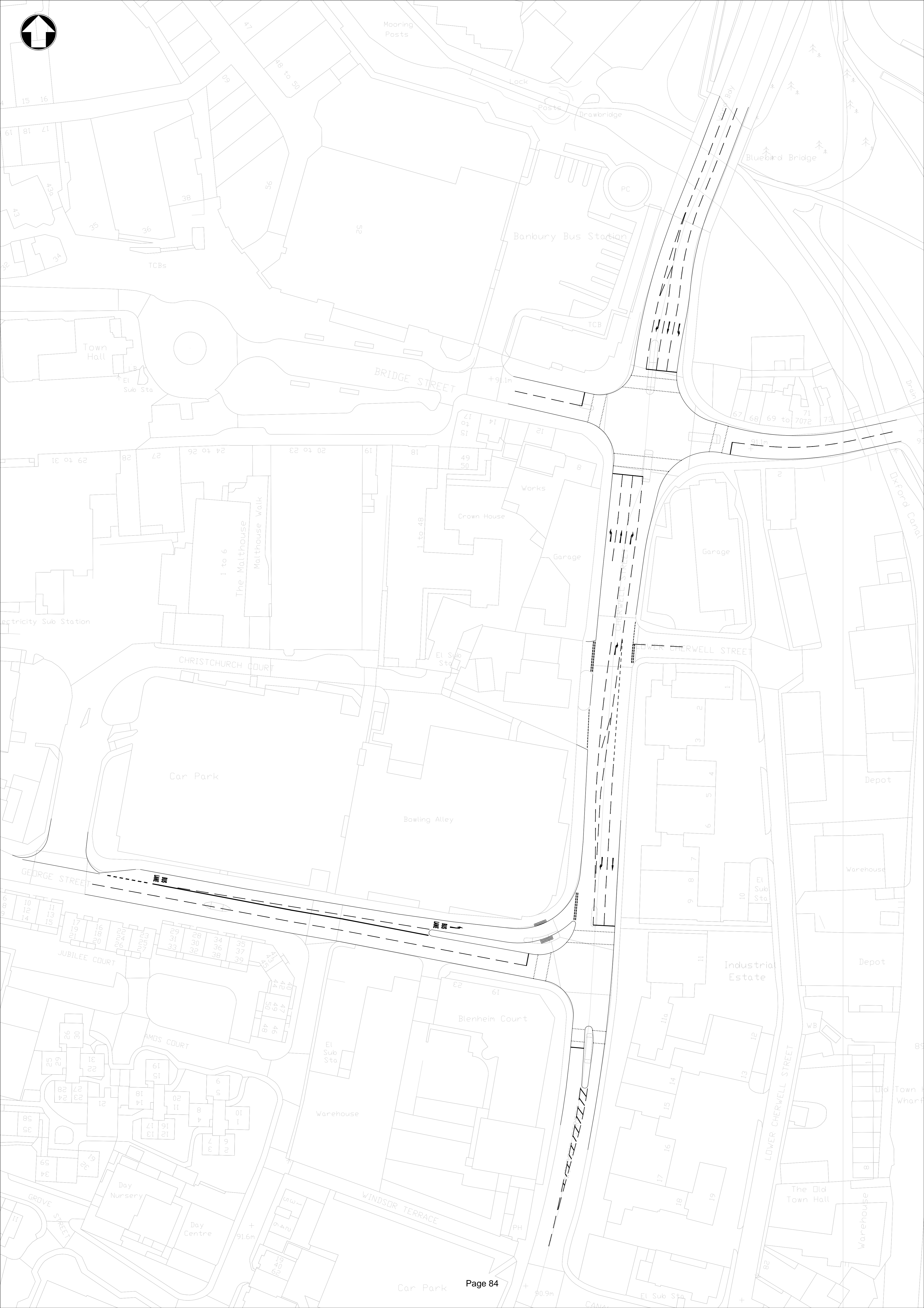
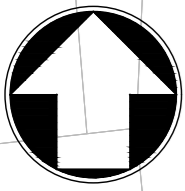
Rank	Scheme	Objectives						Total Score (Weighted Average)
		Sustainable mode shift	Safety and well-being	Environment and resilience	Inclusivity	Vibrant economy	Deliverability	
1	Provide bus service which connects to rail station	1.50	1.00	0.20	2.00	2.25	2.50	0.95
2	Simplify junction for pedestrians by removing traffic islands and providing an all-red	0.25	1.00	0.40	1.20	0.75	3.33	0.69
3	Shared-use all arms of both junctions with toucan crossings	0.75	0.60	0.60	1.60	1.00	0.00	0.46
4	Improving walking and cycling facilities for access to rail station	1.00	1.40	0.60	2.20	2.25	-5.00	0.25
5	Nearside northbound bus lane between George Street and Bridge Street	1.50	0.40	0.40	0.60	1.00	-2.50	0.14
6	Bus priority through signals (requires modelling and specific sensors)	1.00	0.40	0.20	0.20	0.25	-0.83	0.12
7	Rationalise George Street junction to improve ped facilities (modernise)	0.50	1.20	0.40	1.20	0.25	-2.50	0.11
8	Improve on-street bus stops and waiting areas on Bridge Street	0.50	0.80	0.80	1.60	1.50	-4.17	0.10
9	Signalise Swan Close Rd / Tramway Rd junction	0.75	1.20	0.00	0.00	1.25	-2.50	0.07
10	LTN 1/20 compliant junctions (impact on traffic capacity)	0.50	0.20	0.80	1.60	0.75	-3.33	0.05
11	Take Bridge Street down to single lane approach and widen footways	0.50	1.00	0.40	1.20	0.75	-3.33	0.05
12	Linking up signal junctions e.g. SCOOT	1.00	0.20	0.00	0.20	0.00	-1.67	-0.03
13	Introduce additional northbound bus stops on Cherwell Street	0.50	0.00	0.20	1.00	0.75	-3.33	-0.09

Objectives								
14	Re-route George Street bus services via High Street to the bus station	1.75	1.00	0.00	0.60	1.75	-7.50	-0.24
15	Reduce traffic on Windsor Street by reassigning to A361	2.25	-0.80	0.20	0.40	-0.50	-4.17	-0.26
16	Bus lane on western arm approach of Bridge Street	0.50	0.20	0.20	0.20	0.00	-5.00	-0.39
17	Remove roundabout of Bridge Street / Market Place	0.00	0.60	1.00	1.20	0.75	-7.50	-0.40
18	Ban right turn to Bridge Street	0.75	-0.80	-0.60	0.00	-0.50	-4.17	-0.53
19	Long bus lane from Gatteridge Street to Bridge Street	1.50	0.80	0.40	0.60	1.00	-10.00	-0.57
20	Widen bus lane on George Street	0.75	-0.60	-0.20	0.00	0.00	-5.83	-0.59
21	Roundabout replace signals at Bridge Street junction	0.00	-1.20	0.00	-1.20	0.00	-6.67	-0.91

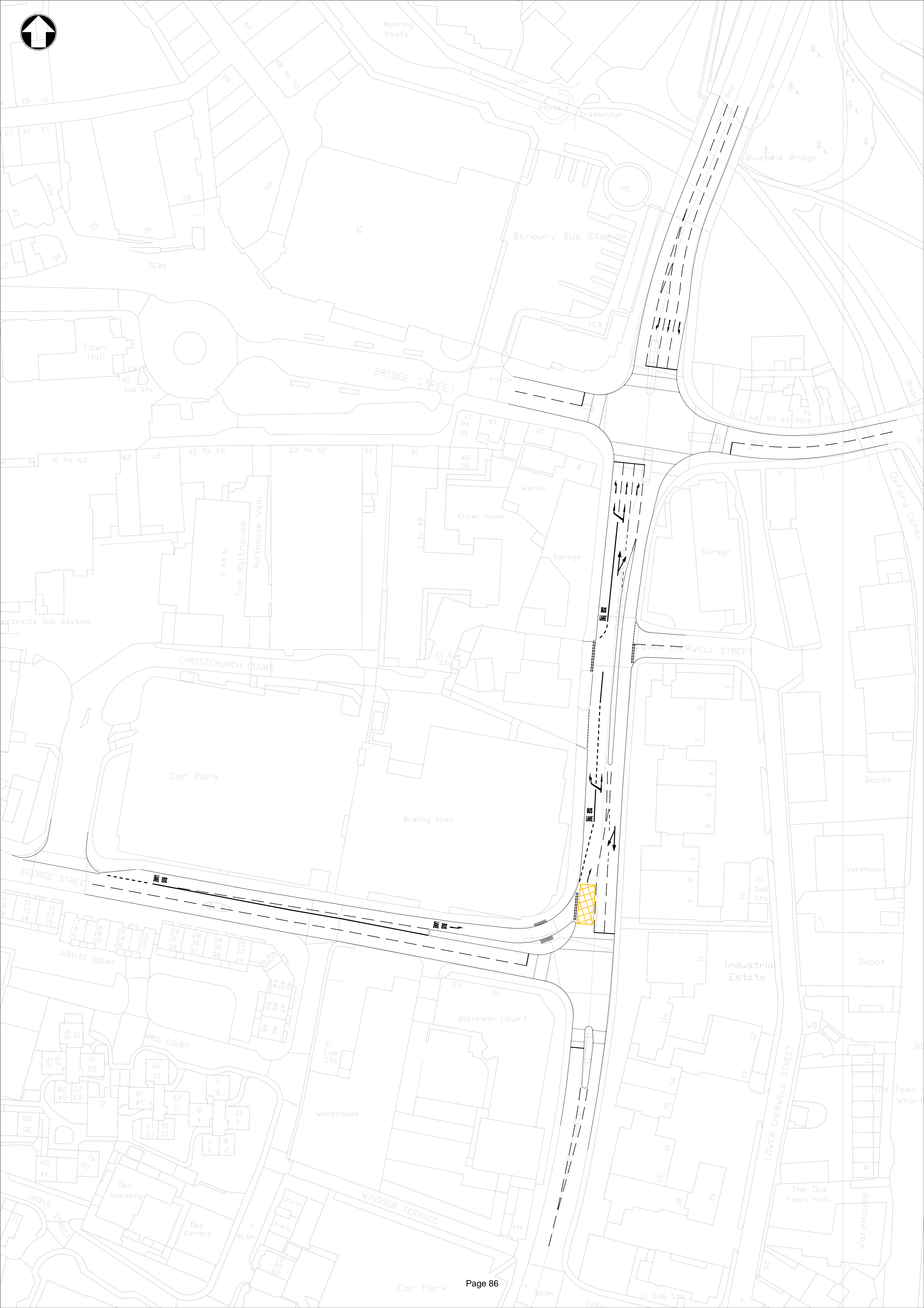
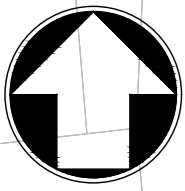
## **B. Modelling report**

## C. Concept designs for short list options

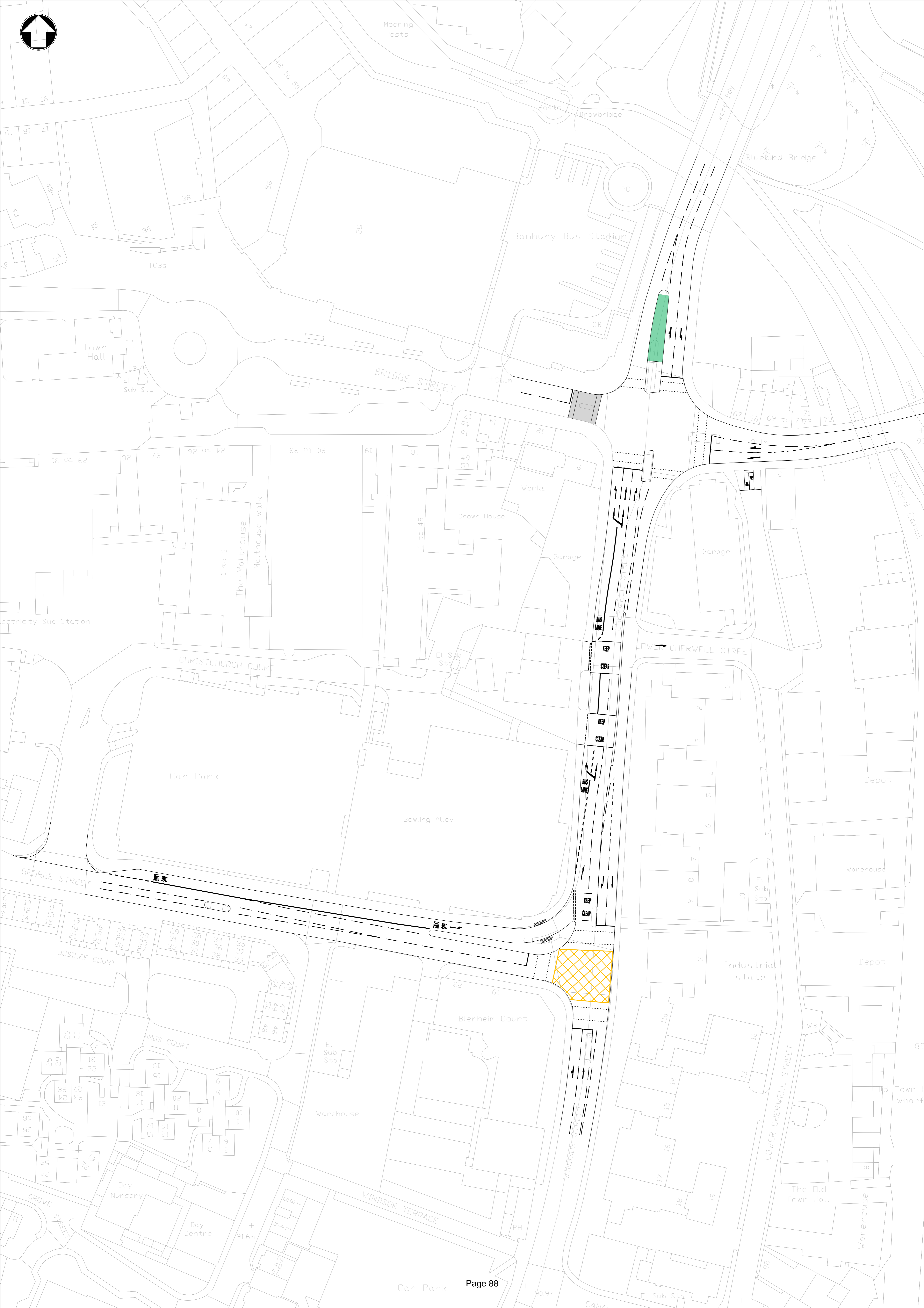
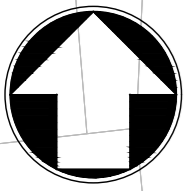
### C.1 Option 1 – Pedestrian intermediate



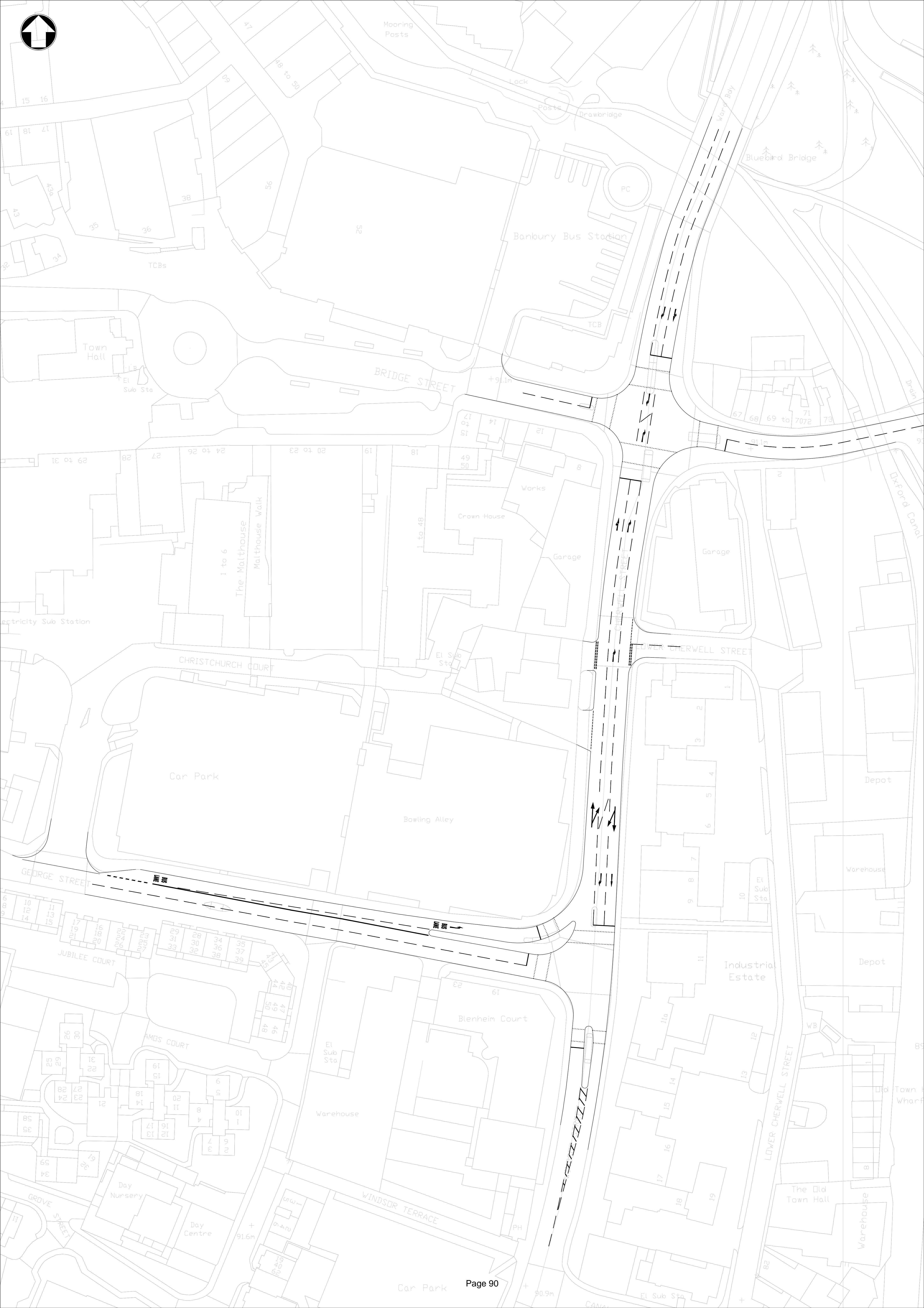
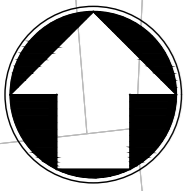
## C.2 Option 2 – Bus priority



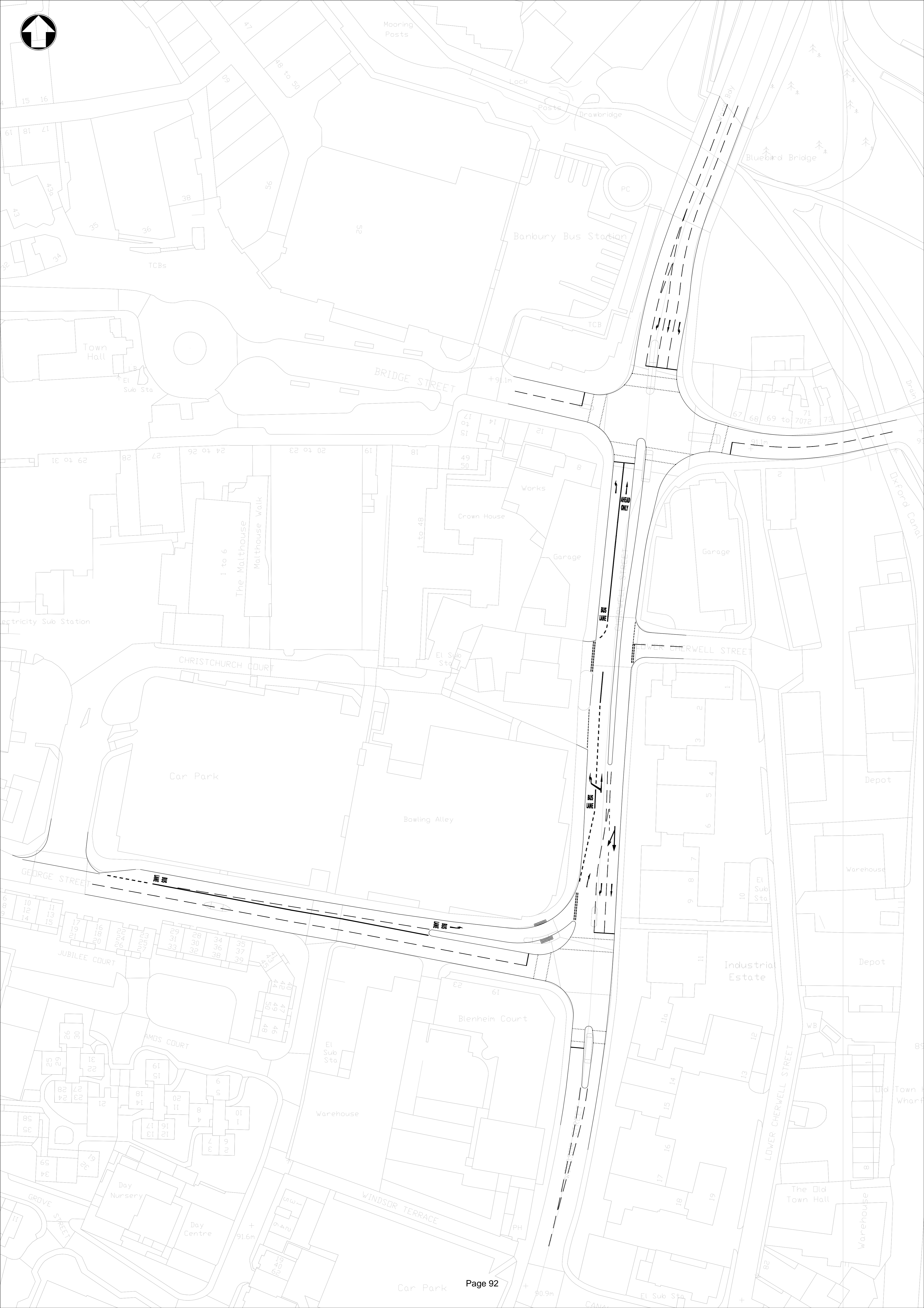
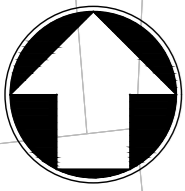
### C.3 Option 2+ – Refined bus priority



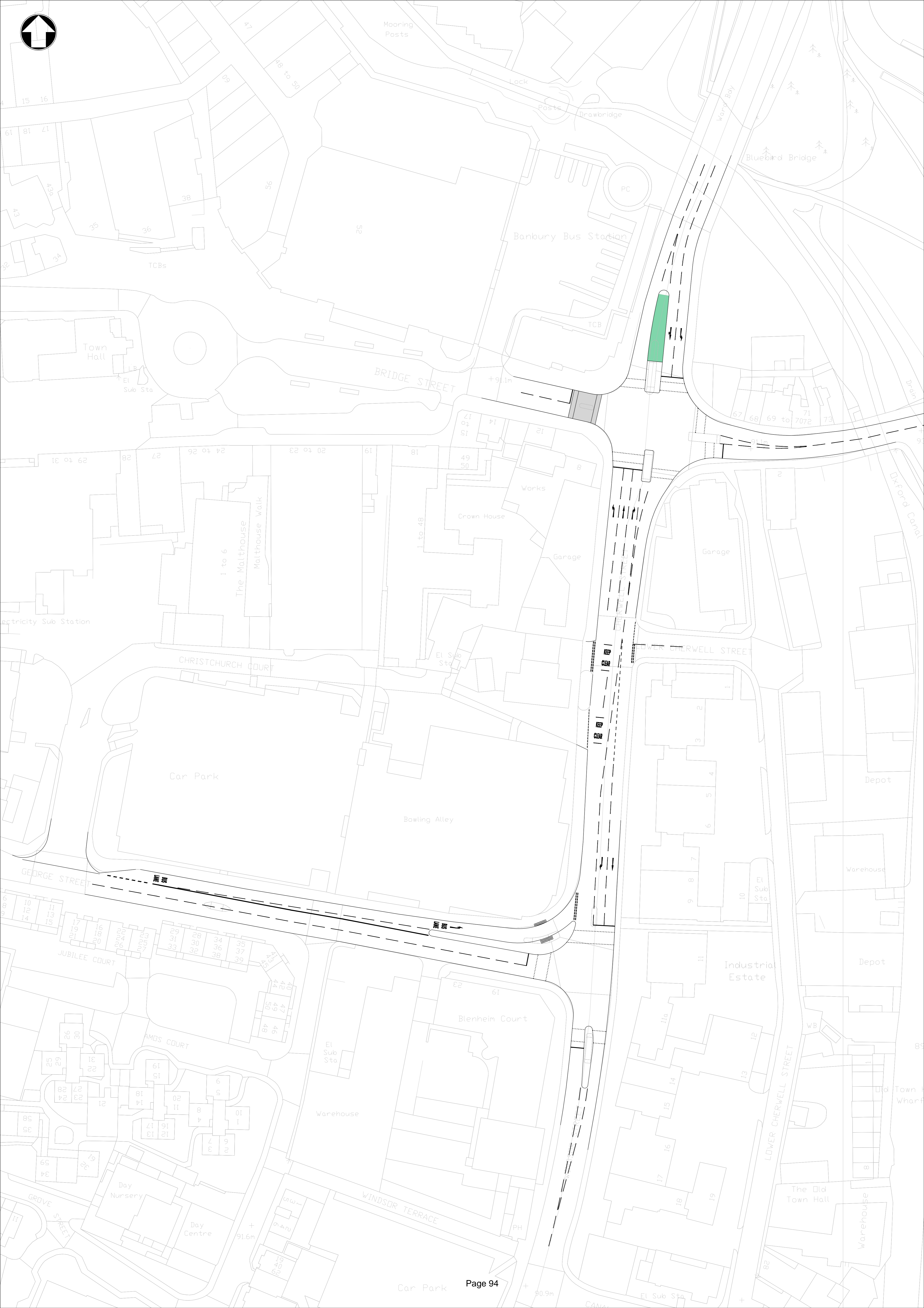
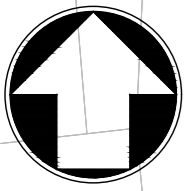
## C.4 Option 3 – Pedestrian max



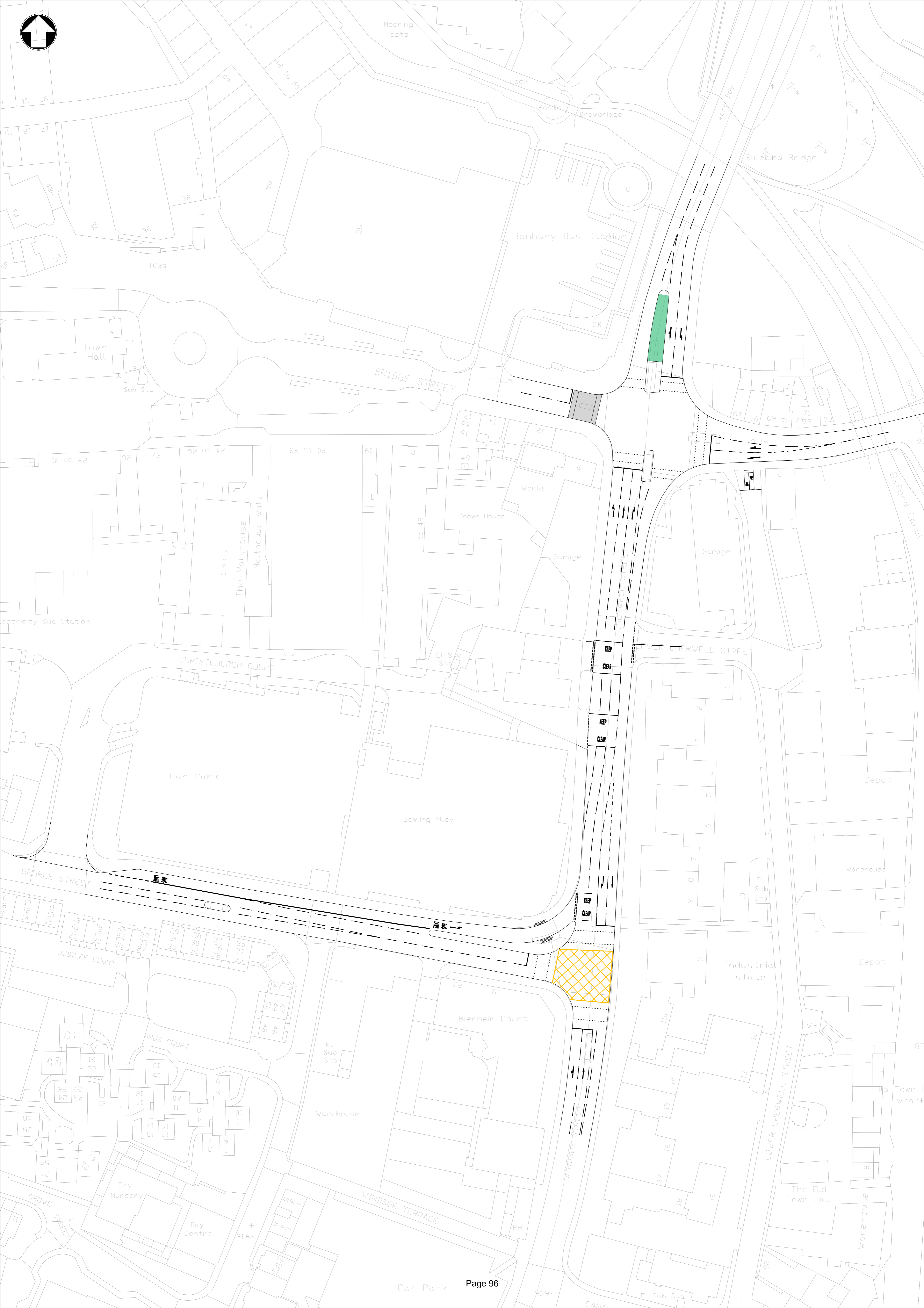
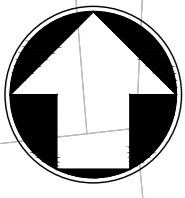
## C.5 Option 4 – Right turn removed with bus lane



## C.6 Option 5 – Junction optimisation



## C.7 Option 5+ - Refined junction optimisation





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**Oxfordshire County Council**  
**Equalities Impact Assessment**

CHERWELL STREET, BANBURY – BUS SERVICE IMPROVEMENT SCHEME

18 October 2023

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment & Place, Place Planning North
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Cherwell Street, Banbury bus service improvement scheme
<b>Is this a new or existing function or policy?</b>	A new scheme
<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 scheme is to reduce bus journeys times into Banbury town centre along the Cherwell Street corridor by one sequence of the traffic signals. As well as reducing journey times this is expected to help improve bus journey time reliability which will make the bus services more attractive.</p> <p>Non-bus benefits include improving pedestrian safety through new crossing facilities at the Bridge Street and the George Street junction and to enhance pedestrian accessibility and the Urban Realm.</p>
<b>Completed By</b>	Colm McAllister
<b>Authorised By</b>	
<b>Date of Assessment</b>	19/08/2024

## 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>This scheme is part of OCC's Bus Service Improvement Plan. There are considerable delays for buses on Cherwell Street, Bridge Street, through to the bus terminal area in Banbury Town Centre. This is because the Bridge Street and Cherwell Street junctions are over-capacity for vehicles during peak periods. A review of the junctions also highlighted a pedestrian safety issue at Bridge Street East.</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>At the Cherwell Street with George Street Junction; widening of the bus lane on George Street and formalisation of the priority/give way arrangement for buses onto Cherwell Street; removal of the pedestrian island and widening of the traffic lanes for vehicles approaching the junction on the Bodicote side of the junction; repainting of the yellow box junction; introduction of a pedestrian crossing on the Banbury town centre side of the junction; and reduction of the number of lanes for general traffic on George Street from two lanes to one lane</p> <p>At the Cherwell Street with Bridge Street junction; adjustment and optimisation of traffic signal times; reconstruction of the pedestrian islands on Cherwell Street; improved pedestrian crossings on Bridge Street; reduction in the number of lanes for traffic approaching the junction on Concord Avenue from three lanes to two lanes; and changes to line markings for westbound traffic on the eastern arm of the Bridge Street junction.</p> <p>Other non-bus benefits include longer turning lanes for both left-turning and right turning traffic on Cherwell Street between George Street and Bridge Street, reducing blocking back.</p> <p>Pedestrian crossing improvements at the Cherwell Street/ Bridge Street junction, bringing benefits to public transport users and other people accessing the town centre bus stops and train station.</p>

	<p>Safety improvements for pedestrians along Bridge Street (east), where cars currently mount the footway to access the left-turning lane for westbound traffic.</p> <p>Safety improvements at the Cherwell Street/ George Street junction, with an additional crossing of the northern arm of this junction and a larger pedestrian island.</p> <p>Other improvements at the junctions of Cherwell Street/ Bridge Street and Cherwell Street/ George Street with changes to pedestrian islands, new line marking, and wider traffic lanes. Road markings in the centre of the Bridge Street junction will clarify vehicle positioning for conflicting turns, reducing delays.</p> <p>There will be space for additional planting and greenery along Cherwell Street, and the scheme supports a place-based renewal of Cherwell Street and improvements for walking and cycling to support the Canalside redevelopment scheme.</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 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>As this is a combined IBC, engagement will be a key part of the options assessment stage and will feed into the OBC. We have the information from the main bus operator, Stagecoach, around the impact of delay and the lack of reliability on their users.</p>

**Alternatives considered / rejected**

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.

5 design option scenarios were modelled, two options (options 5 & 2) showed the best results for bus journey time whilst also having the smallest impact on general traffic. These options don't include implementing a bus lane on Cherwell Street, meaning general traffic is able to use the northbound left-hand Cherwell Street lane in the designs. These options have been refined into option 5 +, which is our current preferred option.

## 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Elderly pedestrians and children will have improved safety and accessibility through the new crossing facilities at the Bridge St and George St junction, which prioritise pedestrians by refining the signal phases, new tactile paving, new pelican crossings, and pedestrian island removal or reconstruction.</p> <p>Elderly bus users and children will benefit from a quicker and more consistent journey time.</p> <p>Elderly people who travel by car may experience a delay to their journey if driving through Bridge Street East.</p>	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	<p>Engagement with local walking groups and elderly groups, Road Safety audit- Public consultation is planned for October 2024</p> <p>Further VISSM modelling has been commissioned to understand the extend of the delays to cars. The results of this are expected in late 2024.</p>

<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Wheelchair users and pedestrians with mobility issues will have improved safety and accessibility through the new crossing facilities at the Bridge St and George St junction, which prioritise pedestrians by refining the signal phases, new tactile paving, new pelican crossings, and pedestrian island removal or reconstruction.</p> <p>Visually impaired people will also benefit from the new and improved crossing facilities.</p> <p>Disabled bus users will benefit from a quicker and more consistent journey time.</p> <p>Disabled people who travel by car may experience a delay to their journey if driving through Bridge Street East.</p>	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	<p>Engagement with local disabled groups and people. Public consultation is planned for October 2024</p> <p>Further VISSM modelling has been commissioned to understand the extend of the delays to cars. The results of this are expected in late 2024.</p>
<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Pregnant people and people with prams will have improved safety and accessibility through the new crossing facilities at the Bridge St and George St junction, which prioritise pedestrians by refining the signal phases, new tactile paving, new pelican crossings, and pedestrian island removal or reconstruction.</p> <p>Pregnant bus users and bus users with prams will benefit from a quicker and more consistent journey time.</p> <p>Pregnant people and people with prams who travel by car may experience a delay to their journey if driving through Bridge Street East.</p>	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	<p>Engagement with new parent groups, local nurseries and prenatal groups. Public consultation is planned for October 2024</p> <p>Further VISSM modelling has been commissioned to understand the extend of the delays to cars. The results of this are expected in late 2024.</p>
<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"/>				

<p><b>Religion or Belief</b></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p>Banbury Madni Masjid Mosque on Merton Street is located less than 450m from the Bridge St junction with Cherwell Street. Pedestrians accessing the mosque from the west of Bridge Street East will have improved safety and accessibility through the new crossing facilities at the Bridge St and George St junction, which prioritise pedestrians by refining the signal phases, new tactile paving, new pelican crossings, and pedestrian island removal or reconstruction.</p> <p>Bus users travelling to the mosque will benefit from a quicker and more consistent journey time.</p> <p>People traveling by car to the mosque may experience a delay to their journey if driving through Bridge Street East.</p>		<p>Senior Transport Planner, Colm McAllister, OCC</p>	<p>Engagement with Banbury Madni Masjid Mosque. Public consultation is planned for October 2024</p>
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### 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
<b>Rural communities</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Rural communities rely on private vehicles to travel due to the lack of public transport available. They may experience a delay to their journey if driving through Bridge Street East.	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	Further VISSM modelling has been commissioned to understand the extend of the delays to cars. The results of this are expected in late 2024.
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Carers who use the bus will benefit from a quicker and more consistent journey time.  Some carers rely on private vehicles to travel due the flexibility benefits. They may experience a delay to their journey if driving through Bridge Street East.	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	Further VISSM modelling has been commissioned to understand the extend of the delays to cars. The results of this are expected in late 2024.

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner</b> (*Job Title, Organisation)	<b>Timescale and monitoring arrangements</b>
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Many of the bus routes that benefit from improved bus journey time travel through areas of deprivation.		Senior Transport Planner, Colm McAllister, OCC	Cross referencing which bus routes service areas of deprivation.

### 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A more reliable bus journey time may encourage people to use the bus when connecting to other sustainable transport modes, such as the nearby rail station			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value <sup>1</sup>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Overall, the scheme has a positive social value through public transport journey time improvements, that connects to the town centre, bus station and train station. This means that there is better access to the amenities, schools, business, places of worship, as well as to other sustainable modes of travel.  The pedestrian junction improvements create safer crossing facilities and		Senior Transport Planner, Colm McAllister, OCC	Engagement with local groups (public engagement late October)

<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

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
				prioritises movement by foot and wheeling. It also improves the aesthetic of the area, creating a more inviting public space, attracting people to the town centre.			

## Section 4: Review

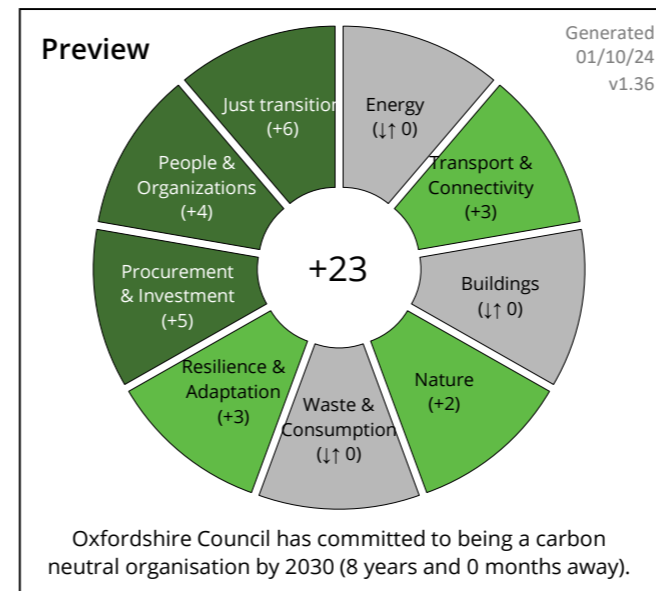
Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question).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

<b>Review Date</b>	
<b>Person Responsible for Review</b>	
<b>Authorised By</b>	

# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Environment & Place, Place Planning North
<b>What is being assessed</b>	Cherwell Street, Banbury bus service improvement scheme
<b>Is this a new or existing function or policy?</b>	A new scheme
<b>Summary of assessment</b>	
<b>Completed by</b>	Colm McAllister
<b>Climate action sign off by</b>	
<b>Director sign off by</b>	
<b>Assessment date</b>	



## Detail of proposal

<p><b>Context / Background</b></p>	<p>The CIA is being updated following modelling results of the preferred scheme design and ahead of the Cabinet Member review for the transition of the project to the delivery team</p>
<p><b>Proposal</b></p>	<p>This scheme is part of OCC's Bus Service Improvement Plan, which sets out how OCC and local bus operators will achieve the outcomes of the National Bus Strategy. The signalised Bridge Street intersection with Cherwell Street is identified in the BSIP as of particular importance for Banbury's local and inter-urban bus network.</p>
<p><b>Evidence / Intelligence</b></p>	<p>All the data, evidence, stakeholder engagement has been carried out during the feasibility study. Because of the speed of turn around the options assessment and feasibility design are being combined into one stage.</p> <p>In preparing for the bid we engaged with Stagecoach who are the main operator in Banbury, and they had evidence of bus delays and unreliable journey times from the south into the town centre. We also had evidence of the overall level of delay on Cherwell Street, approaching the Bridge Street junction.</p> <p>A four week non-statutory Public Consultation was undertaken in March 2024. 1400 visitors accessed the Let's Talk page and there were 120 respondents, with the most common method of travel through the study area for respondents being by bus and walking Feedback was overall positive, with over an 80% positive response for the proposal.</p>
<p><b>Alternatives considered / rejected</b></p>	<p>5 options were put forward for modelling, Two options (option 5 &amp; 2) showed the best results for bus journey time and for minimal impact to general traffic, these options don't include implementing a bus lane. They have been refined into a option 5+.</p> <p>Doing nothing is not an option as this will make the bus services in the town increasingly unattractive, which will not encourage people back to the bus post-Covid as intended, and certainly won't encourage a shift from car to bus. The congestion levels are severe along this corridor and there is no alternative way into the town centre and the bus stops or bus station.</p>

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	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		1	This will create more reliable bus journey time		
Transport & Connectivity	Supports active travel		1	Safer and more attractive pedestrian facilities are being produced, including replacing staggered crossings with straight across crossings and greening		
Transport & Connectivity	Increases use of public transport		2	Invests in public transport infrastructure		
Transport & Connectivity	Accelerates electrification of transport	N/A				
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		1	Enhancing blue and green infrastructure is part of the brief for the scheme but the extent that this is met is unknown at this stage.		
Nature	Improves access to nature and green spaces		1	This would improve bus access to the green and blue spaces in the vicinity of Banbury town centre, such as the canal and parks.		
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding		1	The scheme should invest in flood mitigation measures using SUDs.		
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)		1	The project will provide the opportunity to inform the public and stakeholders about extreme weather risks.		
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		1	The study will provide information and education for the community and stakeholders on resilience to climate change impacts and how moving away from a reliance on the car will assist this.		
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		3 Capital investment that supports transition to net zero in Banbury
People & Organizations	Drives behavioural change to address the climate and ecological emergency		3 Will provide infrastructure that will support behavioural change
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A	
Just transition	Promotes green innovation and job creation	N/A	
Just transition	Promotes health and wellbeing		3 Improves air quality if fewer car trips and less hold ups for buses
Just transition	Reduces poverty and inequality		2 Creates accessible, zero-carbon transport options

# **Cherwell Street, Banbury: Bus service improvement scheme**

## **Report of March 2024 consultation**

**Issue date: August 2024**

Email: [PlacePlanningNorth@oxfordshire.gov.uk](mailto:PlacePlanningNorth@oxfordshire.gov.uk)



**OXFORDSHIRE  
COUNTY COUNCIL**

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Appendix E:	Comments and response to comments
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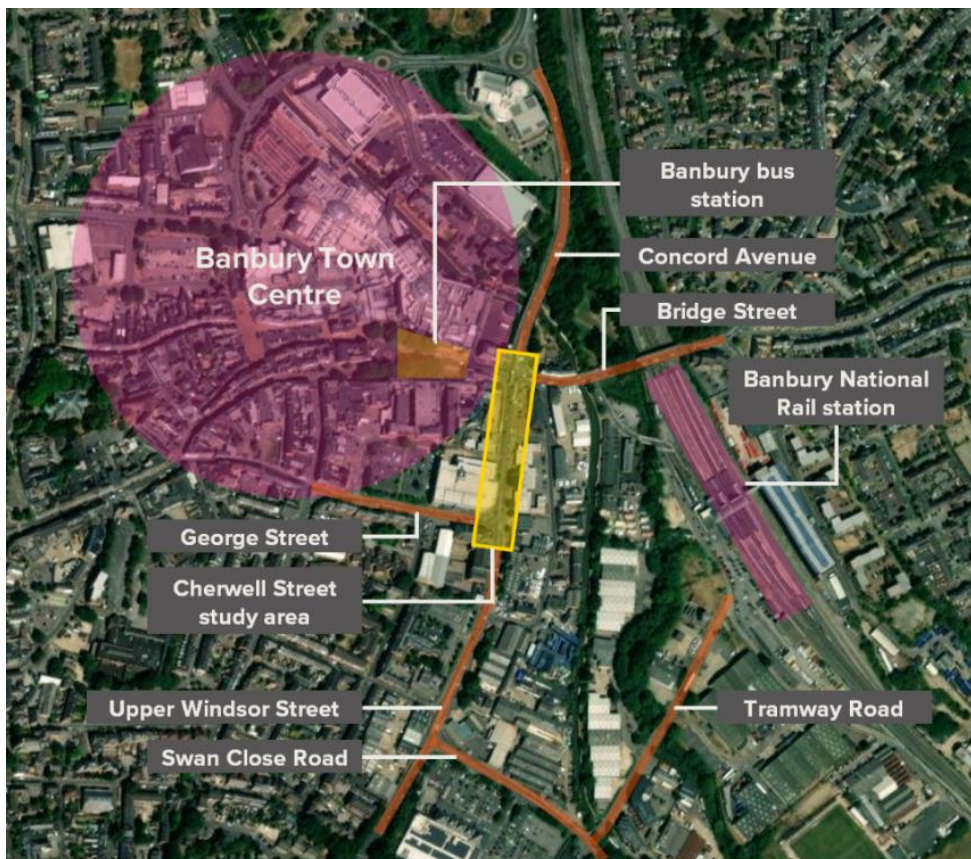
- Figure 1.1: Study area
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- Figure 2.3: Frequency of use of Bridge Street/ Cherwell Street junction to access Banbury town centre
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- Figure 3.7: Proposal: Refresh lane markings including 'keep clear' at junctions to improve movement of all traffic (including buses) through the study area

# 1. Introduction

As part of the Oxfordshire Bus Service Improvement Plan (BSIP), £2.3 million of funding was awarded by the Department for Transport (DfT) to deliver a bus priority scheme along Cherwell Street in Banbury, with an additional £0.5m of developer contributions secured towards the improvements.

The proposed scheme aims to reduce bus journey times and deliver more reliable and consistent journeys for buses accessing Banbury town centre from Cherwell Street whilst also bringing improvements for pedestrians and other corridor users. Figure 1.1 shows the location of the Cherwell Street scheme study area in the context of Banbury town centre.

**Figure 1.1: Study area**



## 1.1 Scheme development

An initial stage of the project involved the identification and assessment of a long list of potential scheme options using evaluation criteria aligned to relevant transport plans, policies and strategies. From this, a short list of options was identified and this was used to create five potential packages of interventions that were developed into scheme design concepts including provision of a northbound bus lane between George Street and Bridge Street.

The intervention packages were then assessed against their cost, feasibility for delivery, impact on journey times (for buses and general traffic), and ability to meet the scheme objectives. Transport modelling also supported this stage of the work.

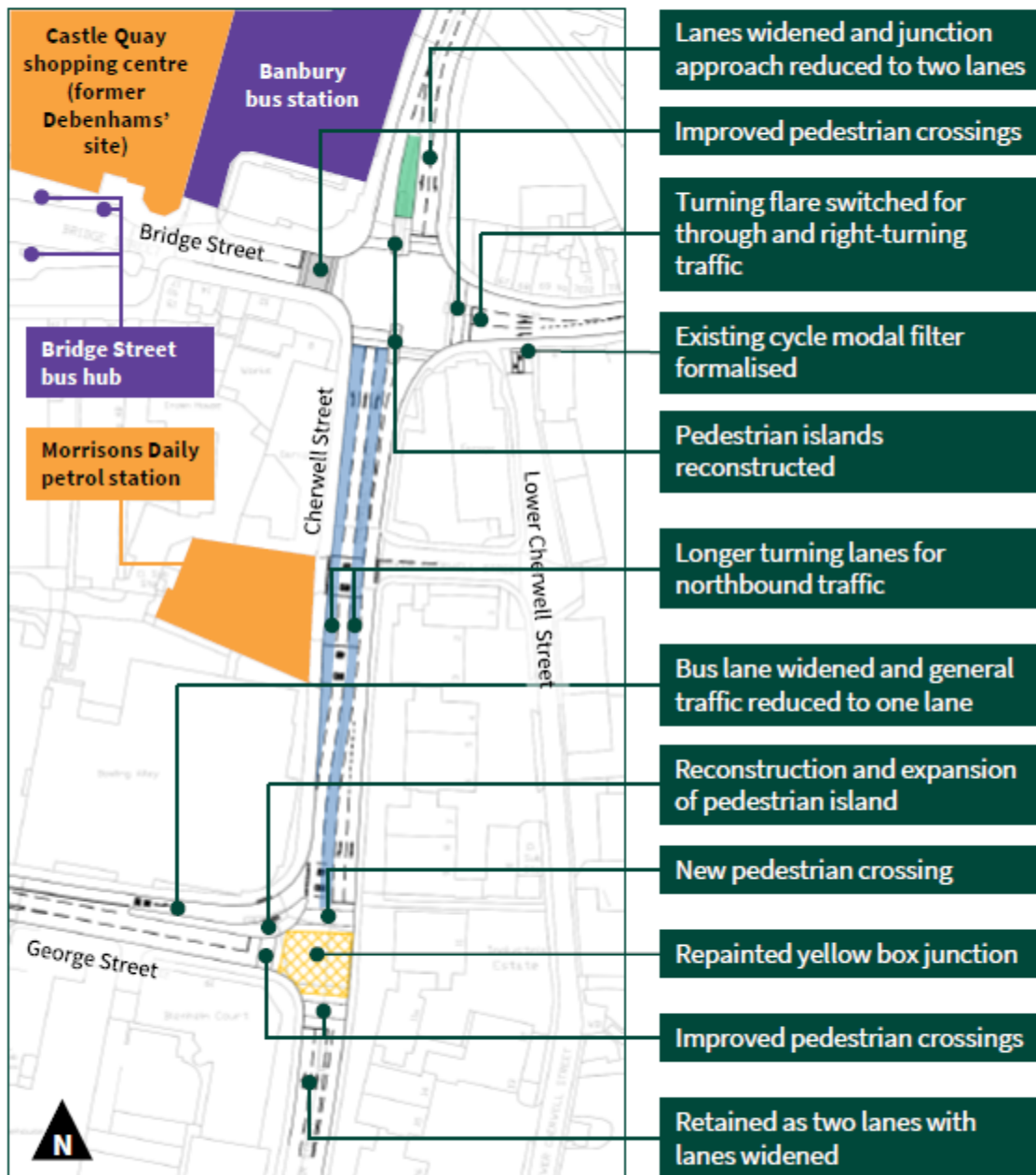
Transport modelling indicated that the options that included a dedicated bus lane on Cherwell Street, banning certain turning movements at junctions, and providing substantially more space for pedestrians at junctions had an unacceptable negative impact on general traffic or did not provide enough benefit given their cost to implement.

A single preferred option therefore emerged which achieved the best balance of improving journey times for buses, other road user benefits and minimising cost. This option included provision of a combine bus/left turn lane on Cherwell Street (northbound).

A plan showing the proposed scheme is provided below. The full consultation document is provided in Appendix A.

**Figure 1.2: Features of the proposed scheme**

The proposed scheme falls entirely within the highway boundary.



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## 2. Consultation overview

A non-statutory public consultation was undertaken using Oxfordshire County Council's Let's Talk Oxfordshire<sup>1</sup> platform which enabled respondents to complete an online survey. The survey ran from Monday 4 March 2024 until Monday 1 April 2024.

Hard copies of the questionnaire were also available upon request from Banbury Town Hall and these could be returned via Freepost to the county council. A copy of the survey is provided in Appendix B.

The survey was promoted in a variety of ways, as detailed below.

### 2.1 Publicity at key locations in Banbury

Posters were produced (Appendix C) which included a QR code link to the scheme's Let's Talk Oxfordshire consultation page. Posters were displayed:

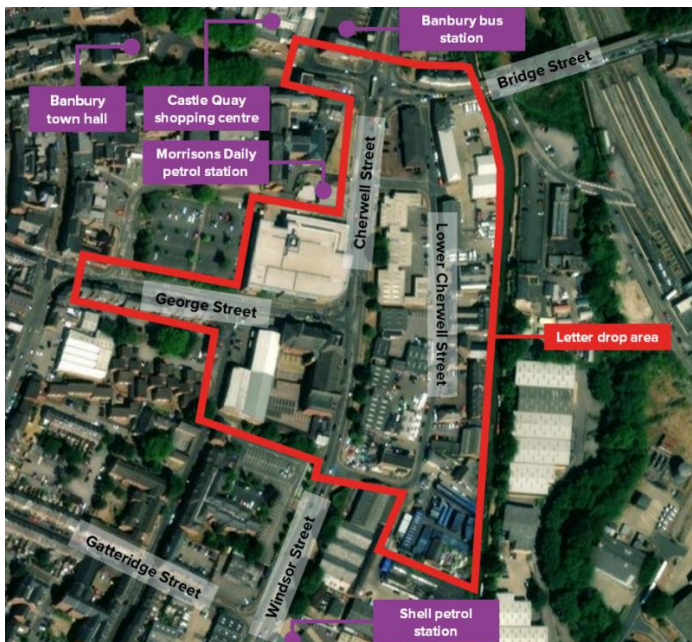
- outside Banbury Town Hall
- on buses operating in the Banbury area
- at Banbury Library (questionnaires were also available)
- and in Castle Quay Shopping Centre (questionnaires were also available).

Posters were also dropped off by hand at the two petrol stations on Cherwell Street.

### 2.2 Letter drop

Local businesses and residents in the immediate vicinity of the scheme were notified of the consultation via a letter drop carried out by county council officers on Thursday 7 March 2024. A copy of the letter is provided in Appendix D whilst the letter drop area is shown in Figure 2.1.

**Figure 2.1: Letter drop area.**



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<sup>1</sup> [Cherwell Street, Banbury - Bus Service Improvement Scheme \(including Bridge Street & George Street Junctions\) | Let's Talk Oxfordshire](#)

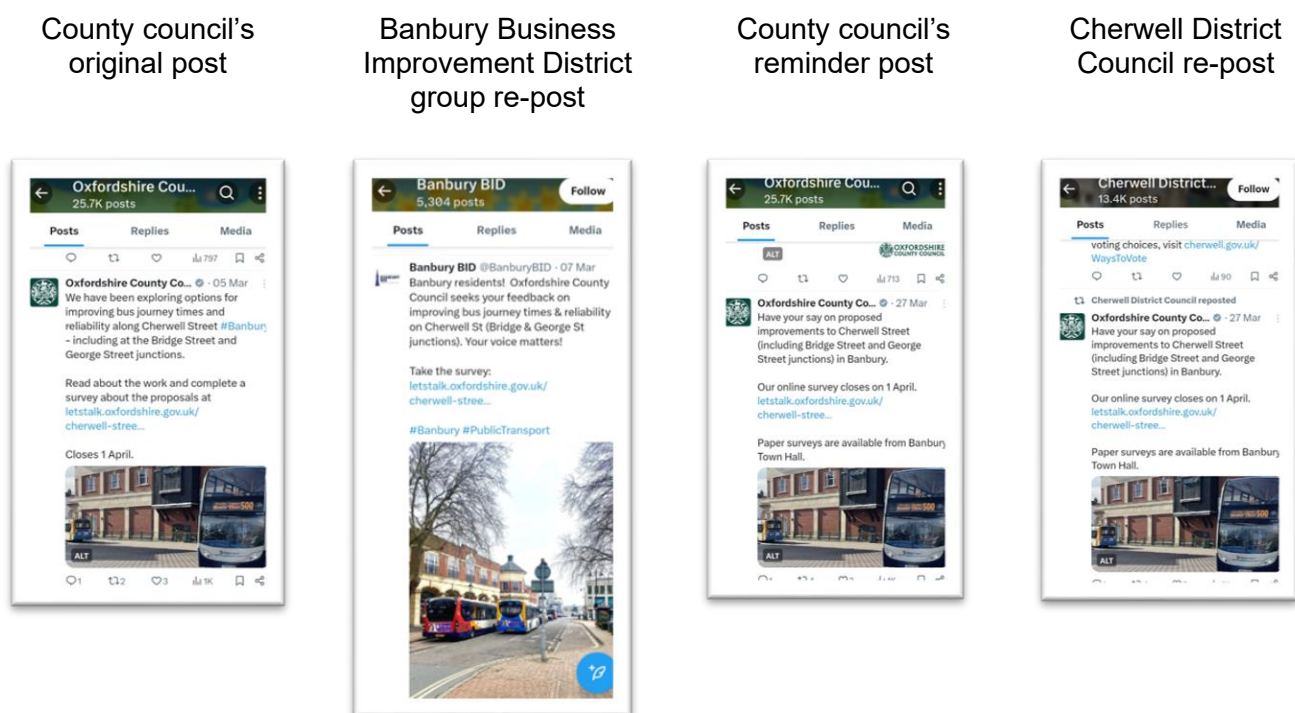
## 2.3 Councillor briefing

A briefing for councillors was held on Thursday 29 February 2024 in Banbury Town Hall, in advance of the public consultation. Thirty six local councillors from all three tiers of government (town, district and county) were invited to attend the briefing.

## 2.4 Online publicity

Online communications were used to inform the public of the consultation and to signpost them towards the consultation materials. This information was posted by the county council through social media networks on X and on NextDoor. Banbury Town Council and Cherwell District Council were also invited to share these social media posts on their own platforms.

**Figure 2.2: Online publicity – examples on ‘X’**



## 2.5 Survey responses and respondent profile

One hundred and twenty completed surveys were received (115 online responses and five hard copies). Of these:

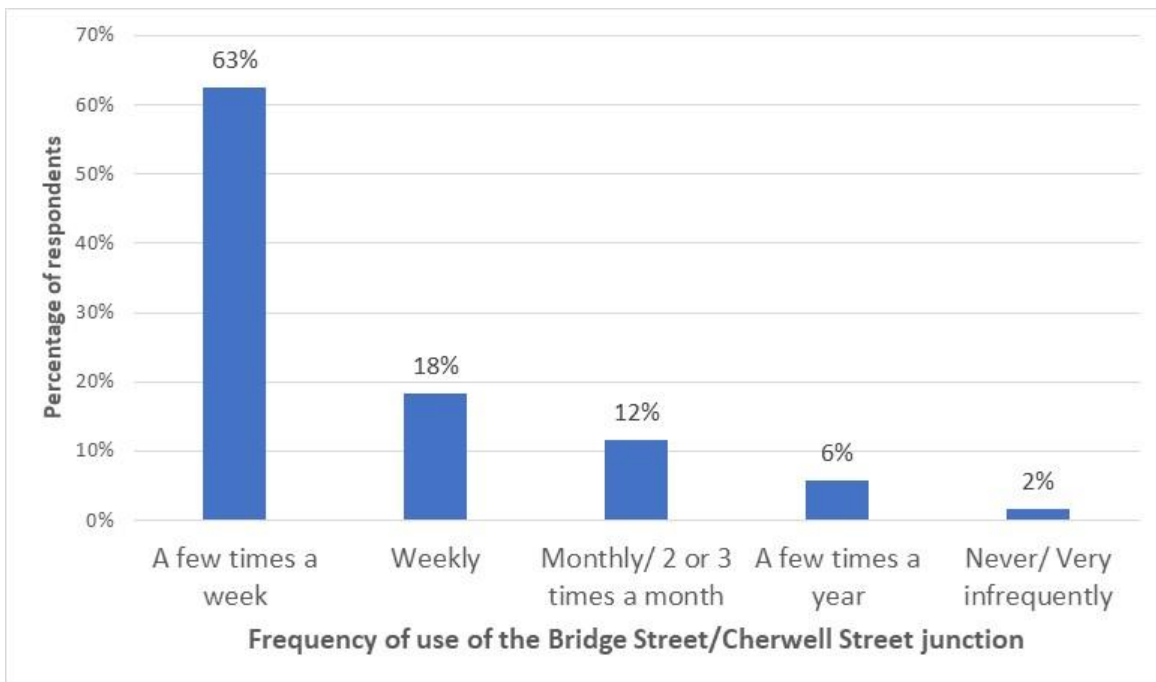
- 77 per cent were members of the public living in Banbury.
- 22 per cent were members of the public living outside Banbury.
- One respondent cited that they were completing the survey in their capacity as a councillor.

There were 1,183 visits to at least one page of the scheme's Let's Talk Oxfordshire online portal.

### 2.5.1 Travel in the study area

Respondents were asked how often they access Banbury town centre via the Bridge Street/Cherwell Street junction. The majority of respondents were frequent users of the junction, with 63 per cent (75 respondents) stating that they travel through the junction a few times a week (see Figure 2.3).

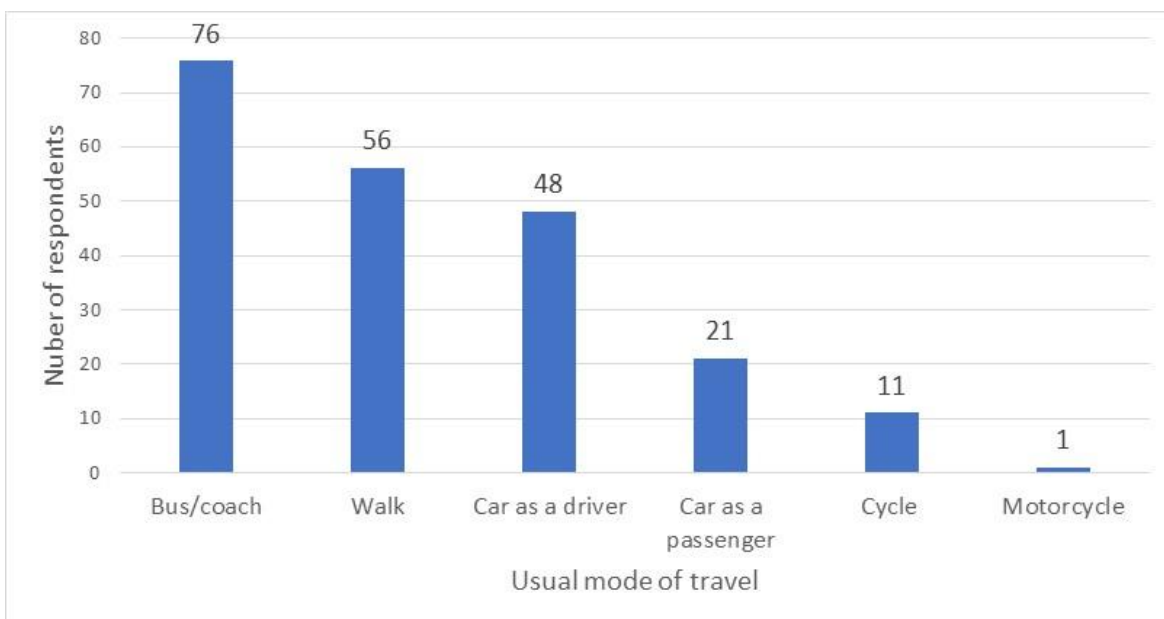
**Figure 2.3: Frequency of use of Bridge Street/ Cherwell Street junction to access Banbury town centre**



Respondents were also asked how they usually travel around/ through the Bridge Street/ Cherwell Street area, with multiple responses possible. Figure 2.4 shows that:

- Bus was the most frequently mentioned mode (76 respondents).
- Fifty six respondents walked in the study area.
- Forty eight respondents travelled as a car driver whilst 21 respondents travelled as a car passenger.

**Figure 2.4: Usual mode of travel around/ through the Bridge Street/ Cherwell Street junction**



Respondents who travelled by bus were asked which bus services they used. Of the 71 respondents who answered this question, the most commonly used services were the B9 and B5 (see Table 2.1)

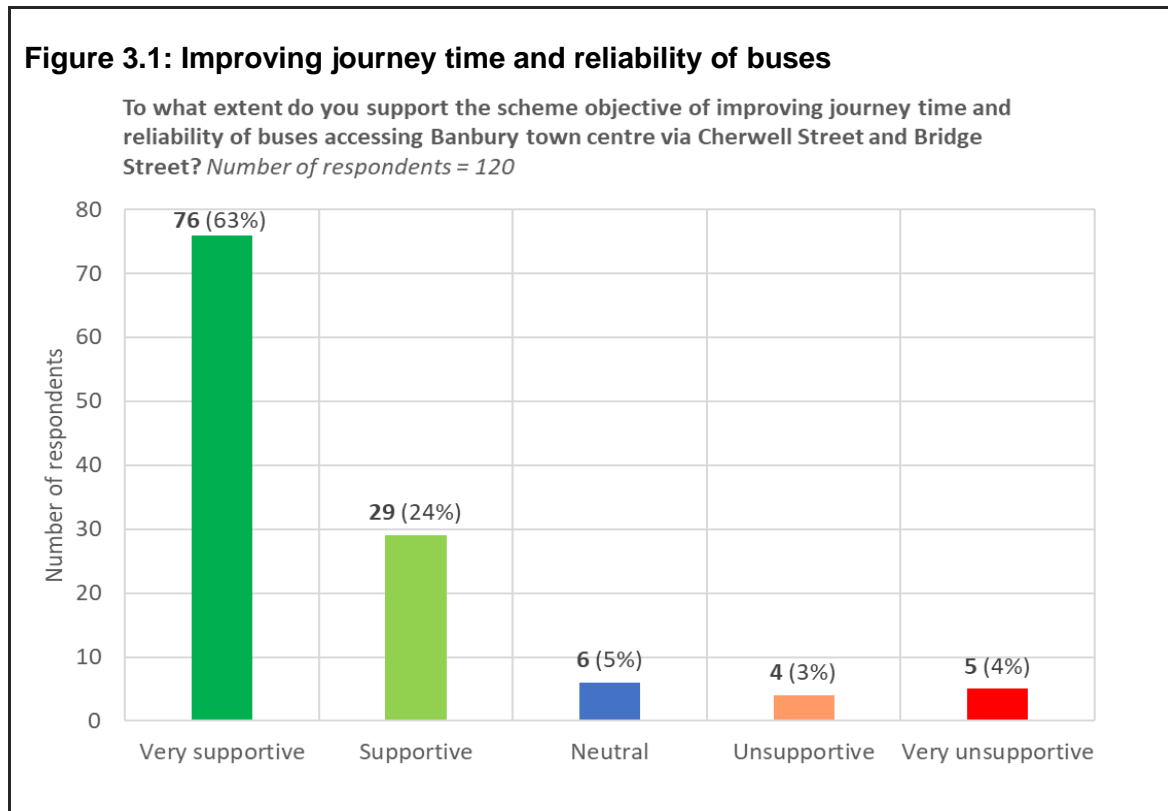
**Table 2.1: Bus services used when accessing Banbury town centre**

<b>Bus service</b>	<b>Number of respondents</b>
B9 – Banbury Gateway – Ruscote – Hanwell Chase - Hardwick	28
B5 – Banbury Bridge Street – Neithrop – Bretch Hill loop	21
B3 – Banbury Bridge Street – Cherwell Heights – Bodicote loop	13
500 – Banbury – Brackley – Bicester	13
S4 – Banbury – Deddington – Kidlington - Oxford	12
488 – Banbury to Chipping Norton	12
B4 – Banbury – Banbury Cross – Hanwell View loop	8
200 – Banbury to Daventry	7
B1 – Banbury – Easington loop	5
497 – Banbury – Radford	3
B7b – Banbury – Poets Corner loop	3
75 – Banbury – Stratford upon Avon	2
77a – Banbury – Leamington Spa – Milverton Bishop	2
76 – Banbury – Stratford upon Avon	1
77 – Leamington – Kineton	1
75a – Banbury – Stratford upon Avon	1
Ability Community Transport	1
B8 – Banbury Bridge Street – Sinclair Avenue	1
X4 – Banbury Bus Station - Oxford Rail Station	1

# 3. Consultation results

## 3.1 Scheme objectives

Participants were asked to indicate their level of support for the overall objectives of the Cherwell Street bus improvement scheme to improve journey time and reliability of buses accessing Banbury town centre via Cherwell Street and Bridge Street. Figure 3.1 shows the level of support from respondents who answered this question. It can be seen that 87 per cent of respondents were very supportive or supportive of the objective.



Of those nine respondents who did not support the scheme, the reasons stated for this included:

- The scheme is poor value for money.
- The scheme would cause delay to motor vehicles.
- There would be increased congestion and pollution.
- The scheme is not necessary.

## Views towards specific scheme elements

Views towards each element of the scheme proposals were also sought. A full list of comments raised and the county council's responses to those can be found in Appendix E, with an overview of survey findings provided below.

### 3.2 Bridge Street/ Cherwell Street junction design

#### 3.2.1 Remove pedestrian safety issues/ formalise lane arrangements

Eighty six per cent of respondents stated that they were very supportive or supportive of the proposals to improve the design of the Bridge Street/ Cherwell Street junction to remove existing pedestrian safety issues and formalise lane arrangements (see Figure 3.2).

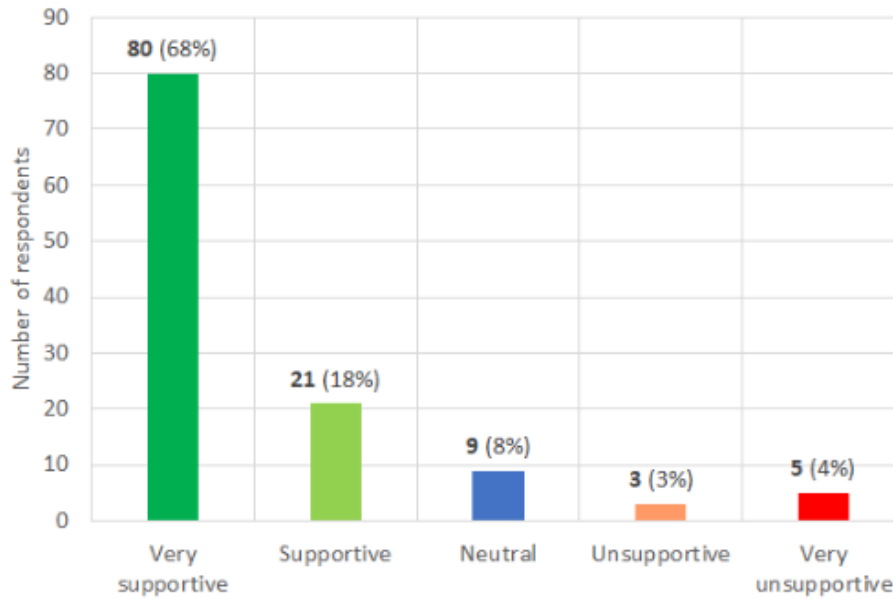
Eight respondents indicated that they were very unsupportive or supportive, with reasons for this including that:

- The proposals would lead to increased traffic and pollution.
- There would be further delay to bus services.
- It was poor value for money.
- There were concerns around a lack of pedestrian crossings/ refuges.
- The vehicle lanes would be narrower.
- The proposals would not lead to long term benefit.

**Figure 3.2:**

**Proposal: Improve the design of the Bridge Street/ Cherwell Street junction to remove existing pedestrian safety issues and formalise lane arrangements**

*Number of respondents =118*



### 3.2.2 Improve pedestrian crossing facilities

Eighty one per cent of respondents were very supportive or supportive of the proposals to improve pedestrian crossing facilities to support easier and safer access to bus stops, the rail station and the town centre (see Figure 3.3). The survey question included reference to the fact that delivery of these improvements for pedestrians would require loss of one short length of traffic lane on Concord Avenue (southbound).

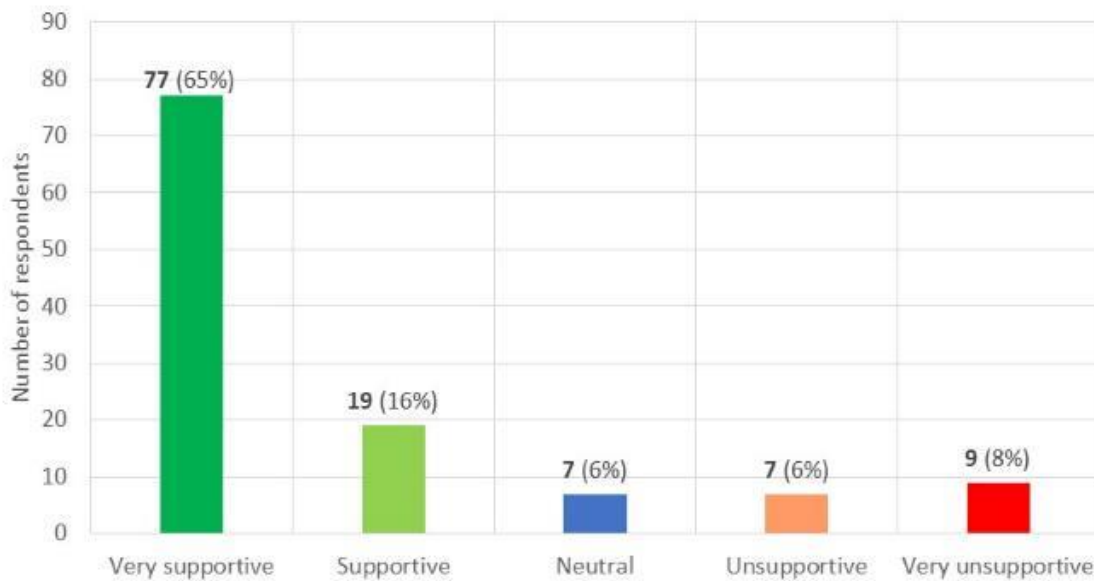
respondents indicated that they were very unsupportive or unsupportive of improving crossing facilities with reasons for this including concerns about:

- Increased congestion and pollution in the area.
- The layout of the junction and a preference for smaller-scale improvements.
- Delays to motor vehicles.
- The proposed changes to the junction not considered relevant to enabling or encouraging greater uptake of sustainable modes of transport.
- The need for the proposals.

**Figure 3.3:**

**Proposal: Improve pedestrian crossing facilities at the Bridge Street/ Cherwell Street junction to support easier and safer access to bus stops, the rail station and the town centre**

Number of respondents =119



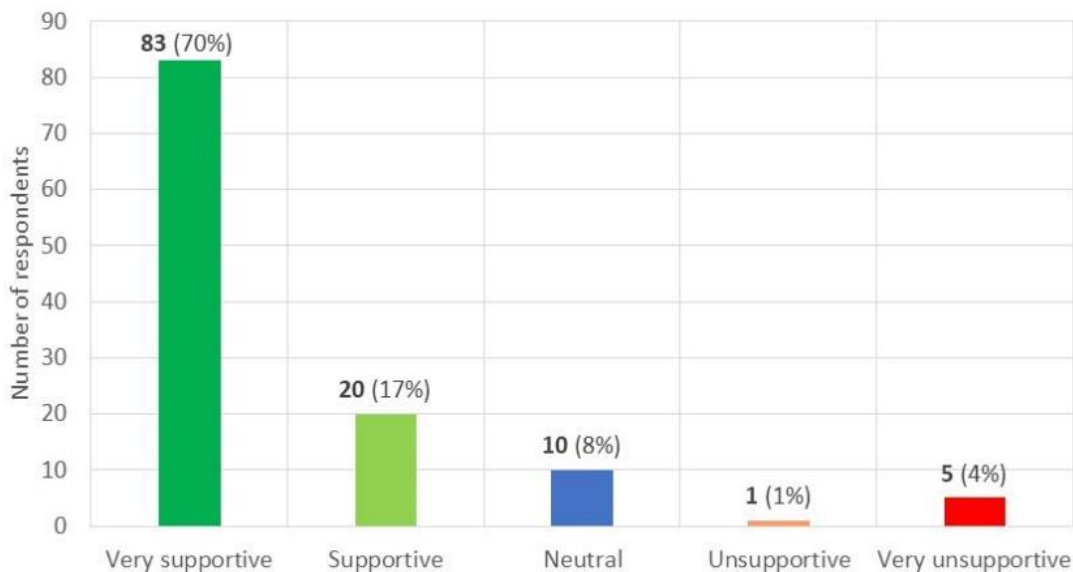
### 3.2.3 Improve signal timings

Eighty seven per cent of respondents indicated that they were very supportive or supportive of the proposals to improve the signal timings to manage congestion for all traffic and ensure buses pass through the Bridge Street/ Cherwell Street junction more efficiently (see Figure 3.4). Six respondents indicated that they were very unresponsive or supportive of improving crossing facilities with reasons including that they considered there would be increased congestion and pollution.

**Figure 3.4:**

**Proposal: Improve signal timings to manage congestion for all traffic and ensure buses pass through the Bridge Street/ Cherwell Street junction more efficiently**

Number of respondents =119



### 3.2.4 Extend left turn lane from Cherwell Street to Bridge Street (west)

Eighty five per cent of respondents indicated that they were very supportive or supportive of the proposals to extend the left turn lane from Cherwell Street to Bridge Street (west) to improve bus access to the town centre from the south (see Figure 3.5).

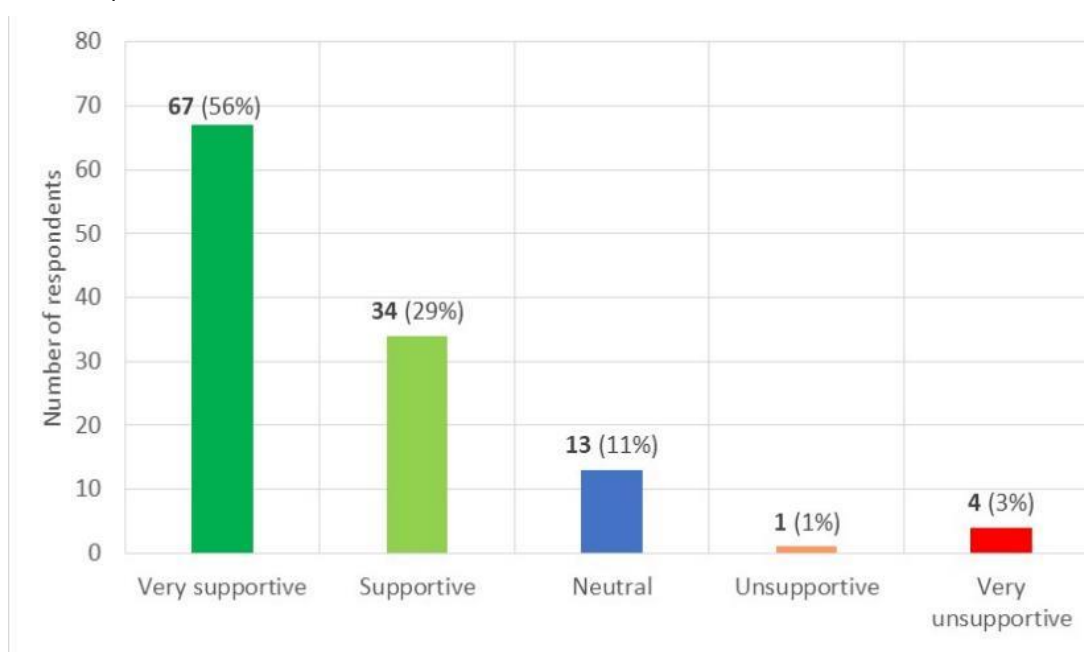
Five respondents indicated that they were very unsupportive or supportive of the left turn lane proposals with reasons for this including:

- The proposals were not needed.
- Widening the bus lane would lead to reduction in width elsewhere.
- The proposals would lead to increased congestion.

**Figure 3.5:**

**Proposal: Extend the left turn lane from Cherwell Street (northbound) to Bridge Street (west)**

*Number of respondents = 119*



## 3.3 George Street/ Cherwell Street junction design

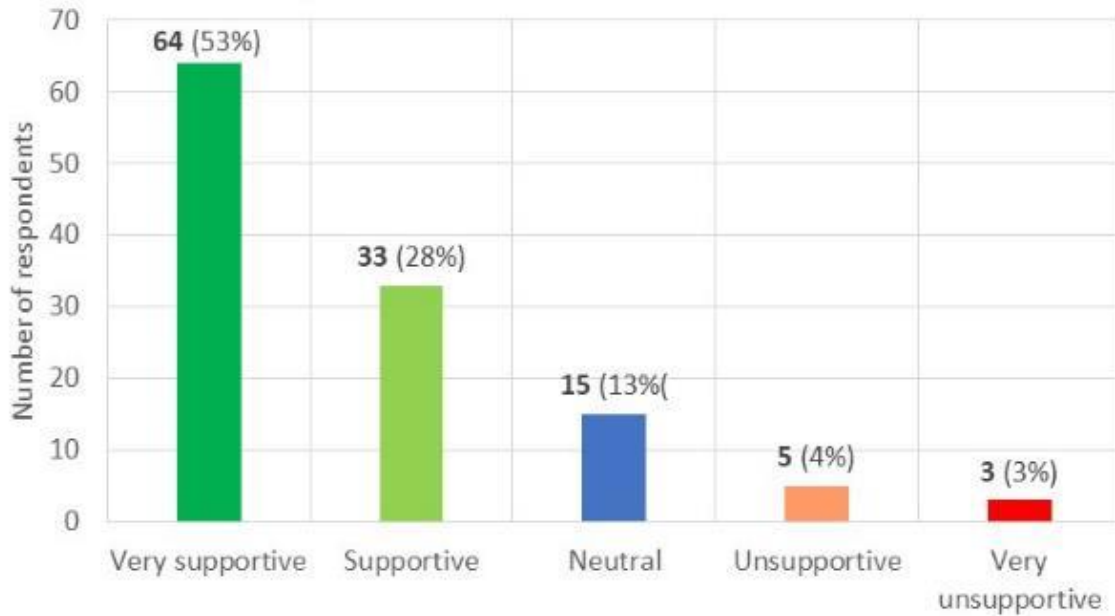
### 3.3.1 Improve pedestrian crossing facilities

Respondents were asked about their views towards widening and providing improved markings to the eastbound bus lane on George Street as well as extending the existing traffic island to improve pedestrian crossing facilities at this junction (see Figure 3.6). Eighty one per cent of respondents indicated that they were very supportive or supportive whilst five respondents indicated that they were very unsupportive or unsupportive. The survey question included reference to the fact that delivery of these improvements for pedestrians would require loss of a short stretch of eastbound traffic lane on George Street.

**Figure 3.6:**

**Proposal: Widen and provide better marking of the eastbound bus lane on George Street, and extend the existing traffic island to improve pedestrian crossing facilities at the junction.**

Number of respondents =120



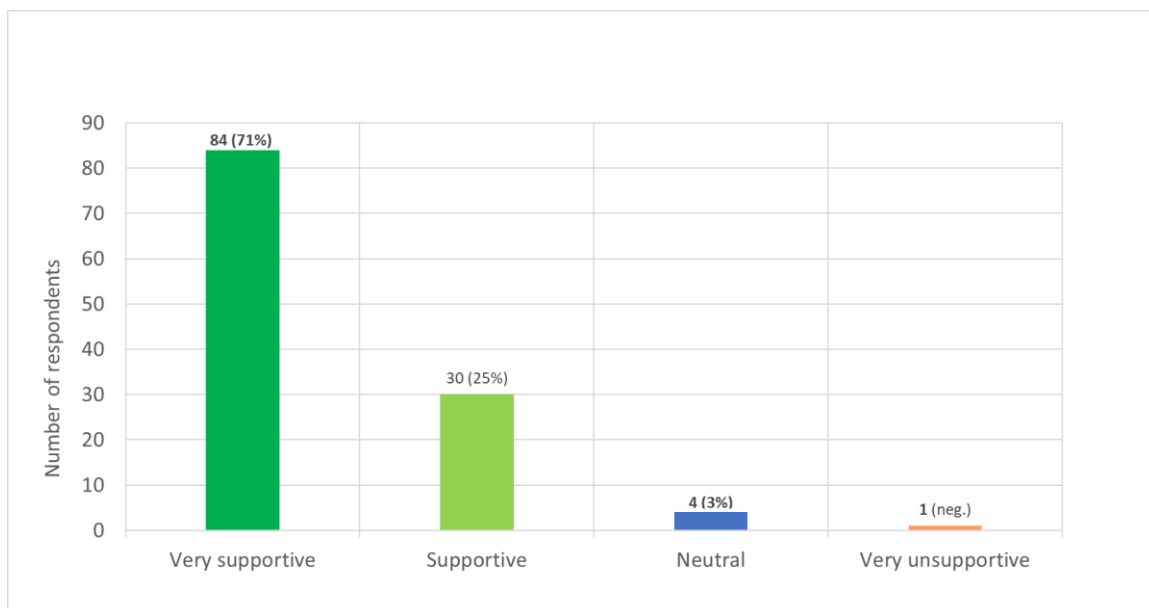
### 3.4 Refresh lane markings including 'keep clear' at junctions

Ninety six per cent of respondents were very supportive or supportive of the proposal to refresh lane markings, including "keep clear" markings at junctions. Only one person was very unsupportive, and no one indicated that they were unsupportive.

**Figure 3.7:**

**Proposal: Refresh lane markings including 'keep clear' at junctions to improve movement of all traffic (including buses) through the study area.'**

Number of responses = 119



### 3.5 Other comments

Respondents were also asked to provide comments about any aspects of the proposed scheme and/or anything they particularly liked or disliked about the proposals.

For respondents who supported the scheme, free text comment responses tended to focus on the provision and improvement of pedestrian crossing facilities within the study area. These responses suggested that improvements proposed for the pedestrian realm could go further than the plans, despite being supportive of the scheme overall.

For respondents who did not support the scheme, free text comment responses tended to focus on increased traffic congestion as a result of the scheme plus the need for enforcement of restrictions to encourage better behaviour such as issues including pavement parking.

Other comments included:

- Reference to the Tramway Road scheme also being carried out in Banbury near the railway station, and the potential implications/ interactions with that scheme.
- Changes needed to specific bus services and timetables.
- Expression of how else the funding for this scheme should be used.
- Relocation of buildings/businesses in the scheme area.

## 4. Conclusions

Respondents were most supportive of the proposed improvements to refresh line marking (96%) and signal timings (87%).

They were least supportive of improvements to pedestrian crossings (81%) and changes to the bus lane on George Street (85%). This generally indicated that, while respondents would like to see the objectives and outcomes of the scheme realised (87% were very supportive/ supportive), they are perhaps slightly cautious about substantial changes to road infrastructure. However, it should be noted that there was still overwhelming support for all aspects of the proposed scheme.

The opportunity to provide general feedback on the scheme has identified the following potential opportunities to be considered in the next stage of design:

- Addressing localised flooding outside Morrisons Daily petrol station on Cherwell Street.
- Providing road markings on Concord Avenue to give drivers advance notice of lane destinations.
- Providing signage or enforcement cameras at yellow box junctions.
- Providing countdown timers for pedestrian crossings to provide enough time for all including those who may have mobility issues, push chairs or are accompanied by small children.
- Further consideration of provisions for cyclists.
- Addressing vehicles parking on the footway on Bridge Street at the junction with Cherwell Street.
- Removing staggered pedestrian crossings.
- An emphasis on active travel improvements being required.

**APPENDIX A: Consultation document**

# Cherwell Street, Banbury: Bus Service Improvement Scheme (including Bridge Street & George Street junctions)



## Introduction

The A4260 Cherwell Street in central Banbury carries about 12,000 vehicles in each direction each day. It is a primary traffic and freight route through the town and provides access for many of the town's bus routes to the main bus hub in Banbury town centre.

As part of the Oxfordshire Bus Service Improvement Plan (BSIP), £2.3m of funding has been awarded by the Department for Transport (DfT) to deliver a bus priority scheme along Cherwell Street, with additional developer contributions also secured towards the scheme.

The proposed scheme aims to reduce journey times for buses and improve their reliability whilst also bringing improvements for pedestrians and other corridor users.

This consultation presents findings from a study carried out to identify the optimal proposed scheme upon which we now need your views.

## Why is this consultation taking place?

This consultation represents early engagement for the proposed scheme for Cherwell Street. The information presented has been informed by options' assessment, transport modelling and concept design work undertaken by independent consultants, combined with input from Oxfordshire County Council and other stakeholders.

**This consultation will run from Monday 4 March to Monday 1 April 2024.**



# Why does Cherwell Street need a new bus priority scheme?

- The signalised junction of Cherwell Street and Bridge Street in Banbury, is important for the local bus network, being the gateway to the bus terminal area within Banbury town centre.
- During peak periods, the junction is over-capacity for vehicles, and this causes delays to buses into and out of the town centre.
- The aim of the proposed scheme is to reduce bus journey times and deliver more reliable and consistent journeys between George Street and Banbury bus station and the Bridge Street on-street bus hub.
- The Bridge Street junction was identified as a location that would benefit from improvements, with complementary measures on Cherwell Street also considered.



# The proposed scheme

The proposed scheme includes the following areas and key scheme elements:

- **Cherwell Street between George Street and Bridge Street**

Including changes to line marking and the reinforcement of the 'keep clear' markings at the Morrisons Daily petrol station entry and exit junctions.

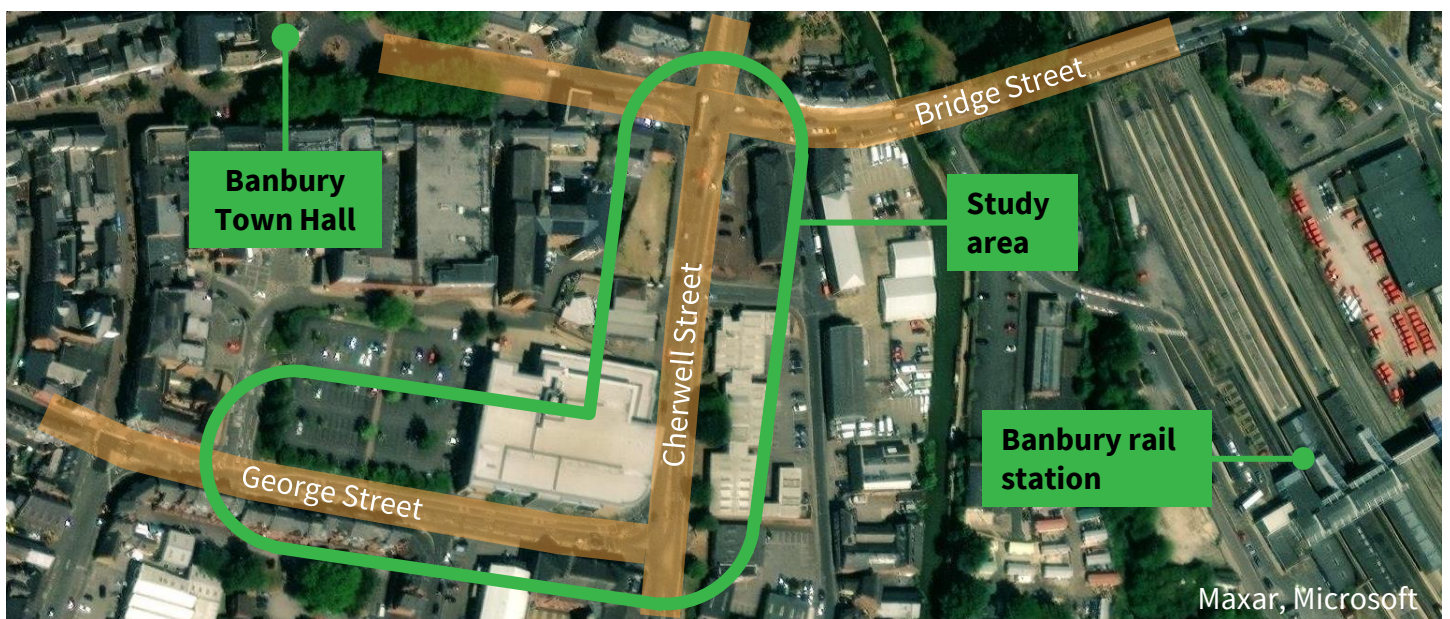
- **The junction of Cherwell Street and George Street**

Including widening of the bus lane on George Street and formalisation of the priority/give way arrangement for buses onto Cherwell Street; removal of the pedestrian island and widening of the traffic lanes for vehicles approaching the junction on the Bodicote side of the

junction; repainting of the yellow box junction; introduction of a pedestrian crossing on the Banbury town centre side of the junction; and reduction of the number of lanes for general traffic on George Street from two lanes to one lane.

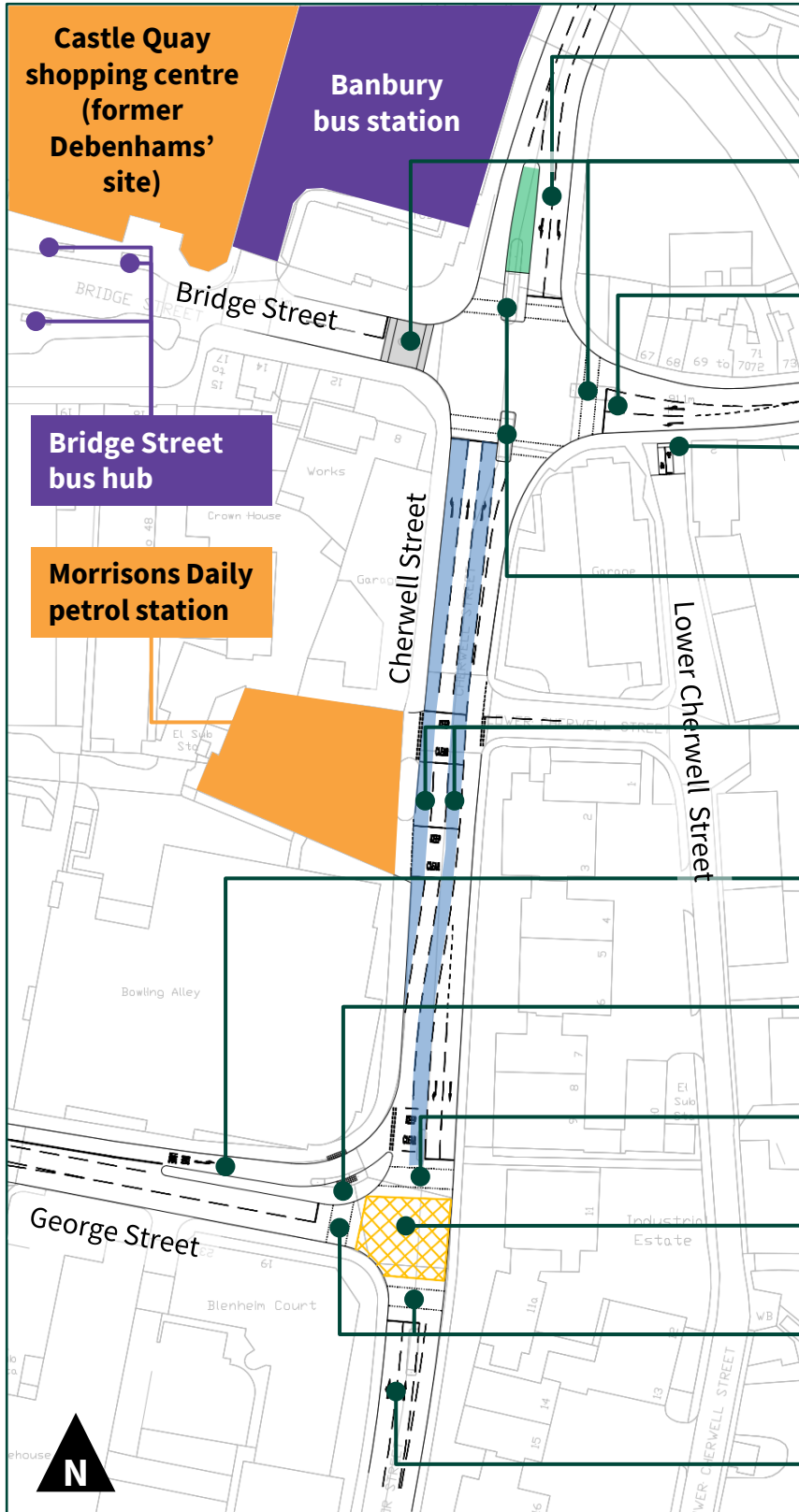
- **The junction of Cherwell Street and Bridge Street**

Including adjustment and optimisation of traffic signal times; reconstruction of the pedestrian islands on Cherwell Street; improved pedestrian crossings on Bridge Street; reduction in the number of lanes for traffic approaching the junction on Concord Avenue from three lanes to two lanes; formalising an existing modal filter for bicycles at the Bridge Street end of Lower Cherwell Street; and changes to line markings for westbound traffic on the eastern arm of the junction.



# Features of the proposed scheme

The proposed scheme falls entirely within the highway boundary.



Lanes widened and junction approach reduced to two lanes

Improved pedestrian crossings

Turning flare switched for through and right-turning traffic

Existing cycle modal filter formalised

Pedestrian islands reconstructed

Longer turning lanes for northbound traffic

Bus lane widened and general traffic reduced to one lane

Reconstruction and expansion of pedestrian island

New pedestrian crossing

Repainted yellow box junction

Improved pedestrian crossings

Retained as two lanes with lanes widened

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# What are the benefits of the proposed scheme?



The main improvement will be to the bus journey times and service reliability on Cherwell Street during peak periods.

Other benefits of the scheme include:

- Longer turning lanes for both left-turning and right-turning traffic on Cherwell Street between George Street and Bridge Street, reducing blocking back.
- Pedestrian crossing improvements at the Cherwell Street/ Bridge Street junction, bringing benefits to public transport users and other people accessing the town centre bus stops and train station.
- Safety improvements for pedestrians along Bridge Street (east), where cars currently mount the footway to access the left-turning lane for westbound traffic.
- Safety improvements at the Cherwell Street/ George Street junction, with an additional crossing of the northern arm of this junction and a larger pedestrian island.
- Other improvements at the junctions of Cherwell Street/ Bridge Street and Cherwell Street/ George Street with changes to pedestrian islands, new line marking, and wider traffic lanes. Road markings in the centre of the Bridge Street junction will clarify vehicle positioning for conflicting turns, reducing delays caused by this.
- Space for additional planting and greenery along Cherwell Street.
- Supports a place-based renewal of Cherwell Street and improvements for walking and cycling to support the Canalside redevelopment scheme.



# What other options were considered?

The scheme proposed in this consultation has been identified following a staged analysis of a wide range of options.

The process involved initial consideration of a **long list** of design interventions that could be implemented to improve journey times and travelling experience for bus users, whilst also improving conditions for walking, wheeling and cycling and at the same time minimising impact on general traffic.

These options were then sifted and prioritised based on how well they met a range of objectives that align with the views of local stakeholders and relevant transport plans and strategies such as the Oxfordshire BSIP, the Cherwell Local Plan, and the Oxfordshire Local Transport and Connectivity Plan.

The **short list** of options identified were then used to create five potential schemes that were developed into design concepts.

These five options were assessed against their cost, feasibility for delivery, impact on journey times (for buses and general traffic), and ability to meet the project objectives. Transport modelling supported this work and the option selected achieved the best balance of improving journey times and minimising cost.

Some of the features of these other options are shown on the next page.

These options included a new bus lane on Cherwell Street, banning certain turning movements at junctions, and providing substantially more space for pedestrians at junctions.

Modelling indicated that these options had an unacceptable negative impact on general traffic or that they did not provide enough benefit given their cost to implement.

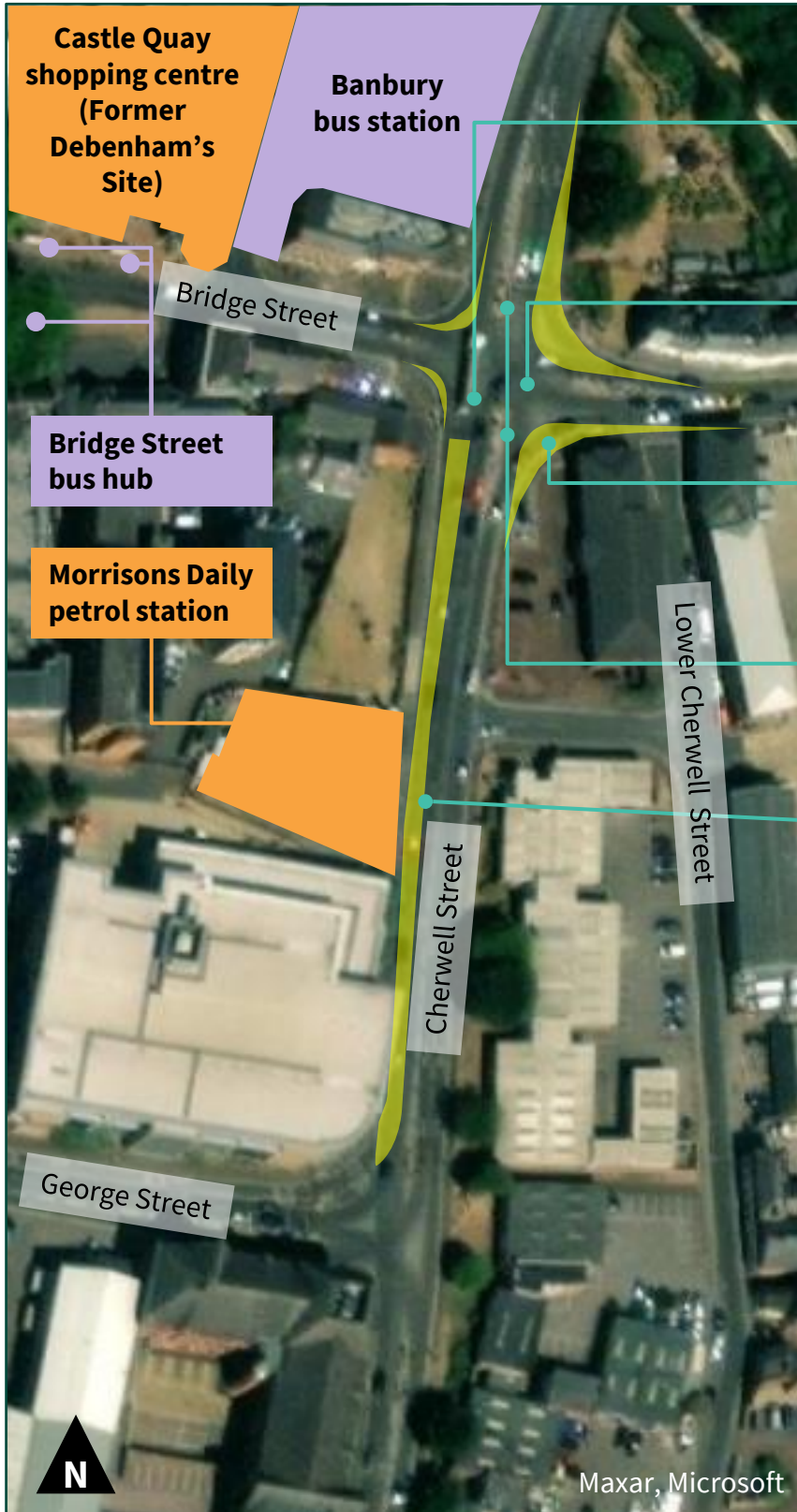
## The long list of options

Other options were also considered but eliminated prior to development of concept scheme design as they were considered to have negative effects on bus passengers, for example, not supporting faster and more reliable bus journey times or making it more difficult for bus passengers to travel to their destination once in Banbury; or they were unfeasible to implement.

These options included replacing the junction at Cherwell Street and Bridge Street with a roundabout and installing a bus lane on Bridge Street.



# Other options considered



Banning right turn movements from Cherwell Street to Bridge Street

Providing new roundabout at the junction of Cherwell Street and Bridge Street

Expanding footways to reduce crossing distances and provide more space for pedestrians

Simplifying and improving pedestrian crossings on Cherwell Street

Providing bus lane on Cherwell Street

# Where are we now - and what happens next?

**Late 2023 – Early 2024**  
Concept development and options analysis

**March 2024**  
Initial consultation

**April 2024**  
Concept design

**Summer 2024**  
Detailed design, further consultation and scheme refinement

**Autumn 2024 – Summer 2025**  
Scheme approval, construction and commissioning

The proposed scheme is a first step in the wider place-making and public realm improvements for Banbury which will be identified within the 2050 Vision work for the town. The Cherwell Street bus priority scheme aims to deliver improvements in the shorter term (2025).

We are keen to engage with you now to hear your thoughts. Your feedback will be reviewed and used to inform the next stage of scheme design and costings. There will then be a further consultation on the next stage of design in summer 2024.



**APPENDIX B: Survey**

## **Cherwell Street Bus Service Improvement Scheme (including Bridge Street and George Street junctions)**

We, Oxfordshire County Council, are asking for people’s views on the Cherwell Street Bus Improvement Scheme in Banbury. We encourage you to read the supporting information before having your say. The supporting information is available:

- from Banbury Town Hall, High Street, Banbury, OX16 5JS
- on our digital engagement and consultation platform:  
[letstalk.oxfordshire.gov.uk/cherwell-street-banbury-bus-service-improvement-scheme](http://letstalk.oxfordshire.gov.uk/cherwell-street-banbury-bus-service-improvement-scheme)
- by calling 01865 816000
- by emailing [consultations@oxfordshire.gov.uk](mailto:consultations@oxfordshire.gov.uk).

You can leave completed surveys at Banbury Town Hall or post them to us for free (no stamp required) by writing this address in the middle of the envelope: **Freepost OXFORDSHIRE COUNTY COUNCIL**. Please also write ‘Cherwell Street Bus Service Improvement Scheme’ on the top left corner of the envelope so we easily identify what is inside.

**All responses must be received by Monday 1<sup>st</sup> April 2024**

### **Data protection and privacy**

Under the Data Protection Act 2018, we have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose, we ask that you are careful not to disclose personal information in your comments. If you do not want all or part of your response to be made public, or shared with councillors, please make it clear on this form which parts you wish us to keep confidential.

View Oxfordshire County Council’s privacy notice online at [www.oxfordshire.gov.uk/privacy-notice](http://www.oxfordshire.gov.uk/privacy-notice)

### **Q1 In what capacity are you responding to this consultation? *Tick one option***

- |  |   |
|--|---|
| As a member of the public living in Banbury      | <input type="checkbox"/> <b>Go to Q2</b>  |
| As a member of the public living outside Banbury | <input type="checkbox"/> <b>Go to Q2</b>  |
| As a business                                    | <input type="checkbox"/> <b>Go to Q1a</b> |
| As a Councillor                                  | <input type="checkbox"/> <b>Go to Q1b</b> |
| As a representative of a group or organisation   | <input type="checkbox"/> <b>Go to Q1c</b> |

Other – *please specify*: .....

**Q1a** Please give the name of the business you represent: .....

**Q1b** Please give your name and the parish or town/ward/division you represent:

.....

**Q1c** Please give the name of the group/organisation you represent:

.....

**YOUR TRAVEL AROUND THE AREA OF THE PROPOSED SCHEME**

**Q2 How often do you access Banbury town centre via the Bridge Street/ Cherwell Street junction? Tick one option**

- A few times a week
- Weekly
- Monthly/ 2 or 3 times a month
- A few times a year
- Never/ very infrequently

**Q3 Do you EVER travel by bus around/ through the Bridge Street/ Cherwell Street area?**

- Yes  No

**Q4 How do you usually travel around/ through the Bridge Street/ Cherwell Street area? Tick all that apply**

- Walk
- Cycle
- Scooter
- Bus/ Coach  Please specify service number: .....
- Motorcycle
- Car as a passenger
- Car as a driver
- Other – please specify:.....

**Q5 To what extent do you support the scheme objective of improving journey time and reliability of buses accessing Banbury town centre via Cherwell Street and Bridge Street?**

- Very supportive
- Supportive
- Neutral
- Unsupportive
- Very unsupportive
- No opinion

If you said you were unsupportive/ very unsupportive, please tell us why:

**PLEASE TELL US HOW SUPPORTIVE YOU ARE OF THE FOLLOWING PROPOSED SCHEME ELEMENTS**

**Q6 Bridge Street/Cherwell Street Junction: Improve the design of the junction to remove existing pedestrian safety issues, and formalise lane arrangements.**

- Very supportive
- Supportive
- Neutral
- Unsupportive
- Very unsupportive
- No opinion

If you said you were unsupportive/ very unsupportive, please tell us why:

**Q7 Bridge Street/Cherwell Street Junction: Improve pedestrian crossing facilities to support easier and safer access to bus stops, the rail station and the town centre. There would be loss of one short length of traffic lane on Concord Avenue (southbound) to deliver these improvements.**

- Very supportive
- Supportive
- Neutral
- Unsupportive
- Very unsupportive
- No opinion

If you said you were unsupportive/ very unsupportive, please tell us why:

**Q8 Bridge Street/Cherwell Street Junction: Improve the signal timings to manage congestion for all traffic and ensure buses pass through the junction more efficiently.**

- Very supportive
- Supportive
- Neutral
- Unsupportive
- Very unsupportive
- No opinion

If you said you were unsupportive/ very unsupportive, please tell us why:

**Q9 Bridge Street/Cherwell Street Junction: Extend the left turn (all traffic) lane from Cherwell Street to Bridge Street (west) to improve bus access to the town centre from the south.**

- Very supportive
- Supportive
- Neutral
- Unsupportive
- Very unsupportive
- No opinion

If you said you were unsupportive/ very unsupportive, please tell us why:

**Q10 George Street/Cherwell Street Junction: Widen and provide better marking of the eastbound bus lane on George Street, and extend the existing traffic island to improve pedestrian crossing facilities at the junction. A short stretch of eastbound traffic lane would be removed on George Street.**

- Very supportive
- Supportive
- Neutral
- Unsupportive
- Very unsupportive
- No opinion

If you said you were unsupportive/ very unsupportive, please tell us why:

**Q11 General: Refresh lane markings including 'keep clear' at junctions, to improve movement of all traffic (including buses) through the study area**

- Very supportive
- Supportive
- Neutral
- Unsupportive
- Very unsupportive
- No opinion

If you said you were unsupportive/ very unsupportive, please tell us why:

**Q12 Please tell us if you have any comments about any aspects of the proposed scheme and/or anything you particularly like or dislike about the proposals:**

**ABOUT YOU**

We would like to ask a few questions about you so that we can understand more about individuals and residents who have taken part in the survey. This will help us to establish whether we are hearing the views of a range of people and communities.

If you do not wish to provide any of this information, please select prefer not to say or skip the question as appropriate. All information given is anonymous and is governed by the UK GDPR and General Data Protection Regulations 2018

**Q13 Please provide the first four or five digits of your home postcode (but not the letters at the end). e.g. OX1 1 or OX14 5.**

.....

**Q14 What is your age?**

- Under 18 years
- 18 – 24
- 25 – 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 – 74
- 75 years or older
- Prefer not to say

**Q15 What is your sex?**

- Female
- Male
- I use another term
- Prefer not to say

**Q16 What is your ethnic background?**

- Asian or Asian British (Indian, Pakistani, Bangladeshi, or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
- White (British, English, Welsh, Scottish, Northern Irish, or any other white background)
- Prefer not to say

**Q17 Are your day-to-day activities limited because of long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?**

- Yes – a lot
- Yes – a little
- No
- Prefer not to say

**STAY IN TOUCH**

We invite you to sign up to receive regular email updates on news, events, and developments from across the county. Any contact details you provide will be separated from the feedback you have shared in this survey.

**Q18 Would you like to sign up? Tick all options that apply**

- Yes, I'd like to receive updates about activities on Let's Talk Oxfordshire
- Yes, I'd like to sign-up to get regular updates on the county's news, events, and developments from the council.
- Yes, but I would only like to be kept informed about this consultation
- No

**Q18a If you responded 'Yes' to any of the sign up options above, please provide your email address** *Any contact details you provide will be separated from the feedback you have shared in this survey*

.....

**Thank you for taking the time to complete this survey**

**APPENDIX C: Poster**

# Cherwell Street, Banbury

## Bus Service Improvement Scheme

(including Bridge Street & George Street junctions)

We would like to hear your views on a proposed scheme to improve journey times and reliability of buses accessing Banbury town centre.

The proposals include changes along Cherwell Street as well as at the Bridge Street and George Street junctions.

### Have your say

**Respond via the County Council's consultation webpage:**

<https://letstalk.oxfordshire.gov.uk/cherwell-street-banbury-bus-service-improvement-scheme>



**Fill in a printed copy of the survey that is available (with consultation materials) from Banbury Town Hall**

**Write to us at:** Freepost Oxfordshire County Council - Cherwell Street Bus Service Improvement Scheme

**E-mail us at:** [consultations@oxfordshire.gov.uk](mailto:consultations@oxfordshire.gov.uk)

The deadline for giving your views is 1<sup>st</sup> April 2024



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OXFORDSHIRE  
COUNTY COUNCIL

**APPENDIX D: Letter to local residents/ businesses**

Reference: Cherwell Street Banbury:  
Bus Service Improvement Scheme consultation

**Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Bill Cotton  
Director for Environment and Place  
March 2024**

Dear Resident/Business owner

**Cherwell Street, Banbury: Bus Service Improvement Scheme  
(including Bridge Street and George Street junctions)**

**Consultation 4 March to 1 April 2024 - Have your say**

We have been exploring options for improving journey times and reliability of buses accessing Banbury town centre. Government funding has been awarded to make improvements to the area between the George Street and Bridge Street junctions including at the junctions themselves.

We are writing to give you the opportunity to share your views on the work we have done so far and to help us move to the next stage of designing these improvements.

The proposed scheme includes:

- bus priority measures
- improved crossing facilities
- optimisation of traffic signal times
- changes to traffic lane allocation and
- lining/signing improvements.

As well as benefits for buses, these improvements will also bring safety benefits for people walking, cycling and wheeling whilst minimising impacts on general traffic.

Anyone can provide feedback by completing a survey, which can be accessed on our digital engagement and consultation platform: **[letstalk.oxfordshire.gov.uk/cherwell-street-banbury-bus-service-improvement-scheme](https://letstalk.oxfordshire.gov.uk/cherwell-street-banbury-bus-service-improvement-scheme)** or scan the QR code.



Alternatively, printed copies of consultation materials and the survey are available:

- from Banbury Town Hall
- by calling 01865 816000
- by emailing [consultations@oxfordshire.gov.uk](mailto:consultations@oxfordshire.gov.uk)
- by writing to the postal address above before 29th March. Please mark the envelope: Cherwell Street (Banbury) Bus Service Improvement Scheme consultation survey.

The feedback from this consultation will inform the scheme design. We will then run another consultation in summer 2024 to share more information and decide on the final design. To meet the government funding requirements for the BSIP money, we need to design, build, and complete these improvements by summer 2025.

Yours sincerely

**Place Planning North** - Cherwell Street Bus Service Improvement Scheme

Email: [InfrastructureLocalityCherwellandWest@Oxfordshire.gov.uk](mailto:InfrastructureLocalityCherwellandWest@Oxfordshire.gov.uk)

## Appendix E: Comments and county council response

Issue raised	Response
<p>The proposals are a waste of council tax money. I was looking forward to a radical new solution to the problems in this area of the town and all we have been given is an expensive 'do next to nothing' scheme which will actually make things worse. Bad value for money!</p>	<p>No Council Tax money is being used to fund this proposed scheme. The proposed scheme will largely be funded by the Department for Transport (DfT) as part of Oxfordshire County Council's Bus Service Improvement Plan (BSIP). Some additional funding is provided by contributions secured from new development in the Banbury area. In total around £2.8 million funding is available for the scheme limiting the scope and scale of the improvements. A wide range of options were assessed and sifted on how well they met the scheme objectives, their cost and feasibility for delivery within the time constraints of the available funding (by end of 2025). More radical options involving road widening or significant junction alterations would have prohibitive costs, may require property acquisition and have a lengthy delivery programme. The preferred option was selected as it achieved the best balance of providing more reliable and faster bus journey times, providing other road user benefits (in particular for pedestrians), whilst maintaining general traffic flow, minimising cost and being deliverable in the short term.</p>
<p>Comments generally related to the scheme causing congestion:</p> <ul style="list-style-type: none"> <li>● This will just create more congestion. There is nothing wrong with the current set up.</li> <li>● Your proposed changes will increase traffic and pollution like everything else you have changed in Oxfordshire</li> <li>● There is nothing wrong with it now</li> <li>● Traffic is bad there - any reduction in road space is stupid</li> <li>● Traffic build up here is dreadful</li> <li>● Because this will just increase congestion won't it!</li> <li>● Traffic flow slowed</li> <li>● The traffic is bad enough already and this acts as a minor filter, if you remove it, it worsens traffic, additionally it allows room for the emergency services to pass.</li> </ul>	<p>Initiatives included in the Oxfordshire Bus Service Improvement Plan (BSIP) are targeted at areas with high levels of congestion to improve bus reliability and journey times, including the Cherwell Street bus service improvement scheme.</p> <p>Given the constrained road space on Cherwell Street and Bridge Street, the proposal to improve bus journey times and reliability is to improve the flow of traffic for all vehicles travelling on these roads.</p>
<p>Buses are either constantly late or shorten their route so the drivers can get home early. It's not the buses that are unreliable, it's the people driving them. Nearly, if not all, of the drivers are incompetent, consistently late without fail, I haven't been on a bus that's been on time in Banbury since 2021. Something needs to be done about the drivers, not bring more buses into the equation</p>	<p>Unreliable bus services are a result of traffic congestion, which the proposed scheme aims to address by targeting key locations that impact multiple bus routes.</p> <p>The proposed scheme does not itself include the addition of extra bus services to the Banbury bus network.</p> <p>This feedback has also been shared with bus operators in Banbury. All bus services are registered with the Traffic Commissioner and are regularly monitored for operational consistency. Any service that is found not to be operating in accordance with their registration could face further action.</p>

## Issue raised

## Response

Comments generally related to the reduction in the number of lanes for southbound traffic on Concord Avenue:

- Reducing the number of lanes on Concord Avenue southbound from three lanes to two lanes by removing the right turn lane will increase congestion, resulting in more emissions and with longer wait time to cross for pedestrians.
- This area is bad enough with two full lanes. Reducing it down further will only make this situation worse, moving the traffic further up Concord Avenue.
- This would mean losing one lane on Concord Avenue - increasing wait times at the lights to get to the train station.
- You could reduce the pavement size or secure land rather than increase emissions. There are already large tailbacks on this approach. This change will cause blockages at the sports centre roundabout

Traffic surveys and modelling have been undertaken as part of the development of the proposed scheme. These both indicate that there is minimal demand for vehicles turning right from Concord Avenue into Bridge Street, and as such the removal of the right turn lane to provide a better pedestrian environment will have negligible effect on the flow of southbound traffic on Concord Avenue.

The removal of one lane of traffic on Concord Avenue will not impact how long pedestrians wait to cross the road.

I do not see the need for an additional crossing of Cherwell Street at the junction with George Street.

The provision of an additional pedestrian crossing will make it more convenient to walk around central Banbury, including for bus passengers walking to and from bus stops.

The Cherwell Street and Bridge Street junction is dreadful for pedestrian crossings. It would be nice if you could explain why you rejected the option for wider pedestrian areas, sharper corners for turning to reduce traffic speed, and narrower vehicular lanes.

While this option would substantially improve the street environment for pedestrians, it would not support improved bus journey times and journey reliability, would likely lead to an unacceptable level of increased congestion for all traffic (including buses) and would be highly disruptive to implement due to the substantial amount of kerb realignment required to implement.

Would prefer the money to be spent on providing bus services to local villages to actually give them access to town more than a couple of hours a week.

The DfT BSIP funding available at this location is specifically identified for infrastructure improvements to make bus passenger journeys more reliable, faster and attractive.  
BSIP funding is also being used for a wide range of other bus service improvement projects across the County including new and enhanced bus services. For further information go to:  
<https://www.oxfordshire.gov.uk/residents/roads-and-transport/public-transport/bus-service-improvement-plan>

The proposals were advertised as 'improving bus facilities and reducing delays. The proposals do not, in my estimation meet any of those objectives - indeed the consequential alterations to traffic facilities will actually impede buses leaving the town. The proposals look more like stealthy introduction ideas for Walking & Cycling than a serious attempt to improve bus times and services. What was the 'brief' given to the consultants?

The junction of Cherwell Street and Bridge Street is a known congestion hot-spot and is situated at the entrance and exit to Banbury's bus hub, impacting all bus services. Road widening and the installation of a bus lane along Cherwell Street and Bridge Street would enable buses to by-pass this congestion, however this would have substantial associated costs and impact, including property acquisition and a lengthy construction programme. Modelling also showed that a bus only lane on Cherwell Street provided no additional benefit for

Issue raised	Response
	<p>buses compared to the proposed extended bus/left turn lane, and had a negative impact on general traffic.</p> <p>The proposed scheme takes a wider approach that considers that improved traffic flow for all vehicles supports faster and more reliable journey times. Some of the proposed changes, such as those on Bridge Street, have been included to bring lane widths up to an acceptable standard and improve safety for pedestrians on Bridge Street.</p> <p>Walking improvements have been included in the project as all bus passengers are pedestrians at some point on their journey. By improving the walking environment around Banbury bus station and Bridge Street bus hub, the proposed scheme will support better bus journeys for those boarding or alighting from their bus journeys in central Banbury.</p>
<p>The overall road and lane layout does not require a radical redesign. The issue for pedestrians is the size of the enclosure in the central island - current is too short. An alternative arrangement would be to use a longer pedestrian enclosure that includes enclosing the vacant area between the current railing and kerb (where pedestrians cross to avoid entering the enclosure and pre-empting the traffic signals).</p>	<p>The proposed design for the Cherwell Street and Bridge Street junction aims to provide simpler, shorter, faster crossings of the street, and in the case of Bridge Street, create additional space for turning vehicles.</p> <p>Where pedestrian islands have been retained in the proposed scheme, they will be reconstructed to provide a more pleasant, safer experience for people crossing the street.</p>
<p>Comments generally related to pedestrian facilities being adequate:</p> <ul style="list-style-type: none"> <li>● I've never experienced issues with this junction as a pedestrian, but it's awful as a car driver.</li> <li>● Crossings are fine as they are.</li> <li>● What is wrong with the existing facilities?</li> </ul>	<p>The proposed design for the Cherwell Street and Bridge Street junction aims to provide simpler, shorter, faster crossings of the street. The existing environment for people crossing the Cherwell Street and Bridge Street junction comprises poor quality infrastructure, with several safety issues demonstrated, such as vehicles mounting the footway to turn corners, evidence of repeated crashes into pedestrian islands, and poor crossing times for pedestrians.</p> <p>Improvements to support walking have been included in the project as all bus passengers are pedestrians at some point on their journey. By improving the walking environment around Banbury bus station and Bridge Street bus hub, the proposed scheme will support better bus journeys for those boarding or alighting buses in central Banbury.</p>
<p>I don't see how this will calm traffic and make the crossing more accessible to pedestrians. It still feels like the proposals are for enabling vehicular traffic. The proposals do not align with the LTCP vision of: "making walking, cycling, public and shared transport the natural first choice."</p>	<p>The proposed scheme is focused on providing faster and more reliable bus journeys for buses entering Banbury town centre. Given that there is limited space on Cherwell Street and Bridge Street to widen the roads and provide an additional bus lane, as well as substantial costs involved in property acquisition and road widening, an approach which improves traffic flows for all vehicles was determined to be most effective in achieving this objective.</p> <p>The proposed scheme provides improved walking and cycling facilities where relevant and where possible, including an additional crossing at the junction of Cherwell</p>

Issue raised	Response
	Street and George Street, and an additional crossing phase for pedestrians at the Cherwell Street and Bridge Street junction.
The left turn lane is often chosen by drivers who intend to go straight on because the queue is shorter which causes conflict with traffic going straight ahead. A better option is to combine the left turn and straight on traffic and extend the right turn lane which is often inaccessible and wasted because of the length of the queue of traffic going straight ahead.	The design of the proposed scheme will be refined as it is developed in further detail and further modelling is undertaken.
Banbury is hardly a bus town anyway, fix the train station first	<p>The proposed Tramway Road scheme aims to improve access to the railway station for pedestrians, cyclists, buses, and taxis by linking the existing Tramway Road with Station Approach Road and the Banbury railway station forecourt to create an alternative route. This project should also improve bus journey reliability into Banbury town centre.</p> <p>The Tramway scheme will:</p> <ul style="list-style-type: none"> <li>● Create a new and improved access route to Banbury railway station and the station forecourt carpark for pedestrians, cyclists, and people using public transport.</li> <li>● Add a dedicated passenger drop-off/collection layby accessed from Tramway Road to the south of the proposed roundabout.</li> <li>● Create a new access route to the railway station west car park, off Station Approach Road South.</li> </ul>
A rephasing of the existing signals scheme could improve the current junction layout. Changing the phasing of the east & west flows such that they are separate to prevent traffic from turning right and crossing the junction at the same time.	The proposed scheme is focused on providing faster and more reliable bus journeys for buses entering Banbury town centre by optimising the existing junction. This includes adjustments to the existing signals and lane configuration to improve traffic flow and movement through the junction for general traffic including buses.
Unnecessary. Have any members of the public asked for this. I highly doubt it.	The junction of Cherwell Street and Bridge Street is a known congestion hot-spot and is situated at the entrance and exit to Banbury's bus hub, impacting on the reliability and journey times of all bus services. Stagecoach, bus passengers and other local stakeholders have been raising serious concerns about the performance of this junction and the difficult conditions road users frequently face.
Reducing the number of general traffic lanes on George Street will seriously hinder the flow of traffic at this junction. The George Street bus lane is adequate in width, and it will mean the traffic waiting for the right turn filter will obstruct traffic wishing to turn left.	Traffic surveys and modelling have been undertaken as part of the development of the proposed scheme. These indicate that a single lane on George Street for eastbound traffic is adequate for both current and forecast future traffic flows.
There is only 1 bus every 30 minutes through the George Street and Cherwell Street junction. Reducing the number of traffic lanes increases traffic queuing and emissions.	<p>George Street is an existing bus corridor, with approximately one bus every four to five minutes on average during peak periods.</p> <p>Traffic surveys and modelling have been undertaken as part of the development of the proposed scheme. These</p>

Issue raised	Response
	indicate that a single lane on George Street for eastbound traffic is adequate for both current and forecast future traffic flows.
Will changes to signal timings at the Cherwell Street and Bridge Street junction benefit pedestrians? This can take a long time to cross and has been the result of many buses or trains missed due to long wait times.	Yes. As part of the proposed changes to the junction of Bridge Street and Cherwell Street, there will be reduced times for pedestrians waiting to cross the street, as well as the introduction of an "all green" phase for pedestrians.
Opening Tramway Road as an alternative exit from the train station would make a huge difference during the peak hour.	<p>The proposed Tramway Road scheme aims to improve access to the railway station for pedestrians, cyclists, buses, and taxis by linking the existing Tramway Road with Station Approach Road and the Banbury railway station forecourt to create an alternative route. This project should also improve bus journey reliability into Banbury town centre.</p> <p>The work involves:</p> <ul style="list-style-type: none"> <li>● Creating a new and improved access route to Banbury railway station and the station forecourt carpark for pedestrians, cyclists, and those using public transport.</li> <li>● Adding a dedicated passenger drop-off/collection layby accessed from Tramway Road to the south of the proposed roundabout.</li> <li>● Creating a new access route to the railway station west car park off Station Approach Road South.</li> </ul>
I am disappointed that the focus of this exercise seems to be mostly on improvements for vehicular traffic, rather than making these junctions safer and more pleasant for active travel.	<p>The junction of Cherwell Street and Bridge Street is a known congestion hot-spot and is situated at the entrance and exit to Banbury's bus hub, impacting all bus services. Road widening and the installation of a bus lane along Cherwell Street and Bridge Street would enable buses to by-pass this congestion, however this would have substantial associated costs and impact, including property acquisition and a lengthy construction programme.</p> <p>The proposed scheme takes a wider approach that considers that improved traffic flow for all vehicles supports faster and more reliable journey times. Some of the proposed changes, such as those on Bridge Street, have been included to bring lane widths up to an acceptable standard and improve safety for pedestrians on Bridge Street.</p> <p>Walking improvements have been included in the project as all bus passengers are pedestrians at some point on their journey. By improving the walking environment around Banbury bus station and Bridge Street bus hub, the proposed scheme will support better bus journeys for those boarding or alighting from their bus journeys in central Banbury.</p> <p>Where pedestrian islands have been retained in the proposed scheme, they will be reconstructed to provide a more pleasant, safer experience for people crossing the street.</p>

**Issue raised****Response**

There is no real improved cycle provision, and cyclists are still going to be forced to share narrow lanes with vehicular traffic (including the HGVs that come through the junction), when this change would be an opportunity to provide segregated cycle lanes, advance stop lines etc. Particularly cyclists coming from the east via Bridge Street need better provision and a means of avoiding queueing traffic.

The Cherwell Street scheme is a bus service improvement scheme with specific objectives around improving bus journey reliability and times. Space and budget constraints make it prohibitive for including additional cycle provision on Bridge Street, but improved cycle connectivity will feed into the ongoing Banbury 2050 Vision work.

I am also sad to see that the proposals to widen the footways to make the area safer and more pleasant for pedestrians have been actively discounted from the plan.

While this option would substantially improve the street environment for pedestrians, it would not support improved bus journey times and journey reliability, would likely lead to an unacceptable level of increased congestion for all traffic (including buses) and would be highly disruptive to implement due to the substantial amount of kerb realignment required to implement.

Although the reconstructed pedestrian islands are an improvement, I would like to see the crossings changed completely so that pedestrians do not have to wait multiple times to cross the road and can get across quickly in one go. I regularly see pedestrians chancing it against the red lights and oncoming vehicles because they're in a hurry, and these proposals will do nothing to make this safer.

The proposed arrangement at the junction of Cherwell Street and Bridge Street is aimed at providing an appealing environment for people to walk whilst also minimising traffic congestion at this particularly constrained junction.

The proposed scheme reduces the amount of time people have to wait to cross the street and maximises the amount of time they have available in each traffic light cycle to cross the road.

There needs to be a pedestrian phase between every vehicular phase, to reduce waiting times.

The proposed arrangement at the junction of Cherwell Street and Bridge Street is aimed at providing an appealing environment for people to walk while also minimising traffic congestion at this particularly constrained junction.

The proposed scheme reduces the amount of time people have to wait to cross the street and maximises the amount of time they have available in each traffic light cycle to cross the road.

We should be looking at grade-separating the junction completely so that pedestrians and cyclists coming from the station/Grimsbury do not have to wait to cross any roads to access the town centre! This should be in conjunction with providing a new safer pedestrian/cycle bridge over the railway and river.

A wide range of options were assessed and sifted on how well they met the scheme objectives, their cost and feasibility for delivery within the time constraints of the limited funding available (by end of 2025). More radical options involving road widening or significant junction alterations would have prohibitive costs, may require property acquisition and have a lengthy delivery programme. The preferred option was selected as it achieved the best balance of providing reliable and fast bus journey times, providing other road user benefits (in particular for pedestrians), whilst maintaining general traffic flow, minimising cost and being deliverable in the short term.

Sadly, this whole exercise seems to be a case of 'fiddling round the edges', when really the whole area needs flattening and a full re-modelling into something that will serve all Banbury residents and visitors for years to come.

The Cherwell Street scheme aims to meet specific objectives around improving bus journey times and reliability in the shorter term. Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.

Issue raised	Response
It also needs to be carried out alongside measures to reduce the volume of traffic through this junction, by reducing through traffic on Middleton Road and encouraging North/South traffic onto the M40 rather than coming through the town centre.	This is beyond the scope of the limited funding available for this scheme. The comments will be fed into the Banbury Vision 2050 work.
The road system in Banbury Town Centre is very poor. The lanes are not wide enough. Bottle necks in all directions. Banbury town centre needs the support of a ring road, the town centre is too congested because roads are too narrow. Yet have two or three lanes which are simply not wide enough. Traffic light phasing is poor. It's just not bus routes that need improving! Banbury has been bad for years. But nothing gets done!	The proposed scheme aims to improve bus journey time and reliability by improving the flow of all traffic through the junction of Cherwell Street and Bridge Street. As part of this, road safety conditions will be improved by widening sub-standard road lanes where appropriate, providing better crossing opportunities for pedestrians, and optimising traffic signal phasing. Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.
Ideally this needs to be a roundabout with an underpass for pedestrians. / This is a very dangerous crossing for pedestrians at the moment. What this really needs is a pedestrian bridge. This is the only way to make it safe.	During the early optioneering phase, a roundabout was considered at the junction of Bridge Street and Cherwell Street. This was ruled out during this initial phase as, while it will likely improve the flow of traffic, it will have an unacceptable impact on pedestrian amenity and safety along this key walking route between Grimsbury, Banbury train station, and Banbury town centre.  A grade separated crossing of this junction to provide a more direct link between the town centre and the train station is outside the scope of this project.
Not enough space for passengers on buses as it gets packed in the morning and afternoon	Comments will be shared with the operator.
Concerns that extending bus lane on Cherwell St will cause delay to road traffic turning right	A bus-only lane on Cherwell Street is not included in the options proposed. The proposal is for an extended bus and left turn (all traffic) lane.
Repaint and enforce the no stopping box on George Street and the A4260	Repainting is included in the proposed scheme.
Consider making bus services run for all routes on Sundays. B4 doesn't run at all which isn't ideal when people on Hardwick Hill Estate still work on Sundays. Even if they were just hourly, it would be something.	Banbury bus services were surveyed in 2023 and a consultation undertaken through the county council's Let's Talk Oxfordshire webpage. The buses that were the subject of the survey (B3, B4, B5 and B9) are all run under contract to the county council. The routes and times are set by the county council and the bus company need the council's permission to make any changes. The bus company sets and keeps the fares – this gives the bus company incentive to maximise income by providing good service and having sensible fares (if the fares are too high, fewer people will travel, leading to less revenue). This is the standard arrangement for council contracted bus services in Oxfordshire and is common across the country. However, most bus passengers in Oxfordshire as a whole travel on bus services that are not run under contract. These routes are run “commercially” by bus companies for profit; the council is not involved in these routes and bus companies are free to run whatever routes they like on this basis.  It is possible for buses to be run on a non-profit basis, independently of the Council. The B1, B7A, B7B and B8

Issue raised	Response
	<p>routes in Banbury are all run on this basis by a CIC (Community Interest Company). However, bus companies need to make some level of profit in order to invest in vehicles and maintain high standards of service.</p> <p>The Bus Services Act 2017 currently prevents county councils from setting up their own bus companies and pursuing franchising opportunities. However, the council has passed a motion requesting funds are allocated to a study to investigate options to bring buses into public control which will look at franchising, owning a bus company and setting up a “Transport for Oxfordshire” public transport body, in the event that such powers become available.</p>
<p>I would like to see future improvements going further, reducing personal vehicle traffic in that area and improving the connection between buses, pedestrians/cyclists and the station.</p>	<p>The Cherwell Street scheme aims to meet specific objectives around improving bus journey times and reliability in the shorter term. Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.</p>
<p>I am concerned about how it's going to work for traffic coming from Grimsbury. That side of the road is already squeezed as you yourselves pointed out with left turn traffic always mounting the pavement. I do have concerns for cyclists there if we are putting a cycle lane in as well.</p>	<p>Pedestrian safety on Bridge Street was a key issue to address during the development of the proposed scheme, and it requires balancing the needs of various road users while maintaining or improving road safety.</p> <p>There is no proposal to install a cycle lane on Bridge Street as part of this scheme.</p>
<p>The proposal includes widening the two lanes on Cherwell Street south of the yellow box junction with George Street, however it is the section of Cherwell Street immediately to the north that needs widening. Currently there is a pinch point where vehicles routinely come into conflict because the kerb to the right of the lane to go north/right into Bridge Street forces vehicles into the left lane (north or left to town centre). This pinch needs correcting. Further, to remedy traffic flow and therefore bus reliability, the drainage outside the Morrisons garage needs consideration, as it routinely floods, rendering Cherwell Street only suitable for one lane northbound. Similar happens southbound opposite of the Kwik Fit garage.</p>	<p>The proposed scheme includes the realignment and extension of road lanes on Cherwell Street for northbound traffic between George Street and Bridge Street. This will be to provide suitable lane widths and road space for vehicles travelling north on Cherwell Street to turn right into Bridge Street.</p> <p>The feedback on localised flooding outside the Morrisons Daily Petrol Station and Kwik Fit will be considered in the next stage of design.</p>
<p>The proposed reduction to two lanes of Cherwell Street into the Bridge Street junction heading south, there will remain the issue that, when there are queues southbound, drivers routinely use the left turn lane (to Bridge Street) then attempt to cut into the southbound lane at the last moment, causing delays to both traffic queues. Better lane markings from the roundabout by the Spiceball Leisure Centre could really help with this, although some drivers will choose to do this regardless.</p>	<p>Traffic surveys and modelling have been undertaken as part of the development of the proposed scheme. These both indicate that there is minimal demand for vehicles turning right from Concord Avenue into Bridge Street, and as such the removal of the right turn lane to provide a better pedestrian environment will have negligible effect on the flow of southbound traffic on Concord Avenue.</p> <p>The feedback on lane marking on Concord Avenue will be considered in the next stage of design.</p>
<p>People queuing to access Morrisons petrol station sometimes obstruct buses. Maybe provide signage</p>	<p>The impact of queuing to access the Morrisons Daily petrol station is a known issue on Cherwell Street.</p>

Issue raised	Response
<p>to try to prevent this. Box junctions should be enforced with cameras otherwise motorists ignore them.</p>	<p>The feedback provided on signage and the enforcement of yellow box junctions will be considered in the next stage of design.</p>
<p>Please look in to better facilitate the B5 route and a better bus route into Oxford. In doing so you'll generate more revenue into Banbury not just Oxford.</p>	<p>Banbury bus services were surveyed in 2023 and a consultation undertaken through the county council's Let's Talk Oxfordshire webpage. The buses that were the subject of the survey (B3, B4, B5 and B9) are all run under contract to the county council. The routes and times are set by the county council and the bus company need the council's permission to make any changes. The bus company sets and keeps the fares – this gives the bus company incentive to maximise income by providing good service and having sensible fares (if the fares are too high, fewer people will travel, leading to less revenue). This is the standard arrangement for council contracted bus services in Oxfordshire and is common across the country. However, most bus passengers in Oxfordshire as a whole travel on bus services that are not run under contract. These routes are run commercially by bus companies for profit; the council is not involved in these routes and bus companies are free to run whatever routes they like on this basis.</p> <p>It is possible for buses to be run on a non-profit basis, independently of the council. The B1, B7A, B7B and B8 routes in Banbury are all run on this basis by a CIC (Community Interest Company). However, bus companies need to make some level of profit in order to invest in vehicles and maintain high standards of service.</p> <p>The Bus Services Act 2017 currently prevents county councils from setting up their own bus companies and pursuing franchising opportunities. However, the council has recently passed a motion requesting funds are allocated to a study to investigate options to bring buses into public control which will look at franchising, owning a bus company and setting up a “Transport for Oxfordshire” public transport body, in the event that such powers become available.</p>
<p>Please could you increase the bus schedule for S4 and 488 as I often use the bus on weekdays. If possible, please add a bus schedule at 6:15am expecting an 0730 arrival into Oxford City. Meanwhile please reschedule or add the bus 488 from Banbury bus station to Chipping Norton at 5pm as I always arrive at Horton Hospital at 4:56pm. If I miss the current 488 bus at 4:45pm I have to wait an hour for the next bus.</p>	<p>This can be investigated but any such additions would require extra funding that is not currently available. This will be kept under review though for future possible inclusion.</p>
<p>You could ban right turns and make use of the roundabout next to the leisure centre to facilitate that.</p>	<p>Banning right turn movements from Cherwell Street into Bridge Street was considered during the development of the proposed scheme. Modelling showed that this would have an unreasonable negative impact on the local road network for all vehicles, including buses. As such this option was ruled out for further consideration.</p>

Issue raised	Response
<p>This problem won't go away until there is some sort of bypass build around the centre of Banbury. Traffic from the south shouldn't have to be using this junction to access the M40.</p>	<p>The Cherwell Street scheme aims to meet specific objectives around improving bus journey times and reliability in the shorter term. Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.</p>
<p>I am keen to see improvements to this junction. My particular difficulties are generally turning left or right from the Bridge Street side of the junction when I have been to the train station.</p>	<p>Noted.</p>
<p>It's so difficult to suggest any alterations to the current system because I cannot gauge the outcome of any suggestions and the impact they would have. A roundabout instead of traffic lights? Seems logical to me but uncertain of the pros and cons.</p>	<p>During the early optioneering phase, a roundabout was considered at the junction of Bridge Street and Cherwell Street. This was ruled out during this initial phase as, while it will likely improve the flow of traffic, it will have an unacceptable impact to pedestrian amenity and safety along this key walking route between Grimsbury, Banbury train station, and Banbury town centre.</p>
<p>I've driven in a number of countries where a left turn is always green lighted (obviously whilst checking for pedestrians or other turning vehicles) which would help enormously at both junctions. This would be a wider Highway Code change required though sadly.</p>	<p>As noted, this is outside the remit of the proposed scheme.</p>
<p>Sounds good</p>	<p>Noted.</p>
<p>Proposals are good for bus passengers and shouldn't inconvenience drivers except perhaps at peak times where loss of separate queuing lanes further from junction might result in slightly longer waits. Please remember that major changes to Banbury station access are proposed by the county council including bus access, so this scheme should not impact that project which will have a much greater effect on bus services than this current scheme alone.</p>	<p>The proposed Tramway Road scheme aims to improve access to the railway station for pedestrians, cyclists, buses, and taxis by linking the existing Tramway Road with Station Approach Road and the Banbury railway station forecourt to create an alternative route. This project should also improve bus journey reliability into Banbury town centre.</p> <p>The proposed scheme has been developed and modelled with consideration given to the impacts and opportunities of the proposed Tramway Road scheme.</p>
<p>Think it's a brilliant idea and will help with congestion</p>	<p>Noted.</p>
<p>All routes into the town centre need improving as the volume of traffic is far too much for the road infrastructure. It has been an issue for a long time and nothing ever gets done to address the problem. Sort it out!</p>	<p>The Cherwell Street scheme aims to meet specific objectives around improving bus journey times and reliability in the shorter term. Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.</p>
<p>Crossroads at Bridge St/ Cherwell St/Concord Ave is dangerous for pedestrians and vehicles alike.</p>	<p>The proposed scheme includes safety improvements for pedestrians and vehicular traffic.</p>
<p>Really difficult to complete this questionnaire without a map of proposals.</p>	<p>A map of the proposal scheme has been provided with the consultation materials on the Let's Talk Oxfordshire website.</p>
<p>I am supportive but I think the bus traffic is not what causes congestion it is the car traffic. Removing traffic lanes will cause more challenges</p>	<p>Reducing the number of traffic lanes has only been proposed where observations and forecast traffic modelling indicates that there would be no negative impact to congestion.</p>

Issue raised	Response
<p>The whole flow of traffic at these junctions is terrible, it all needs looking at</p>	<p>The Cherwell Street scheme aims to meet specific objectives around improving bus journey times and reliability in the shorter term. Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.</p>
<p>This isn't just about buses! This is necessary for pedestrians, car, bus, van drivers. I would take down the old dilapidated and very ugly buildings around Kwikfit, station, community garden and the boarded up area over the road. Make a roundabout at the junction as well as an alternative route to the station at Morrisons/Tramway side. Invest in rectifying the situation properly. Make a garden area with trees where the old car lot was and now boarded up. Invest In making it look attractive for Banbury residents and commuters and visitors. It's what people see first when they get off the train or bus. Everything is grey, drab, dirty and broken at the moment.</p>	<p>The Cherwell Street scheme aims to meet specific objectives around improving bus journey times and reliability in the shorter term. Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.</p>
<p>Very supportive of plans to make it safer for pedestrians to use the crossing points remove cyclists from pedestrian pavements as well as e scooters which proliferate across the Bridge. Plus alleviate the traffic build up over the bridge</p>	<p>Noted.</p>
<p>A second motorway junction south of Banbury would help reduce traffic massively avoiding the need for a sticking plaster change that is suggested here</p>	<p>Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.</p>
<p>I would like to see a bus lane on Bridge Street from the bus station to the traffic lights giving them a green light over the on-coming traffic, allowing bus to exit quicker maintaining better timetable</p>	<p>A bus lane was considered during the development of options for the proposed scheme but discounted due to limited road space and low overall vehicle volumes on the western side of Bridge Street.</p> <p>This feedback will be considered in the next stage of design development to identify potential alternative ways to provide bus priority between the bus station and the Cherwell Street and Bridge Street junction.</p>
<p>It would be nice to have more details on the pedestrian crossing improvements on the Bridge Street crossroads. Ideally, narrow lanes with sharp turns to reduce traffic speed should be employed to align with the LTCP vision. Crossings should be zebra crossings, and the road should be redesigned to rectify the tragic scar that Concord Avenue has been to Banbury over the last 40+ years.</p>	<p>Pedestrian safety and amenity at the junction of Cherwell Street and Bridge Street was a key issue to address during the development of the proposed scheme. It requires balancing the needs of various road users while maintaining or improving road safety and taking into consideration its location as a gateway to Banbury town centre and key route between the town centre and Banbury rail station.</p> <p>As part of the A4260, Cherwell Street is a major road route for all traffic, including buses into the Banbury bus station and Bridge Street bus hub. In the specific context of central Banbury, it also provides access to the M40, either via Bridge Street or Concord Avenue.</p> <p>The proposed scheme includes several improvements for pedestrians around this junction without adversely</p>

Issue raised	Response
	<p>impacting the movement of buses into and out of Banbury bus station and the Bridge Street bus hub or causing unacceptable levels of worsened congestion for general traffic.</p> <p>To do this, the physical changes proposed include rebuilding, removing or improving pedestrian islands at this junction. Operationally, the signal phasing will be adjusted and optimised to provide an "all green" phase for pedestrians to cross the street in one stage. These will help to improve safety for pedestrians and reduce the amount of time it takes to cross this junction.</p>
<p>Please take this opportunity to improve Grimsbury's access to the town centre, jobs and other facilities. This would help improve one of those most deprived wards in the county.</p>	<p>The Cherwell Street scheme aims to meet specific objectives around improving bus journey times and reliability in the shorter term. Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.</p>
<p>I am glad to see improvements are being planned. The junction is horrendous for drivers, buses and pedestrians alike.</p>	<p>Noted.</p>
<p>To help pedestrians make a safe transition across the revised wider crossing of both streams of traffic, due to the removal of pedestrian refuge islands, could all crossing points please have a countdown next to the pedestrian green/red man signage, telling them how long it will be before it turns red?</p>	<p>This feedback will be considered in the next stage of design.</p>
<p>Make sure buses have priority and can run to time and more people would use it</p>	<p>The proposed scheme aims to improve bus journey time and reliability.</p>
<p>Would prefer the money retained from the developers to be better used to provide more regular bus routes to local villages.</p>	<p>Section 106 contributions have legal caveats attached that limit how and where they can be used. Any monies provided to enhance local services are used to do so.</p>
<p>Pavement parking on bridge street by the barbers is atrocious. And in the bus stop at old KFC on the high street, as a disabled person this stops me getting off the bus easy.</p>	<p>This feedback will be considered in the next stage of design.</p>
<p>In order to support the proposed improvements to Cherwell Street / Bridge Street, a return to bus services using the same vehicles on same route all day. E.g. B5 as per pre-2020, instead of mixed route scheduling (2022/23) where vehicles mixed on alternative routes e.g. B5/B3/B9.</p>	<p>Noted.</p>
<p>Lack of consideration for the impact on the wider area by creating less flow of traffic ... this is a market town not a city with great bus services and I do not see how this ties in with the tramway proposals and how both of these impacts on the Swan Close/ Gatteridge junction and the sport centre roundabout</p>	<p>The proposed Tramway Road scheme aims to improve access to the railway station for pedestrians, cyclists, buses, and taxis by linking the existing Tramway Road with Station Approach Road and the Banbury railway station forecourt to create an alternative route. This project should also improve bus journey reliability into Banbury town centre.</p> <p>The proposed scheme has been developed and modelled with consideration given to the impacts and opportunities of the proposed Tramway Road scheme, and the modelled</p>

Issue raised	Response
	network included the junctions with Gattering Street and Swan Close.
I would like to see some attention paid to cyclists, in these proposals. The Bridge St crossing is dangerous for cyclists and it would make sense to include a cycle lane or at the very least road markings for cyclists, while making these improvements.	This feedback will be considered in the next stage of design.
I like the scheme, but it doesn't go far enough - all the buses should use the bus station and it should be bus only access to Bridge Street. The other thing that would be better is a bus and pedestrian lane from the High Street to Bridge Street so buses can avoid the traffic all together	<p>During the early optioneering phase, a wide range of options were considered which were discounted for a variety of reasons.</p> <p>A bus lane on Bridge Street (west) was considered during the development of options for the proposed scheme but discounted due to limited road space and low overall vehicle volumes on the western side of Bridge Street. A bus lane at this location would also impact vehicle access to Market Place and the High Street.</p> <p>The conversion of the High Street to a bus-only street was considered but deemed to be beyond the remit of the project and would not be deliverable within the scheme's budget and delivery programme. Longer term improvements for Banbury are being explored and taken forward through the ongoing Banbury 2050 Vision work.</p>
Very supportive of removing car lanes and giving back to pedestrians/buses/cyclists.	Noted.
Some drivers accessing the Morrisons Daily petrol station treat it as a single queue facility and wait at the entrance to see which pump becomes available soonest causing following drivers to wait on Cherwell St, which blocks the road. There does not appear to be anything in the scheme to overcome this.	The impact of queuing to access the Morrisons Daily petrol station is a known issue on Cherwell Street. The feedback provided will be considered in the next stage of design.
By demanding that respondents have to supply reasons for choosing the Unsupportive/Very unsupportive options there is a great danger of producing a biased result to the questionnaire, which perhaps is the intention.	There was no mandatory requirement to provide reasons and respondents could choose to skip these questions.
Relocate the tyre company and garden repair company. People with vehicles service both companies so could be relocated from the town centre.	This suggestion is outside the remit of the work.
The garden machine repair company does not have off-road parking so customers park on the single traffic lane restricting bus traffic.	Noted. The implications of this will be considered in the next stage of design.
It would be useful to add advanced stop lines (bicycle boxes) at both junctions to make it safer for cyclists. I am an experienced cyclist and often use the George Str/Cherwell Str junction but do not even dare to attempt and turn right at the Cherwell Str/Bridge Str junction. This junction in	During the early optioneering phase, a roundabout was considered at the junction of Bridge Street and Cherwell Street. This was ruled out during this initial phase as, while it will likely improve the flow of traffic, it will have an unacceptable impact to pedestrian amenity and safety

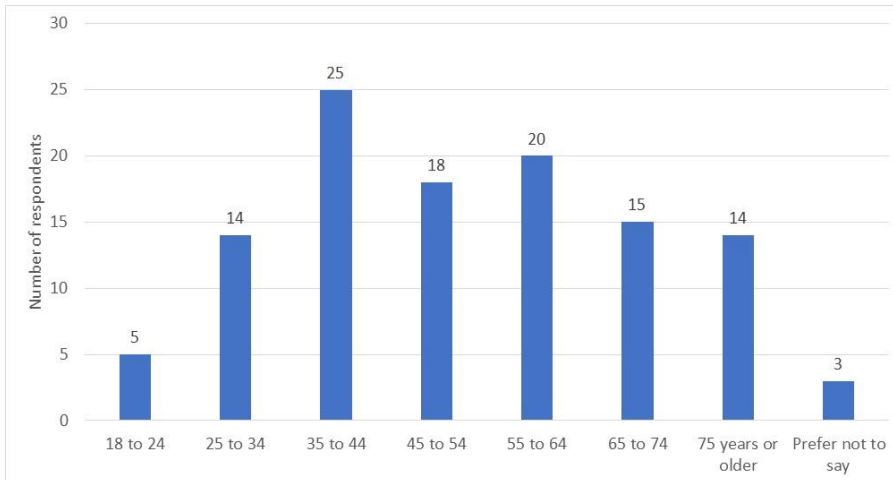
Issue raised	Response
<p>the heart of town should be made MUCH safer for cyclists and pedestrians. Suggested changes don't seem to be sufficient. My friends who drive often talk about how much safer this junction would be if it was a roundabout. Is that a possibility?</p>	<p>along this key walking route between Grimsbury, Banbury train station, and Banbury town centre.</p> <p>The feedback regarding advanced stop lines will be considered during the next stage of design.</p>
<p>As a local group we are very supportive of any improvements to bus travel in and around Banbury. However, the road system in this particular area of town is currently designed to prioritise vehicular traffic flow over journeys being made by pedestrians and cyclists. This project is an ideal opportunity to improve journey times and safety for all pedestrians trying to navigate the Bridge St intersection. This would include those walking to get on a bus or walking from a bus journey to their destination. The plans should bear in mind agreed changes (already initiated) to the road system focussed on Banbury railway station. This development will re-route the B3 service through the station forecourt and also aims to improve the experience of travelling to the railway station by foot or by bike. It also aims to provide better bus access from other strategic development sites to the south of town. In future it makes sense to consider other bus routes serving other areas of Banbury to also make the rail station a stopping point. This should be taken into consideration too. It may be that there is scope to make Lower Cherwell Street into a bus/cycle route so avoiding the bottleneck of the intersection.</p>	<p>Pedestrian safety and amenity at the junction of Cherwell Street and Bridge Street was a key issue to address during the development of the proposed scheme. It requires balancing the needs of various road users while maintaining or improving road safety and taking into consideration its location as a gateway to Banbury town centre and key route between the town centre and Banbury rail station.</p> <p>The proposed scheme includes several improvements for pedestrians around this junction without adversely impacting the movement of buses into and out of Banbury bus station and the Bridge Street bus hub or causing unacceptable levels of worsened congestion for general traffic.</p> <p>To do this, the physical changes proposed include rebuilding, removing or improving pedestrian islands at this junction. Operationally, the signal phasing will be adjusted and optimised to provide an "all green" phase for pedestrians to cross the street in one stage. These will help to improve safety for pedestrians and reduce the amount of time it takes to cross this junction.</p>
<p>We also strongly recommend that the designers adopt and develop the ideas and practical recommendations embedded in the Banbury Local Cycling and Walking Infrastructure Plan (LCWIP) approved by the county council on 20 July 2023. This outlines some of the improvements which could be made on this route. Making journeys easier and safer for pedestrians and cyclists is a prerequisite if we want to encourage more people to walk and cycle.</p>	<p>The development of the proposed scheme took into consideration the requirements of the Banbury LCWIP and has made provisions for this where appropriate.</p>
<p>Particularly important are segregated cycle lanes and advanced stop-line areas at the front of traffic lanes next to traffic signals. Both these modifications emphasise the presence of cyclists and signify that vehicular traffic has to share the road space more equably. This designated road space for cyclists is important as it encourages more people to get on their bikes.</p>	<p>This feedback will be considered in the next stage of design.</p>
<p>We also recommend that the project reduces wait times for pedestrians at all the intersections controlled by traffic signals and also optimises the signals so that they always enable pedestrians to cross the highway in one stage instead of being</p>	<p>As part of the proposed changes to the junction of Bridge Street and Cherwell Street, there will be reduced times for pedestrians waiting to cross the street, as well as the introduction of an "all green" phase for pedestrians to enable them to cross the street in one stage.</p>

Issue raised	Response
<p>marooned on a traffic island surrounded by fast moving traffic. This is especially important for people with mobility issues, pushing prams or responsible for small children.</p>	
<p>Reducing bus journey times and improving timekeeping is only one part of the jigsaw. We recommend that the consultation includes other factors which could benefit those people using buses. For example, saving a few minutes on a bus journey only to then spend that time waiting to cross a road does little to encourage people to use public transport instead of their own vehicles. Routing bus routes through the rail station forecourt links public transport modes and makes it more attractive.</p>	<p>Walking improvements have been included in the project as all bus passengers are pedestrians at some point on their journey. By improving the walking environment around Banbury bus station and Bridge Street bus hub, the proposed scheme will support better bus journeys for those boarding or alighting from their bus journeys in central Banbury.</p> <p>As part of the proposed Tramway Road scheme, bus services may be routed via the upgraded rail station forecourt in the future. The proposed scheme has been developed and modelled with consideration given to the impacts and opportunities of the proposed Tramway Road scheme.</p>
<p>Lanes widened and junction approach reduced to two lanes (left only and ahead/right): Strongly approve</p>	Noted.
<p>Improved pedestrian crossings: Strongly approve</p>	Noted.
<p>Pedestrian islands reconstructed: Strongly approve but we would NOT approve any traffic signal configuration which stranded pedestrians on these islands.</p>	This feedback will be considered in the next stage of design.
<p>Bus lane widened and general traffic reduced to one lane: We do not understand why the bus lane should be widened. We would like to see Advanced Stop Lines at this intersection for cyclists.</p>	<p>The current bus lane width on George Street is below standard and poses a road safety risk. The existing and forecast demand for traffic on George Street indicates that it is acceptable to reduce general traffic on George Street to a single lane to accommodate a wider bus lane.</p> <p>This feedback regarding an advanced stop line for cyclists will be considered in the next stage of design.</p>
<p>Reconstruction and expansion of pedestrian island: Strongly approve</p>	Noted.
<p>New pedestrian crossing: Strongly approve</p>	Noted.
<p>Repainted yellow box junction: Strongly approve</p>	Noted.
<p>Improved pedestrian crossings: Strongly approve</p>	Noted.
<p>Approve of plans to speed access of buses to bus station from Concord Ave as currently waiting time for right turn is very long</p>	This feedback will be considered in the next stage of design.

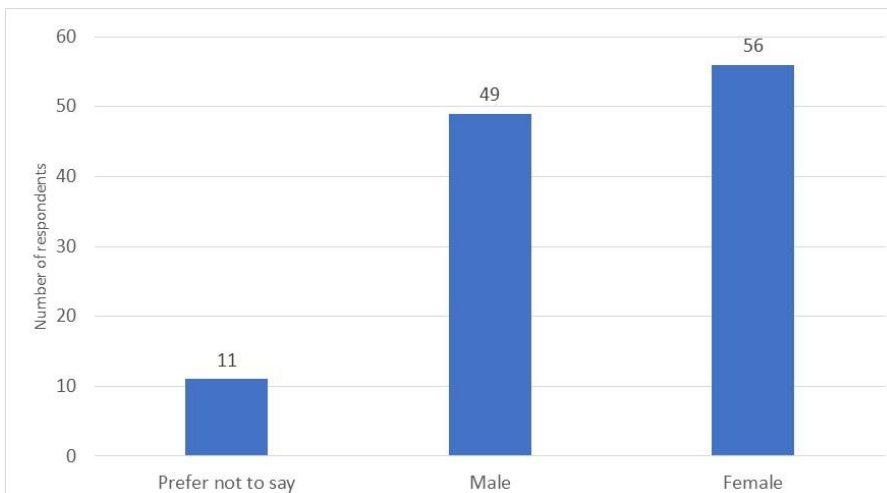
## Appendix F: Respondent profile

An overview of the age, sex, ethnicity and health/disability profile of respondents is provided below,

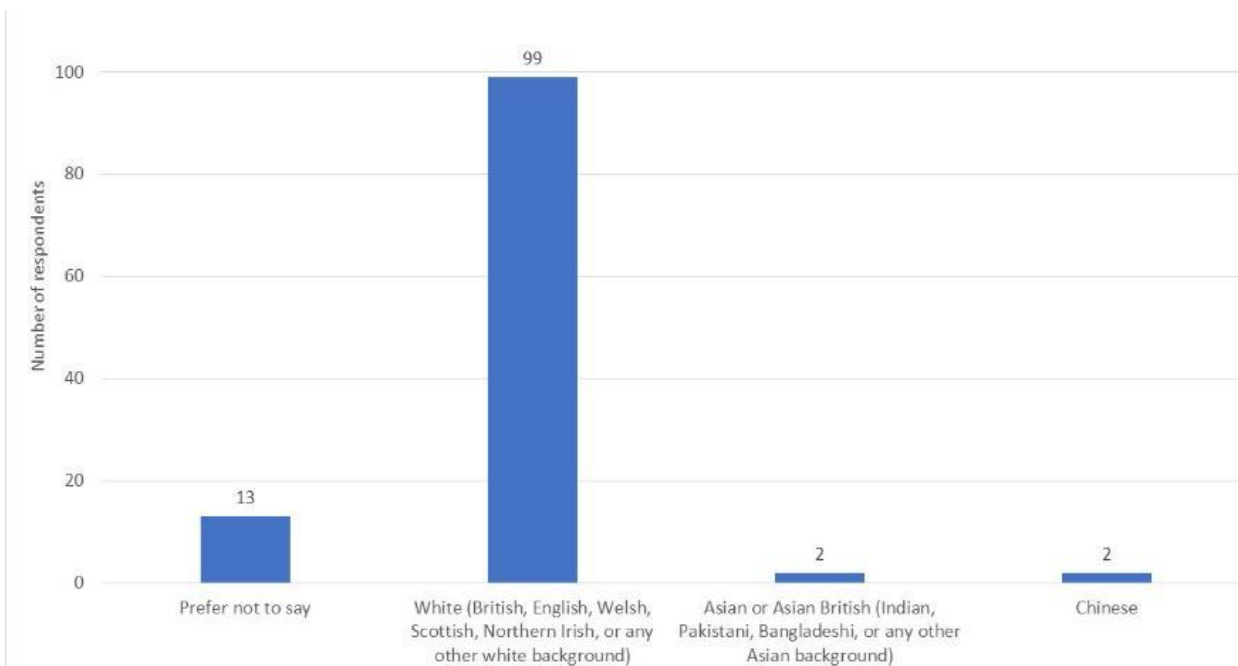
### Age (Number of responses = 114)



### Sex (Number of responses = 116)

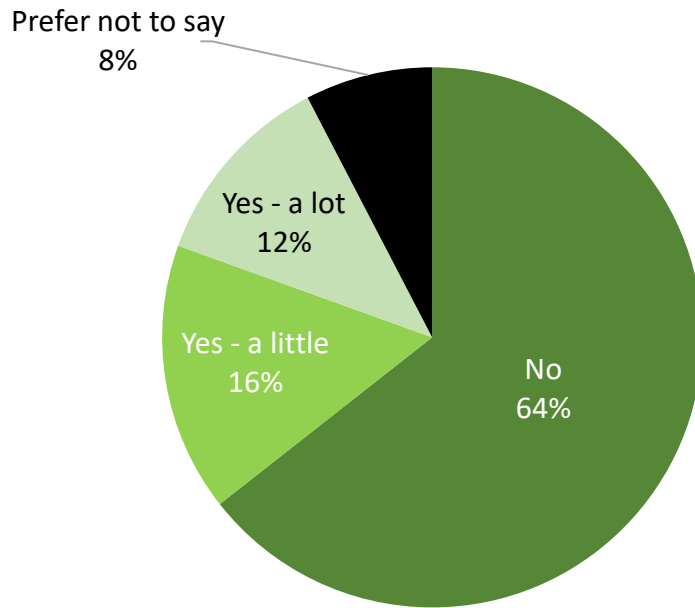


### Ethnic background (Number of responses = 116)



**Health and disability (Number of responses = 118)**

Are your day-to-day activities limited because of long-term illness, health problem or disability that has lasted, or is expected to last, at least 12 months?



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Divisions affected: *Iffley Fields & St Mary's, University Parks*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **OXFORD – CITY CYCLE PARKING IMPROVEMENTS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve as advertised, the amendment of existing & introduction of new 'on-carriageway' cycle parking places within Oxford, as follows:

- a) **Brasenose Lane – extend existing & introduce new provision on the north side,**
- b) **Broad Street – introduce new provision in the central area,**
- c) **Ship Street – extend existing provision on the south side,**
- d) **Queens Lane - extend existing provision on the west side,**
- e) **Leopold Street – introduce new provision on the north & south sides, replacing parts of existing car parking bays,**
- f) **Observatory Street – introduce new provision on the north side,**
- g) **South Parade – introduce new provision on the south side, replacing parts of existing car parking bays.**

#### **Executive Summary**

2. This report presents responses to the statutory consultation on the proposals to provide suitable & secure parking for pedal cycles by amending existing & introducing new 'on-carriageway' cycle parking places within Oxford, as shown in **Annexes 1 to 7**.
3. The cycle parking will be delivered through Oxford City Council's CIL funded 'City Cycling Infrastructure Fund' which has been designated for installing new cycle parking across Oxford. This is an ongoing project, and it is expected that

more proposals for further new cycle parking spaces will be brought forward separately in the future.

4. The proposals will provide an uplift in approximately 61 cycle racks, providing space for an additional 122 bicycles. The proposals on Queen’s Lane will also see 14 cycle racks (28 spaces) replaced with racks more appropriately spaced and positioned, in line with the latest design guidance. The exact layout and design of the cycle parking spaces in each case will be refined ahead of installation in response to comments received during the consultation.
5. The breakdown of cycle parking uplift in each location is shown below:

<b>Location</b>	<b>Additional cycle racks proposed (approx.)</b>	<b>Additional cycle parking spaces proposed (approx.)</b>
Brasenose Lane	16	32
Broad Street	5	10
Ship Street	6	12
Queens Lane	7	14
Leopold Street	10	20
Observatory Street	5	10
South Parade	12	24
<b>TOTAL</b>	<b>61</b>	<b>122</b>

## **Financial Implications**

6. Funding for the proposals (including consultation) has been provided by the Oxford City Council CIL ‘City Cycling Infrastructure Fund’, which will also fund the implementation if approved.

## **Legal Implications**

7. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

## **Equality and Inclusion Implications**

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

## Sustainability Implications

9. The proposals will help provide suitable and secure parking for existing pedal cycles, as well as providing additional cycle parking capacity for both residents and visitors. They will also provide new high-quality cycle parking furniture that adheres to the latest design standards. This is in line with the Local Transport and Connectivity plan which includes targets to:
- reduce 1 in 4 current car trips by 2030
  - deliver a net-zero transport network by 2040
  - and have zero, or as close as possible, road fatalities or life-changing injuries by 2050.
10. Any cycle parking installed with the 'City Cycling Infrastructure Fund' is required to have community benefit, and therefore needs to be publicly accessible. The city and county councils have worked collaboratively to identify suitable locations for the proposed publicly accessible parking racks, which have also included requests from residents, businesses and local Councillors.

## Formal Consultation

11. A formal consultation was carried out between 01 August and 30 August 2024. 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, Oxford City Council, local District Cllr's, and the local County Councillors representing the Iffley Fields & St Mary's, and University Parks divisions.
12. Letters were sent directly to approx. 310 properties in the immediate vicinity, and notices were also placed on site adjacent to the proposed crossing location.
13. 117 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Support	Partially support	Object	No objection	No opinion	Total
Brasenose Lane	87 (74%)	8 (7%)	3 (3%)	2 (2%)	17	117
Broad Street	92 (79%)	6 (5%)	2 (2%)	3 (3%)	14	117
Ship Street	89 (76%)	6 (5%)	2 (2%)	4 (3%)	16	117
Queens Lane	85 (73%)	7 (6%)	5 (4%)	4 (3%)	16	117
Leopold Street	83 (71%)	5 (4%)	2 (2%)	4 (3%)	23	117
Observatory Street	79 (68%)	12 (10%)	7 (6%)	3 (3%)	16	117

South Parade	87 (74%)	5 (4%)	10 (9%)	1 (1%)	14	117
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14. Additionally, seven emails were also received, comprising of two raising concerns (TVP & Cyclox), two local residents objecting, two local residents partially supporting, and one supporting.
15. The full responses are shown at **Annex 8**, and copies of the original submissions are available for inspection by County Councillors.

### **Officer Response to Objections/Concerns**

16. Thames Valley police submitted a concern that bringing more cycles into the city without adequate crime prevention would see an increase in bike crime and cause police further burden, adding that bays should be placed strategically under observation from CCTV cameras.
17. Cyclox submitted an objection to the spacing of racks, stating it should be 1.2m rather than 1m, and queried the calculation of spacing for the obliquely arranged stands proposed.

*Encouraging more cycles into the city will increase cycle theft and should be located under observation of CCTV cameras*

18. The proposed new cycle parking aims to alleviate pressure on the existing over-subscribed cycle parking across Oxford. Currently where there are not enough racks to meet demand, residents and visitors are parking more than two bicycles on each rack in a less secure way. A large number of bicycles are also being left locked to signposts or drainpipes, or not locked to anything, making cycle theft easier than if bikes were parked securely on cycle stands.

*Spacing between racks should be 1.2m and concerns about calculation of spacing between obliquely positioned stands*

19. A balance must be struck between providing sufficient space between racks for bicycles to be parked with ease whilst not encouraging more than two bicycles to be parked on each rack, potentially leading to overcrowding and untidy parking. All spacing and final detail of the cycle racks within the footprints assigned for each location are subject to change following the feedback received from this consultation and before installation works begin.

*There is no demand for cycle parking in proposed street (concerns raised in Queens Lane, Observatory Street, South Parade)*

20. The proposed locations have been brought forward based on requests by members of the public, councillors, university colleges, local businesses, and other stakeholders who wish to see more cycle parking. In addition to the growing number of formal requests, officers believe it is evident from the

crowded cycle parking that already exists, and the number of bicycles locked up to fences, lampposts and other fixed objects in the street, that there is demand for additional secure cycle parking around the city.

*Introducing more cycle parking will lead to more abandoned bicycles*

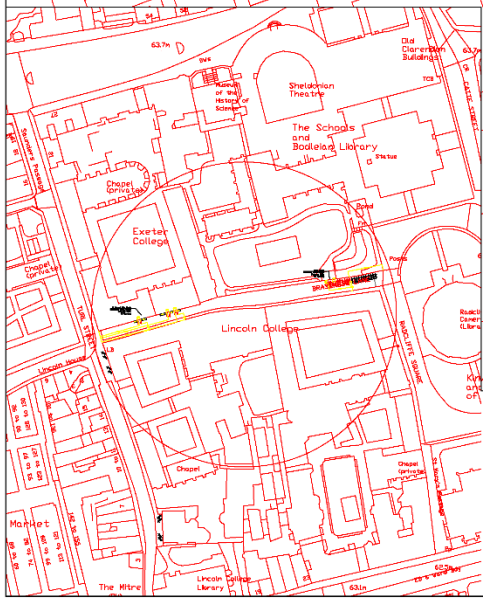
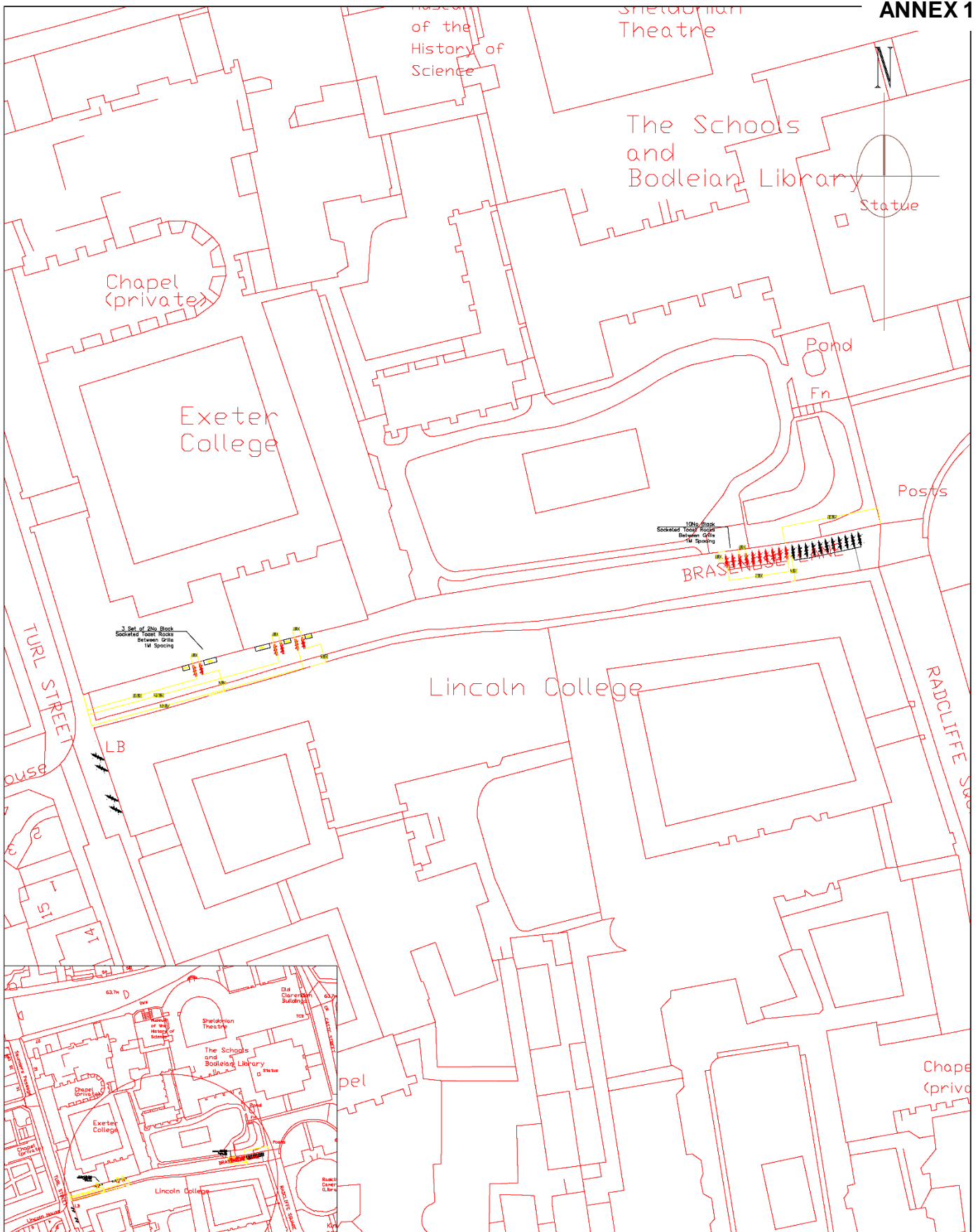
21. Officers are aware that existing cycle parking in Oxford does not currently meet the demand for the number of bicycles wanting to be parked, so the additional cycle parking hopes to alleviate some of this pressure and all locations have been requested by residents, councillors or business where they see demand. By providing additional cycle parking, it will help provide additional capacity to accommodate those who currently are unable to park their bicycles securely. Oxford City Council removes bicycles from public areas if they are considered abandoned. Once an abandoned bicycle is identified, there is a process in place to have it removed after seven days.

**Paul Fermer**  
**Director of Environment and Highways**

Annexes  
Annexes 1-7: Consultation plans  
Annex 8: Consultation responses  
Annex 9: Equalities Impact Assessment  
Annex 10: Climate impact assessment (*separate document*)

Contact Officers: Meg Hopkins (Senior Transport Planner – Place Making)  
Stewart Wilson (Central Team Leader – Place Making)

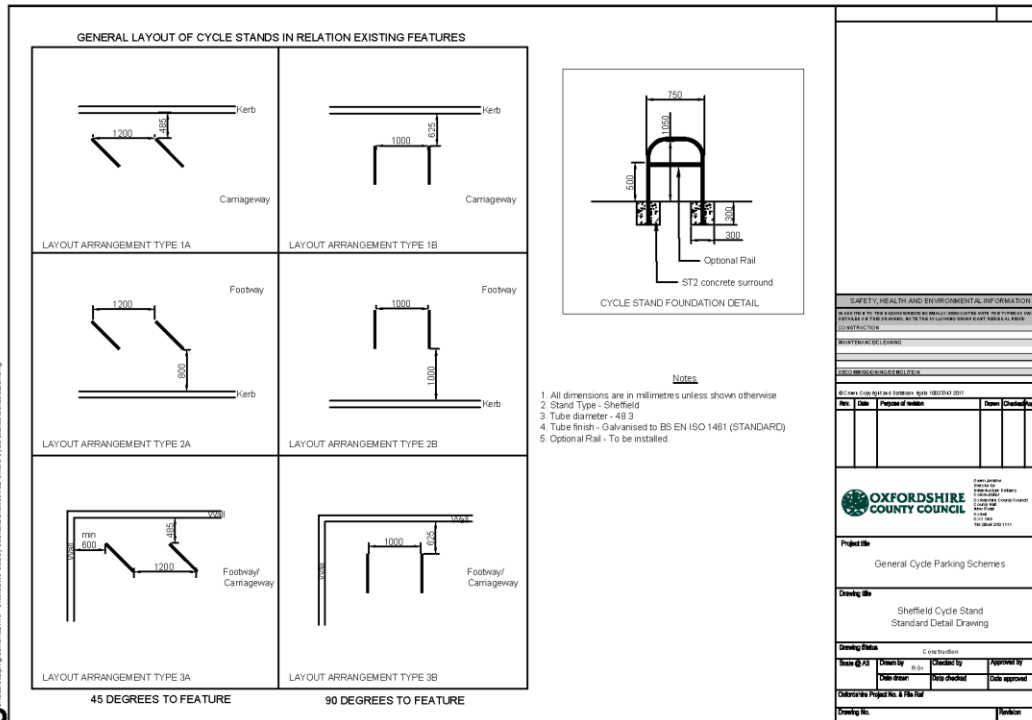
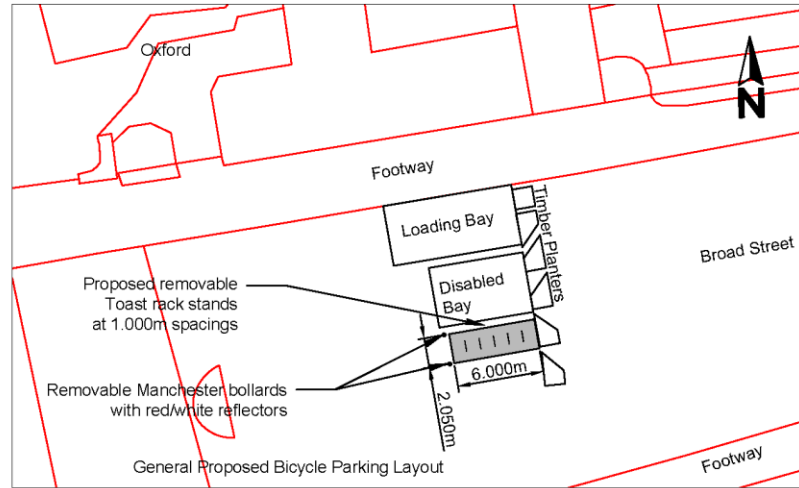
October 2024



Notes:  
 This site plan is derived from Ordnance survey data and Google maps, it is an indicative plan and should not be relied upon for measurements. **DO NOT SCALE**  
 All measurements to be checked by the contractor on site.  
 Before **ANY** excavation, statutory utility plans need to be obtained and a cat and genny should be used to check for underground utilities.

Oxford City Council <b>Housing &amp; Property Services</b> St Aldate's Chambers St Aldate's OXFORD OX1 1DS Tel. 01865 249811 DDI. 01865 25****		DRAWN BY M. Cope DATE 09/03/2023 SCALE 1:250 @ A1	CHECKED BY M. Cope DATE 09/03/2023 STATUS Specify status... DRAWING NUMBER SHEET NUMBER 7	APPROVED BY Confirm name here... DATE DATE REVISION A
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DRAWING TITLE Brasenose Lane				

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



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Rev.	Date	Purpose of revision	Drawn	Checked/Approved

OXFORDSHIRE COUNTY COUNCIL				
Project title: General Cycle Parking Schemes				
Drawing title: Sheffield Cycle Stand Standard Detail Drawing				
Drawing Status: Construction				
Scale @ A3	Drawn by: RGr	Checked by:	Approved by:	
	Date drawn:	Date checked:	Date approved:	
Oxfordshire Project No. & File Ref				
Drawing No. _____				

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**OXFORDSHIRE COUNTY COUNCIL**

Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
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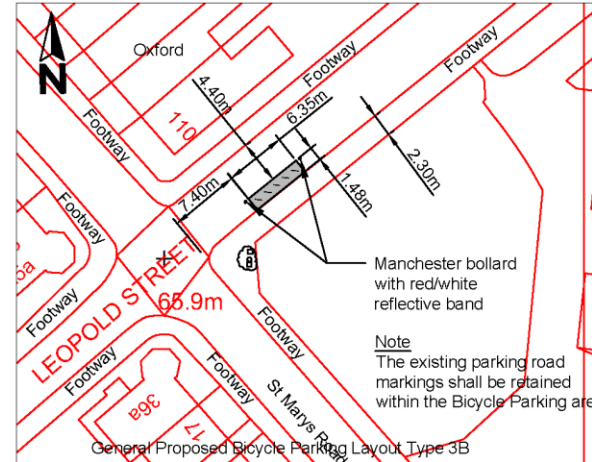
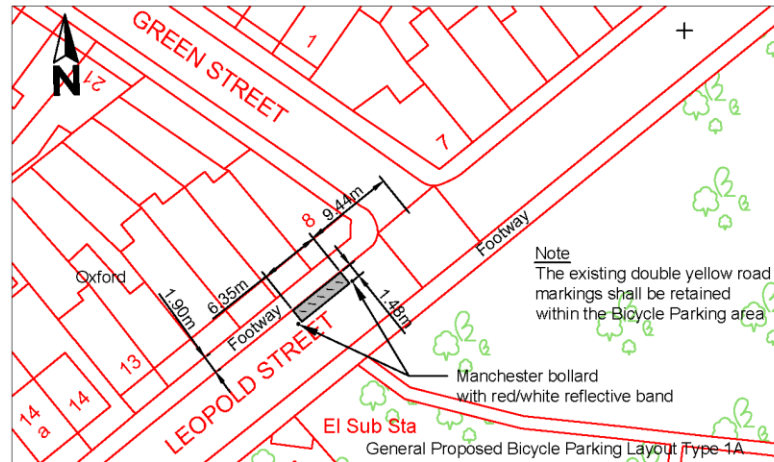
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**Drawing title** Broad Street West

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	Date drawn	Date checked	Date approved

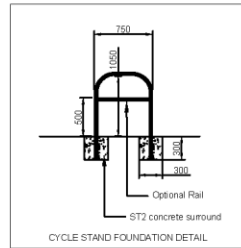
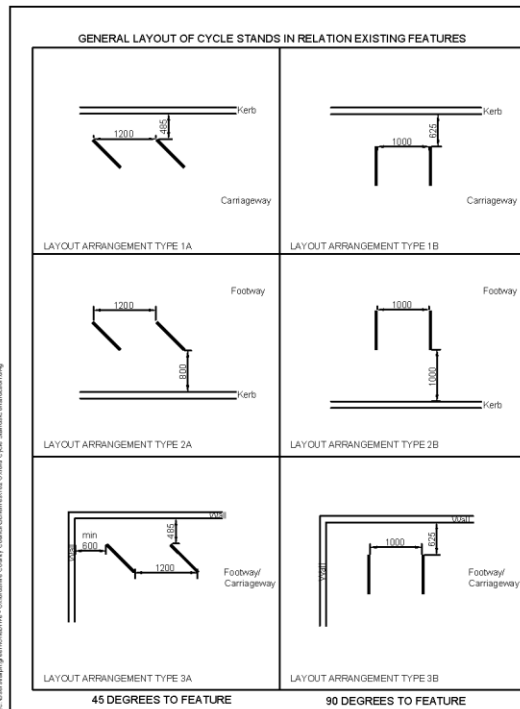
Oxfordshire Project No. & File Ref

Drawing No. \_\_\_\_\_ Revision 2



**Notes**

- Manchester bollards shall be installed 0.45m from edge of cycle stand area and 0.74m from kerb face.



- Notes**
- All dimensions are in millimetres unless shown otherwise
  - Stand Type - Sheffield
  - Tube diameter - 48.3
  - Tube finish - Galvanised to BS EN ISO 1461 (STANDARD)
  - Optional Rail - To be installed

Rev	Date	Purpose of revision	Drawn	Checked	Approved

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
OXFORDSHIRE COUNTY COUNCIL			
Project title: General Cycle Parking Schemes			
Drawing title: Sheffield Cycle Stand Standard Detail Drawing			
Drawing status: Information			
Scale @ A3	Drawn by: RGR	Checked by: [ ]	Approved by: [ ]
Date drawn: [ ]	Date checked: [ ]	Date approved: [ ]	

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 Owen Jenkins  
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 Tel 0845 310 1111

**Project title**  
Oxford Proposed Bicycle Parking

**Drawing title**  
Leopold Street

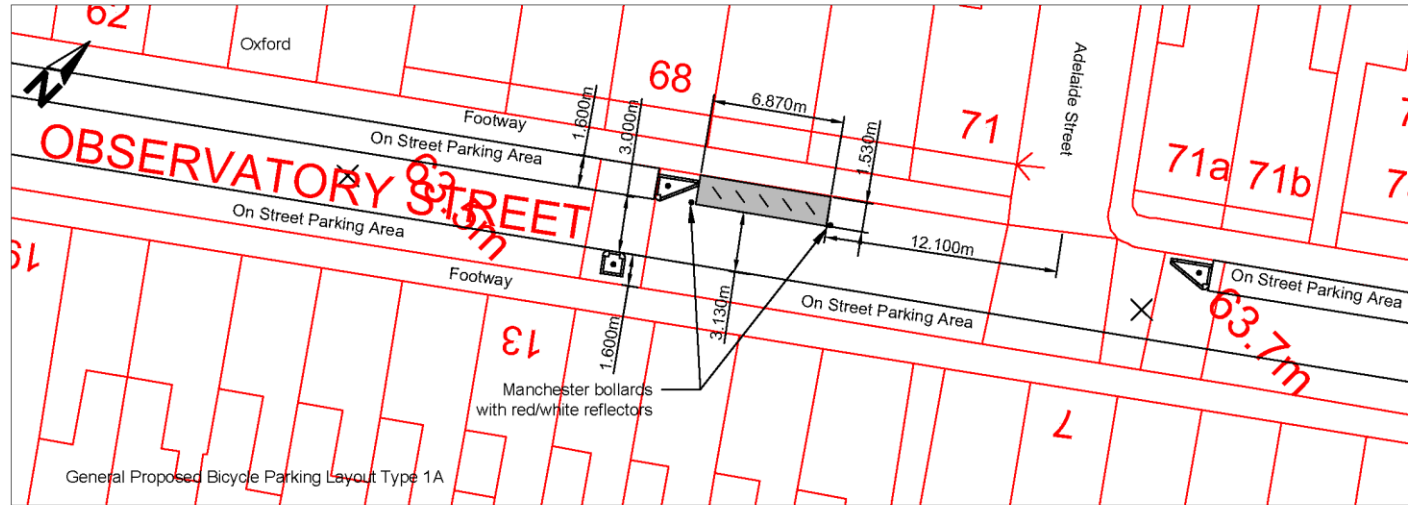
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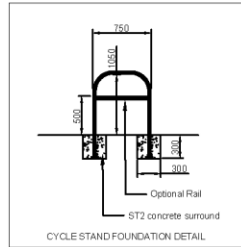
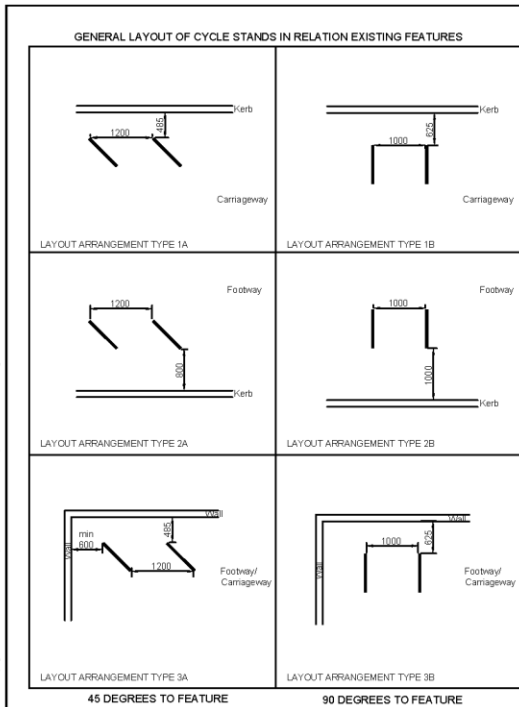
**Oxfordshire Project No. & File Ref**

**Drawing No.** **Revision** 3

Drawing No.



General Proposed Bicycle Parking Layout Type 1A



- Notes:
1. All dimensions are in millimetres unless shown otherwise
  2. Stand Type - Sheffield
  3. Tube diameter - 48.3
  4. Tube finish - Galvanneal to BS EN ISO 1461 (STANDARD)
  5. Optional Rail - To be installed

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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<p>Oxfordshire County Council New Road Oxford OX1 1ND Tel: 01845 310 1111</p>					
<p>Project title: Oxford Proposed Bicycle Parking</p>					
<p>Drawing title: Observatory Street</p>					
<p>Drawing Status Information</p>					
Scale @ A3	Drawn by	RGr	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
Oxfordshire Project No. & File No.					
Drawing No.					Revision

Notes

- Location chosen as it is the only location that
1. Will not have a detrimental impact on the current on street parking arrangement.
  2. It utilizes the double yellow no parking restrictions that can be retained.
  3. Is sufficiently clear from interfering with traffic at the junction with Adelaide Street.
  4. The dimensions shown are taken from the OS base which may not accurate.
  5. To obtain accurate distance data a topographical survey will need to be conducted that incur a cost in the region of £5K.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Oxfordshire County Council  
New Road  
Oxford  
OX1 1ND  
Tel: 01845 310 1111

Project title: Oxford Proposed Bicycle Parking

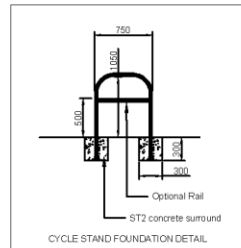
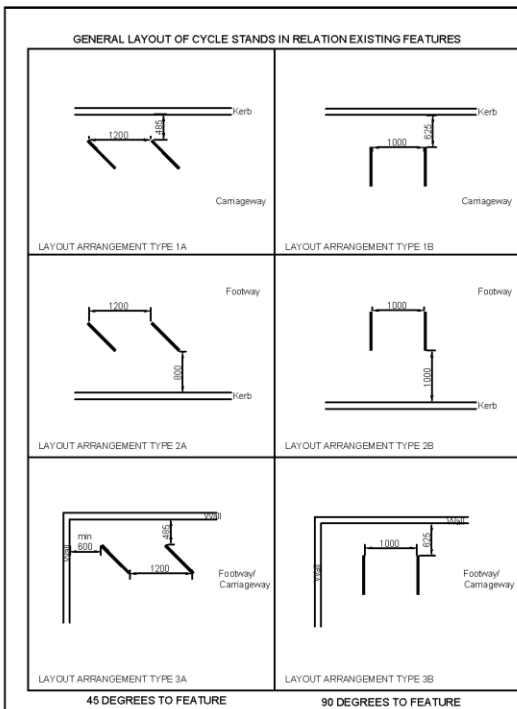
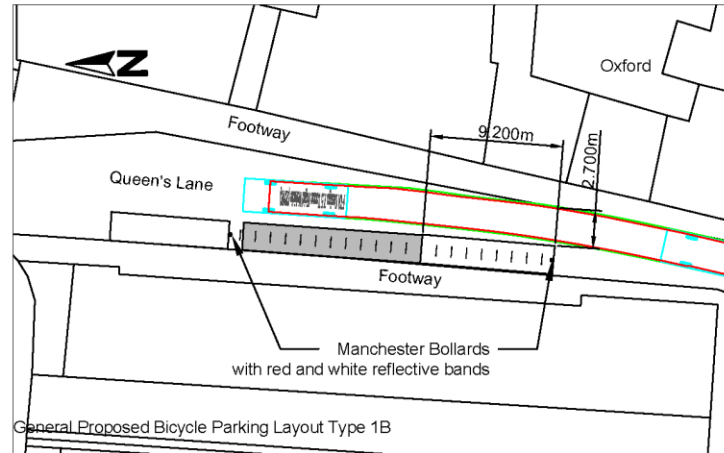
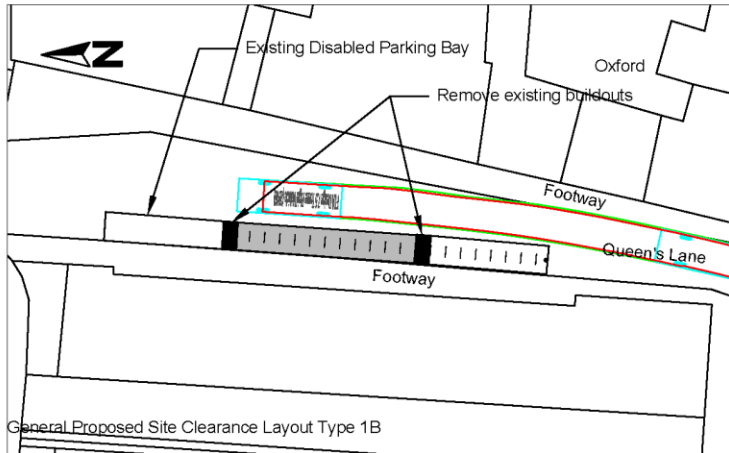
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	Date drawn		Date checked	Date approved

Oxfordshire Project No. & File Ref

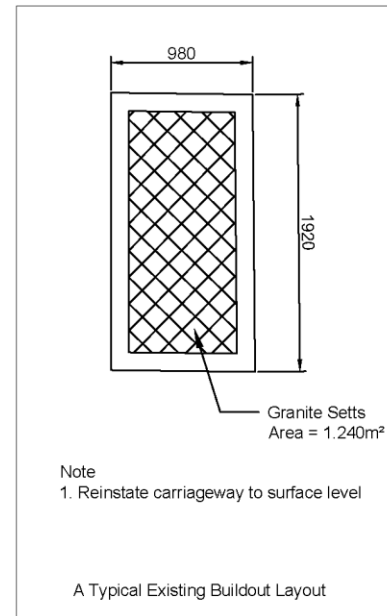
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- Notes**
1. All dimensions are in millimetres unless shown otherwise.
  2. The vehicle tracking is of a standard 7.5T vehicle,
  3. The total number of bike stands is 21.
  4. The Manchester Bollards shall be installed in accordance with manufacturers instructions.

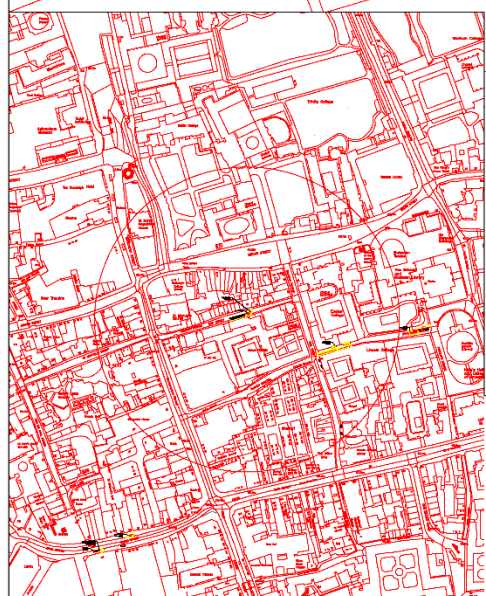
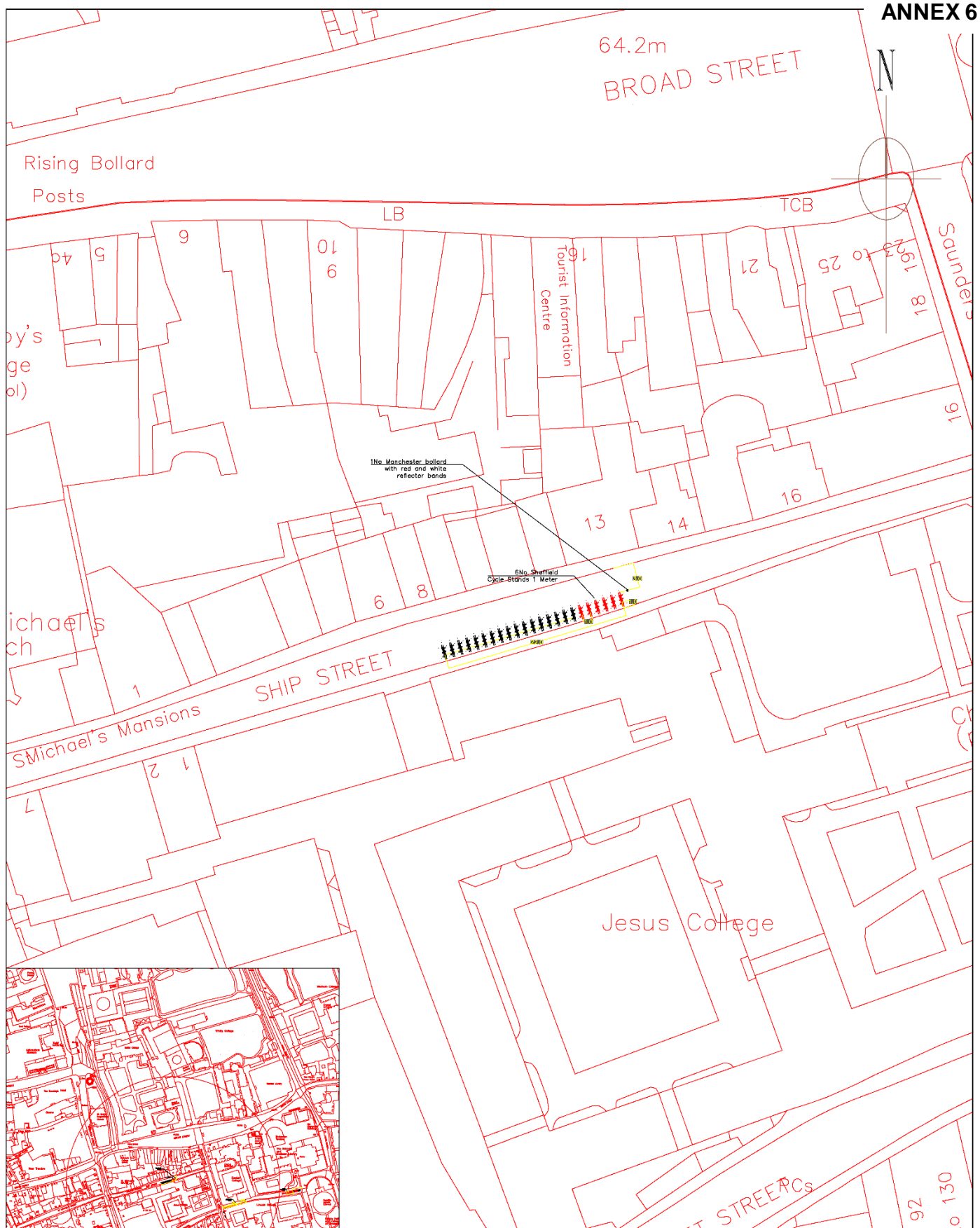


- Notes**
1. All dimensions are in millimetres unless shown otherwise
  2. Stand Type - Sheffield
  3. Tube diameter - 48.3
  4. Tube finish - Galvanised to BS EN ISO 1461 (STANDARD)  
If requested - Galvanised to BS EN ISO 1461 & Polyester Powder coated to any RAL colour Galvanised to BS EN ISO 1461 & Duracast Polyethylene version
  5. Optional Rail - To be installed if specifically instructed
  6. Arrangement - The minimum width of 1.800m between the back of footway and the nearest edge of the new cycle stand.

Drawing No.	Revision				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
<p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p>					
CONSTRUCTION					
MAINTENANCE/CLEANING					
DECOMMISSIONING/DEMOLITION					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Project title: General Cycle Parking Schemes</p> <p>Drawing title: Sheffield Cycle Stand Standard Detail Drawing</p> <p>Scale @ A3</p> <p>Checked by: [ ] Date checked: [ ]</p> <p>Approved by: [ ] Date approved: [ ]</p> <p>Drawing No. [ ] Revision [ ]</p>					



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
<p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p>					
CONSTRUCTION					
MAINTENANCE/CLEANING					
DECOMMISSIONING/DEMOLITION					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Owen Jenkins Director for Infrastructure Delivery Oxfordshire County Council Courage Hill New Road Oxford OX1 1ND Tel: 0045 310 1111</p>					
Project title: Oxford Proposed Bicycle Parking					
Drawing title: Queen's Lane					
Drawing Status: Information					
Scale @ A3	Drawn by: RGr	Checked by:	Approved by:		
Date drawn:	Date checked:	Date approved:			
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 2



Notes:  
 This site plan is derived from Ordnance survey data and Google maps, it is an indicative plan and should not be relied upon for measurements. **DO NOT SCALE.**  
 All measurements to be checked by the contractor on site.  
 Before **ANY** excavation, statutory utility plans need to be obtained and a cat and genny should be used to check for underground utilities.

Oxford City Council <b>Housing &amp; Property Services</b> St Aldate's Chambers OXFORD OX1 1DS Tel: 01865 248811 DDI: 01865 25****		DRAWN BY M. Cope	CHECKED BY M. Cope	APPROVED BY Confirm name here...
PROJECT TITLE City Center Cycle Racks		DATE 09/03/2023	DATE 09/03/2023	DATE Date
SCALE 1:200 @ A1		STATUS Specify status...		
DRAWING NUMBER/ SHEET NUMBER B		DIVISION A		
DRAWING TITLE Ship Street		REFERENCE City Centre/Enviroad/Cycle Racks City Jng		

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

**Notes**  
 1. All dimensions are in millimetres unless shown otherwise.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS  
 CONSTRUCTION  
 MAINTENANCE/CLEANING  
 DECOMMISSIONING/DEMOLITION

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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

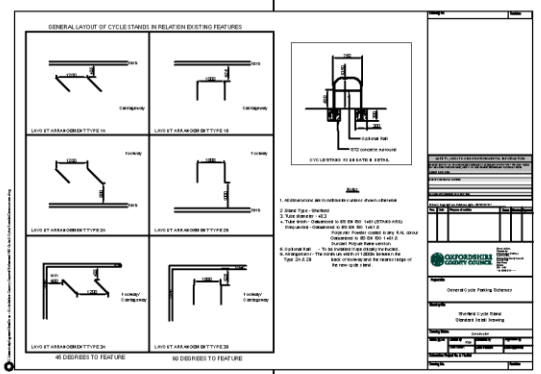
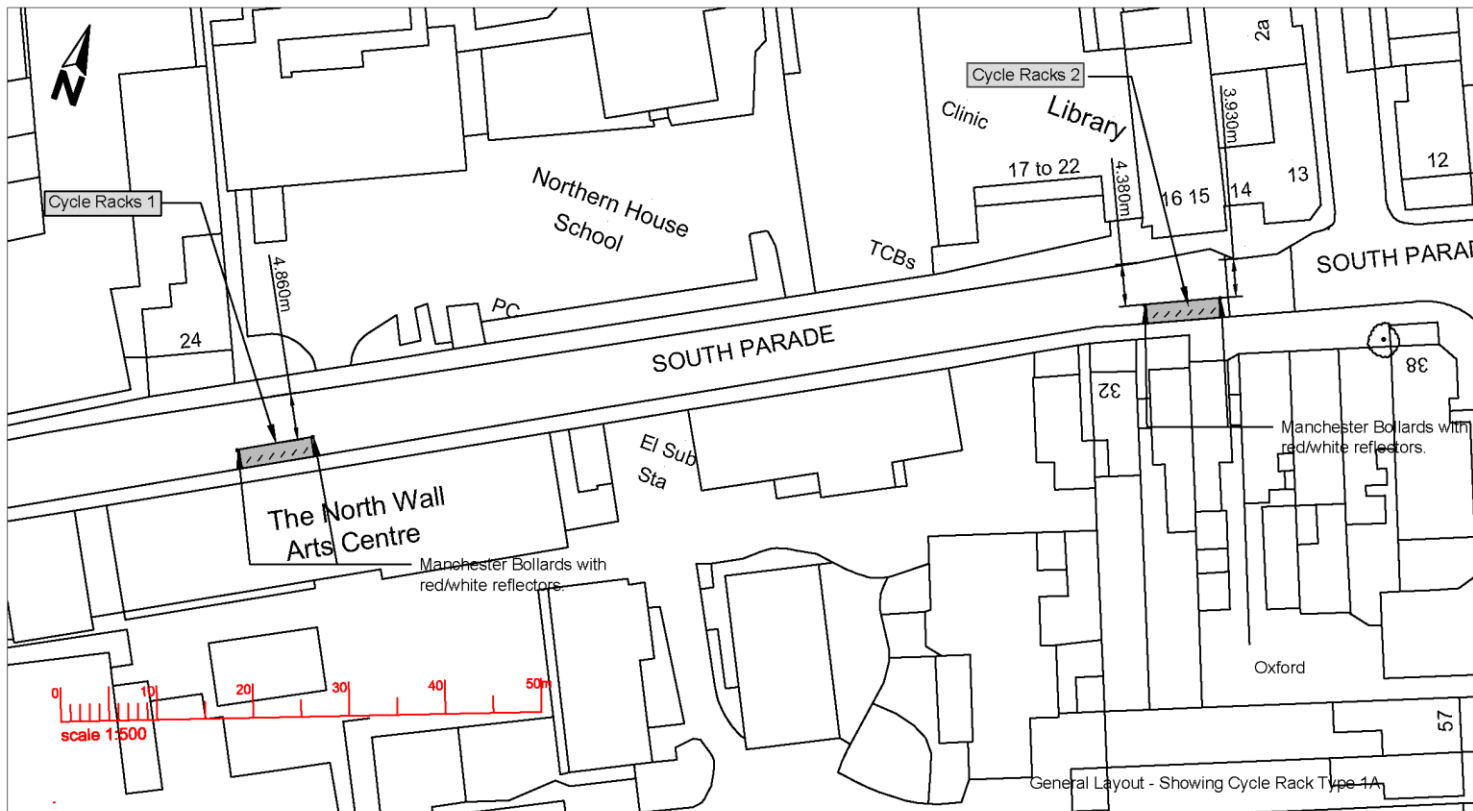
**Project title**  
 Oxford  
 Proposed Bicycle Parking

**Drawing title**  
 South Parade

**Drawing Status Information**

Scale @ A3	Drawn by	Checked by	Approved by
1:500	RGr		
	Data drawn	Data checked	Date approved

Oxfordshire Project No. & File Ref  
 Drawing No. \_\_\_\_\_ Revision **3**



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	<p><b>Concerns</b> – from the Neighbourhood Policing Team</p> <p>Cycle Crime is one of the main Neighbourhood Crime types where we have seen a huge increase. Any measures that would bring more cycles into the city without adequate crime prevention would cause the Police further burden .</p> <p>Should these measures proceed I would like to see the right crime prevention and security for bikes was included and the on-street parking bays were placed strategically under observation from a CCTV camera it would be more suitable, but still not ideal.</p> <p>Bikes are often high value and they are easy to steal. Anymore encouragement to have more bikes in the city will see an even bigger increase in bike crime from habitual and opportunist thieves.</p>
(2) Cyclox	<p><b>Concerns</b> – We are very supportive of having more stands around the city. We wish to see Bilton stands only, not the black plastic ones like in St Ebbes. We support the siting of those racks and on the fact that they are on carriageway only.</p> <p>We object to the spacing of the racks which should be 1.2m rather than 1m. We also query your maths on the spacing of obliquely spaced stands. The linear distances should be 1.4m if going for 1m spacing and 1.7m if going for 1.2m.</p> <p>Response – Thankyou for increasing the amount of cycle parking spaces in Oxford. We are delighted that these are 'on-carriageway' only.</p> <p>We support the siting of the additional cycle parking.</p> <p>We would like to see the use of Bilton stands (Sheffield stands with a bar across). Bilton stands (Sheffield stands with an extra horizontal bar) could be used instead of plain Sheffield stands. They are said to be more secure and also are easier to lock cycles to as the lock doesn't slip to the ground. They give cycles much more stability, stopping them from slipping sideways or forwards or backwards, with incursion onto pavement or carriageway and creating</p>

	<p>difficulties for other trying to park their cycles. Another good point about the Bilton stand is that the lower bar might be detected by a white stick user before they walk into the rack itself.</p> <p>We would like to suggest that the end of each parking row could be allocated for larger cycles with a notice saying these stands are for the use of cargo bikes.</p> <p>In the Brasenose Lane it says that 3 sets of 2 black socketed Toast Racks between Grill 1m spacing will be installed. If these are like the black plastic cycle parking stands that have been installed in St Ebbes and in East Oxford. They may be a bit more secure, but they are ugly and not in keeping with surrounding area, plus it is logistically challenging to actually use them due to handlebars hitting each other.</p> <p>Spacing – The recommendations for the spacing between stands are set out in table 11.2 LTN 1/20. You are suggesting 1.0m which is the minimum distance. We would like to see 1.2m as it makes parking much easier. 1m separation between stands results in access problems and damage to cycles and to shins. As well as avoiding that, 1.2m allows use by wider cycles (LTN 1/20 design cycle stand is 1.2m wide) if they have two adjacent spaces.</p> <p>For the obliquely positioned stands – Using the square of the hypotenuse = sum of the squares of the other two sides, the racks that have the recommended 1.2m spacing should have 1.7m linearly between the racks. If only going for 1m between racks (which we don't support) the linear spacing should be 1.4m.</p> <p>There should be a minimum of 1.2m between parallel Sheffield stands, measured at right angles to the stands. (If the stands are at 45 degrees, the linear separation has to be <math>\sqrt{2} * 1.2 = 1.7m</math>.)</p>
<p>(3) Local Cllr, (Oxford, Argyle Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need to shift kerbside space away from space-hungry cars and towards cycling and spaces for people. City centre cycle parking is urgently needed for the thousands of people who visit shops by bike. Whilst what we really need is a proper integrated kerbside strategy; this is a welcome step towards that.</p>

(4) Local Cllr, (Oxford, Bullingdon Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I support the proposals for the pedal cycle parking on South Parade in particular, as this part of the area currently has insufficient bike parking for visitors to the North Wall Centre and the Library, as well as the shops on this street. The proposals are aligned with the neighbourhood plan for the area which encourages sustainable travel options to the economic centre of Summertown.</p>
(5) Local resident, (Oxford, Aston Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Provision of adequate cycle parking is long overdue. There are so many reasons to encourage people to choose cycling as their method of transport. At the moment, one of the major deterrents is the insufficiency of cycle parking on arriving at one's destination. This is particularly problematic if taking a bike into the city centre.</p>
(6) Local resident, (Oxford, Banbury Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b></p>

	<p>Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I think it's great that Oxford has more cycle parking space, and especially that it's a replacement of car parking rather than pedestrian space.</p>
(7) Local resident, (Oxford, Baynham Drive)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Oxford needs to improve cycle parking because of the high rate of cycle thefts. Now, E-bikes have become a target, and organised gangs are targeting them in particular. I keep an old-looking bike to go into town because you can not leave a good bike in a bike as it to be stolen.</p>
(8) Local resident, (Oxford, Beaumont Rd)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is never enough cycle parking but it should be on carriageway and not on footpaths as should EV infrastructure.</p>
(9) Local resident, (Oxford, Belbroughton Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I am an active traveller, frequently using my bike. Whatever my destination, there is never enough secure on street parking for bikes - mine is an ebike - this is always a factor in my decision on whether to use my bike, walk or take the bus.  To encourage more people to cycle, this concern over secure parking needs to be removed as far as is possible.</p>
<p>(10) Local resident,  (Oxford, Benson Place)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I use a bicycle as my main form of transport in Oxford. We gave up our car last year although we sometimes use CoWheels cars. When parking my bike I always look for something secure to lock it to. Sadly it is very common to find a lack of decent bike parking and I often have to resort to using a sign post, a lamp post or another item of street furniture like a bench or railings. Bike racks that only offer a 'V' for the front wheel are particularly useless as you can't lock the frame and may come back to find your wheel still there and the rest of the bike gone.</p>
<p>(11) Local resident,  (Oxford, Beresford Place)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p>

	<p>Bike parking is key for accessibility. This is a good step in the right direction, but even more are needed, especially around the eastern end of high street, Magdalen Road and Cowley Road.</p>
<p>(12) Local resident, (Oxford, Bodley Road)</p>	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Partially support</b></p> <p>While I support the provision of cycle parking in Oxford, one of the causes of insufficient spaces in the existing cycle racks/parking is that there are a large number of cycles that are left abandoned and padlocked to spaces, and are not removed. Many of them are obviously abandoned - damaged, parts missing etc.  Please consider, before spending public money on more provision that will also become partially clogged up with abandoned cycles, putting in place a regular ongoing and forward timetable of survey and removal of abandoned cycles from the existing spaces.</p>
<p>(13) Local resident, (Oxford, Botley Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We desperately need more cycle parking across the City. Replacing car parking spaces with cycle parking is especially good because 10 cyclists can use the space used by 1 driver and it reduces the availability of parking and the attraction of driving into the City.  Please also consider more spaces for parking cargo bikes. Lots of parents are switching to cargo bikes, taking cars off of the road. However, parking the cargo bikes is often a problem.</p>

<p>(14) Local resident, (Oxford, Bridge Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>OK</p>
<p>(15) Local resident, (Oxford, Campbell Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Oxford wants to be a cycling city then it needs as much bike parking as is possible</p>
<p>(16) Local resident, (Oxford, Campbell Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>More bicycle parking encourages more people to cycle cos they know they can park their bikes securely in various locations around Oxford. When I cycle, it is important to me to know that I can leave my bike securely wherever I am in Oxford and I think many other people would feel similarly</p>

<p>(17) Local resident, (Oxford, Campbell Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I have struggled to find adequate bicycle parking in all of these streets. I welcome high quality bike parking so I can feel safe to park my bike with the expectation that it will be there when I return</p>
<p>(18) Local resident, (Oxford, Charles Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need more good quality bike parking, both in city centre and in East Oxford. However, the parking bays in places like St Marys Road which have the thick black containers set onto the road are really unsightly and don't seem to deter theft as much as it would appear (seen some bikes with parts taken off them even while attached to the black bays). Please consider just using the standard U stands with enough room to park cargo/ebikes as well as normal push bikes.</p>
<p>(19) Local resident, (Oxford, Cherry Tree Lane)</p>	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>Object</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>Partially support</b></p>

	Not sure
(20) Local resident, (Oxford, Church Cowley Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>Bike parking belongs on the carriageway, not the footway; given the ratio of bikes to cars in Oxford, it makes sense to reallocate a small number of car parking spaces to accommodate a greater number of bikes.  On residential roads with no/few businesses (Leopold, Observatory), parking spots intended for residents should be in hangars, rather than a free-for-all. Hangars are also more effective at protecting parked bikes from clumsy drivers.</p>
(21) Local resident, (Oxford, Church Hill Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Parking a bike in the city centre is like parking a car, often difficult to find a spot. If I have a meeting in the town centre I need to plan extra time to find a spot where I can lock my bike to a proper cycle rack. Also, I am often commuting to London by coach and find it equally difficult to find reliable cycle parking. More cycle parking at St Clements is also needed. Integrated transport includes also switching from bike to bus.</p>
(22) Local resident, (Oxford, Cowley Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Strong support - 1 car space = 10 bike spaces. Important that the bollards are there. Shame that the residential areas don't seem to have the option of bike hangars - Oxford is woefully behind the curve with their provision. A couple of the maps could have been made easier to read. Would have like to see even more racks at the western end of Brasenose Lane.</p>
(23) Member of public, (Oxford, Cricket Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>Sorry i have nothing to say other than the more secure cycle parking we have will encourage more people to get on their bikes</p>
(24) Local resident, (Oxford, Fairacres Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I am really grateful for all the measures to improve cycling infrastructure in recent years. I think the key thing is to get less practiced cyclists to be more confident in getting out on their bikes, and good cycle parking is one way to encourage this and discourage theft. I went out on a bike ride today, and finding good, new cycle parking available right outside my destination encouraged me to stop (and spend money) at the venue, so I think the cycle parking will</p>

	<p>be very good for business too. I very much like it when the cycle racks are attractive and well-spaced so that brake cables etc. don't catch on other bikes' handlebars etc.</p>
<p>(25) Local resident, (Oxford, Farndon Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Object</b></p> <p>The pavement and carriageway in Observatory Street are narrow. I have not seen where it is proposed to site them but believe they may be too obstructive. In South parade I don't agree with the reduction in car parking space. The retail and other premises in the area are used by many people who are not local and use cars to access them. Parking is already very difficult and I would not support further loss of space.</p>
<p>(26) Local resident, (Oxford, Florence Park Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>All new cycle parking is a good thing. Please can you add signage to designate end-of-rack spaces for cargo bikes?</p>
<p>(27) Local resident, (Oxford, Godstow Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b></p>

	<p>South Parade – <b>Support</b></p> <p>This is a city where lots of people cycle and many more would like to if it were safe. More parking is a small but important part of encouraging more cycling. Given the amount of space given over to car parking reallocating a small amount to bike parking doesn't seem too much to ask</p>
(28) Local resident, (Oxford, Green Ridges)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I fully support cycling as a preferred means of transport to driving a car in Oxford</p>
(29) Local resident, (Oxford, Grove Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Cycle parking is vital near amenities. At present it is often necessary to search for parking and more is required.</p>
(30) Local resident, (Oxford, Harefields)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No objection</b></p>

	<p>South Parade – <b>Support</b></p> <p>I don't regularly travel down Observatory Street - and as it's so close to Jericho, I wouldn't park there - but all the other streets are areas where I know from personal experience that more cycle parking would be useful.</p>
(31) Local resident, (Oxford, Hill Top Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I live near the city centre and....  I shop in East Oxford and the city centre  I visit friends in East Oxford and in Jericho</p>
(32) Local resident, (Oxford, Hollow Way)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We desperately need more on-street cycle parking places around Oxford.</p>
(33) Local resident, (Oxford, Howard Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I don't like to cycle if I don't know that I can get a park, so more cycle parking will help me ride my bike into town more!  Also there's a massive shortage of bike parking in Cowley, so +1 to the Leopold Street proposal</p>
(34) Local resident, (Oxford, Howard Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is insufficient cycle parking in all those locations, although a regular process of tagging for identifying abandoned bikes for removal is needed across the city.</p>
(35) Local resident, (Oxford, Hugh Allen Crescent)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is way too little bicycle parking in Oxfordshire. At least half of current car storage spaces should be converted.</p>
(36) Local resident, (Oxford, Hurst Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>why only one location in east oxford.  remove the ugly police black rack with proper racks.  Install boxes for resident. Happy to pay parking permit for my bike.</p>
(37) Local resident, (Oxford, James Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Everything that supports safe cycling and cycle parking and discourages car use is good by me, good for the environment and makes for a safer city.</p>
(38) Local resident, (Oxford, Kennedy Close)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Queens Lane tends to be crowded out with tourists on the road as well as the pavements, making cycling tricky especially at the blind corners. As such great care will be needed in situation the racks so that the road is not narrowed excessively.</p>
(39) Local resident, (Oxford, Kingston Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Partially support</b></p>

	<p>Ship Street – <b>No objection</b>  Queens Lane – <b>No objection</b>  Leopold Street – <b>No objection</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>I think Broad Street needs more bike racks than those proposed- there is a big shortage of parking spaces in Central Oxford  I'm unsure if Observatory st will fit those racks? Presumably they are for residents, as not for the shops at either end?</p>
(40) Local resident, (Oxford, Kingston Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>The more cycle parking the more cycling is encouraged</p>
(41) Local resident, (Oxford, Kingston Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Inadequate provision currently</p>
(42) Local resident, (Oxford, Kinston Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b></p>

	<p>Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Never enough spaces in town center</p>
(43) Local resident, (Oxford, Leaffield Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>More cycle parking is needed in the city centre to support travel by bike</p>
(44) As a business, (Oxford, Leopold Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>Secure bike parking is another part of getting people out of cars</p>
(45) Local resident, (Oxford, Leopold Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Object</b></p>

	<p>Leopold Street – <b>No objection</b>  Observatory Street – <b>No objection</b>  South Parade – <b>Support</b></p> <p>There's a strong need for more bicycle parking in the center of town, so I strongly support most of the proposals there. But Queen's Lane is already very difficult to navigate by bike with all of the tourists walking in the road and I worry that decreasing the road space there will make it more dangerous as a thoroughfare. I live on Leopold St and a cyclist and it seems to me that there is a much bigger need for more parking for bikes on Cowley Rd and St Clements, rather than here specifically. So while i have no objection, I don't think it is the best place in terms of need or bike traffic. It's also the case that Leopold St is covered with potholes and it's not that bike friendly as a result. Maybe the council could finally think about repaving it and the nearby streets? (Green St and Randolph St are just as bad).</p>
(46) As a business, (Oxford, Leopold Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I especially support Leopold Street. We are in the building with Photon Design (a Co working Space downstairs) And we regularly have problems parking bikes. We are currently not parking our bikes Attached to any structure so they are very vulnerable to being stolen. We are 15 people and we can we have bikes on top of each other and piled up in the car park against each other. We are also parking the bikes Attached to road signs and Poles in the street, which is no good for Pedestrians.</p>
(47) As a business, (Oxford, Leopold Street)	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p>

	<p>As a business based on Leopold Street, our staff have nowhere feasible to keep our bikes and this has meant they have been at risk of theft.</p>
<p>(48) Local resident, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Support</b>  South Parade – <b>No opinion</b></p> <p>More cycle parking near to shops and services is needed. All schemes seem to provide this except Leopold Street where the cycle parking is not particularly close to Cowley Road. Currently there are often badly parked bikes at the intersection of Cowley and Leopold, and I doubt these same people will walk quite a way down the road to access the locking area. In addition, there are many problems with people parking illegally close to the junction. I think it would be better to turn the parking closer to the intersection into cycle stores, as it's more likely to be used. I'm happy for there to be additional stores, and don't mind the current locations (I live right next to one) but I don't think they'll provide what you suggest. They are also very small!</p>
<p>(49) Local resident, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Support</b></p> <p>Cycling is my main mode of transport within Oxford and consider it by far the best way to get around the city - current provision for bike parking in the city centre doesn't seem adequate for the number of cyclists using it (at busy times all the proper bike racks are full, in some cases "double parked") resulting in people locking bikes to railings, lamp posts etc and blocking pavement. I live on Leopold street and have access to off-street bike storage so have no particular</p>

	<p>need for on-street parking myself but appreciate people would make use of this when travelling to the Cowley road for shopping, dining etc.</p>
<p>(50) As a business, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I am a director of a co-working space on Leopold Street and every single one of our co-workers arrives by cycle. This will be a tremendous benefit to us. I support the cycle parking proposals for all locations because we as a county need to be going full-force to enable cycling.</p>
<p>(51) Local resident, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I live next to the proposed parking on Leopold Street and it will be a useful addition to the area. Please add some on the jct between Magdalen Rd/Hurst St near to the shops/pub</p>
<p>(52) As a business, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b></p>

	<p>South Parade – <b>Support</b></p> <p>I am a small business working out of a premises in Leopold Street. I travel by bicycle as do many coworkers in other businesses. We are currently unable to secure our bikes due to inadequate parking in the area.</p>
(53) Local resident, (Oxford, Leopold Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I support any measure that encourages cycling over driving. I particularly support this proposal on Leopold Street because I work there and I often struggle to find a place to lock up my bike.</p>
(54) Local resident, (Oxford, Linton Road)	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I find most of the diagrams very hard to understand, especially the Queens Lane map showing the location of proposed stands - I have no idea where the proposed location actually is! Queens Lane can be a difficult cycle as pedestrians use the road and footpath equally, so these stands should not make things worse. Could you provide some better illustrations?</p> <p>As a cyclist I am greatly in favour if more cycle parking - there isn't enough, especially during term time. As the university expands the need increases.</p> <p>As a Summertown resident I support the S parade proposal.</p>

<p>(55) Local resident, (Oxford, Maidcroft Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Bike parking in Oxford is extremely well used, more would be very welcome.</p>
<p>(56) Local resident, (Oxford, Marston Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I support these proposals because one of the reasons I do not cycle more often (especially with my daughter) is the lack of safe, secure bike parking. This is especially so for the Leopold Street (where we have friends) and South Parade (which we visit for shopping/the library) locations.</p>
<p>(57) Local resident, (Oxford, Marston Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p>

	<p>Regularly I find it hard to find a place to park my bicycle in the City Centre and in East Oxford. I would like to suggest even more places around Magdalen Road, James Street and Marston Street, as well as more along Cowley Rd. Currently it is hard for visitors to find a place to park their bike, which is important given the LTNs and permit controls. Lastly, I am supportive of the city centre increases, however I would prefer the plans to include larger spaces for cargo bikes. That way I can cycle to the city centre with my daughter in the cargo bike and park.</p>
<p>(58) Local resident, (Oxford, Minster Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We absolutely need more cycle parking (as well as far better segregated bike lanes). But what is important is that you make provision for CARGO BIKES - not just standard cycles. Cargo Bike use is increasing hugely and, as a user myself, I can confirm that parking is very poor and puts us off using these bikes (which take cars and vans off the roads). You need wider spaces and easier access for these bikes - perhaps spaces reserved for cargo bikes?</p>
<p>(59) Local resident, (Oxford, Norham Gardens)</p>	<p>Brasenose Lane – <b>Object</b>  Broad Street – <b>Object</b>  Ship Street – <b>Object</b>  Queens Lane – <b>Object</b>  Leopold Street – <b>Object</b>  Observatory Street – <b>Object</b>  South Parade – <b>Object</b></p> <p>Pedestrians according to the law take priority, the pavements are already overcrowded with bus shelters, scooter parking etc. Having a bicycle park will mean even less pavement to walk on</p>

<p>(60) Local resident, (Oxford, Norham Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Cycle parking needs to be more plentiful everywhere</p>
<p>(61) Local resident, (Oxford, Nursery Close)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I cycle to most places in Oxford and often struggle to find bike parking in some of these locations.</p>
<p>(62) Local resident, (Oxford, Oatlands Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We must improve provision for cyclists to help escape from the overriding car-culture and part of this is adequate securable cycle-parking where it is needed. In Walton Street there are more car-parking spaces than cycle racks, which sends all the wrong signals!</p>

<p>(63) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>No opinion</b></p> <p>I am a cyclist who lives on Observatory St. For the last 4 days I have logged the number of cycles parked in this street where the proposed modifications are planned. Today, 2 cycles, yesterday 1, the day before 3 and the day before 1. The houses on the north side of Observatory St have rear access from Adelaide St, so do not need to park out front. Many homes are occupied by seniors who do not ride cycles. I estimate 35-40% are populated by seniors, like me (but I do ride a cycle as does one of my neighbours. We come in from Adelaide St. It seems to me that this proposal is a solution looking for a problem (which does not exist). However, it does seem apparent that cycle parking would be exceptionally appropriate at the Walton St end of Observatory St close by Branca where cycles are invariably locked to street signs and posts restricting access to the footpath. So my recommendation is that the plan is good in its essence, just that the location should be moved from a very low need part of Observatory St to an area where the need is high.</p>
<p>(64) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>No opinion</b></p> <p>The need for cycle parking in this location is unnecessary. The demand is non-existent as the homes on the street where the cycle bays are proposed have rear entrances from Adelaide St and there is consistently only 1-2 cycles that occupy the street. However, the need does exist close to the Walton St intersection and providing this facility on the north side of the street between the rear lane of the Walton st shops and Walton St would have the effect of clearing the footpath to pedestrian traffic which is usually impeded by cycles blocking that section of the footpath. It would seem to me that an urgent need for cycle parking accommodation would be on Walton Well Road where there seems</p>

	<p>to be a high concentration of cycles chained to fences that impede pedestrian use of the footpath. Rather than place this facility where it would have little use it would seem to me that placing it in an area where the need is great would be more appropriate. Could you consider the relocation of this facility?</p>
<p>(65) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>No opinion</b></p> <p>I am not aware that you have established a need for a bicycle park in Observatory Street. It could be unsightly: your consultation document does not give an artist's impression of how it will look. It is much more important to put, in Observatory Street, signs reminding drivers of the 20-mph speed limit and one that measures the speeds of vehicles and gives a warning if the speed is over 20 mph.</p>
<p>(66) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>No opinion</b></p> <p>This is planned for exactly outside my house. I am new to the area and don't know how likely it is to: clutter the road; have abandoned bikes; be noisy; encourage further cycling up the road the wrong way; expand to become a drop off point for pay-as-you-go bikes which will be left on the pavement (causing access issues) and / or restrict turning safely out of Adelaide Street. I would be more likely to wholly support the project if it is going to be possible to report issues such as these and that they will be acted on.</p>

<p>(67) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Lack of cycle parking leaves pavements impassable. Driving around Oxford has got harder, which is fine as long as cycling is easier, but without places to lock bikes it becomes frustrating.  Lack of good, safe bicycle locking places increases the chance of cycle crime, too.</p>
<p>(68) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No objection</b>  Broad Street – <b>No objection</b>  Ship Street – <b>No objection</b>  Queens Lane – <b>No objection</b>  Leopold Street – <b>No objection</b>  Observatory Street – <b>Object</b>  South Parade – <b>No objection</b></p> <p>Even though it's a one way street with tight pavements, cyclists regularly ride the wrong way, endangering pedestrians and householders who's doors open onto the pavement. Having parking bays halfway between Woodstock Road and Walton Street will encourage this selfish behaviour.</p>
<p>(69) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No objection</b>  Ship Street – <b>No objection</b>  Queens Lane – <b>No objection</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p>

	<p>I am in favour of the proposal for Observatory Street PROVIDED that there is an accompanying effort to prevent the parking of bicycles on the narrow paths on both sides of the street. At the moment there are frequent obstructions to people with prams and the elderly with movement difficulty who are faced with a drop down at the kirb to the roadway.</p>
<p>(70) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>No opinion</b></p> <p>I think the intervention is called for but would be much more use at the ends of the streets, near businesses, rather than in the middle of the street, in front of someone's house</p>
<p>(71) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>Object</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>No opinion</b></p> <p>I have lived in Observatory Street for 40 years. I am a cyclist. I know many of the residents. No-one I know has requested these bike racks. We take our bikes into our houses to prevent theft. Although the area proposed for the racks has double yellow lines, it is regularly used for parking by two parties: the disabled resident of number 71a parks there when she cannot park in the disabled space outside her house because access is blocked by another vehicle with or without a blue badge, also the drivers of supermarket delivery vans park there to avoid blocking the street while they unload.</p>
<p>(72) Local resident, (Oxford, Old Road)</p>	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b></p>

	<p>Ship Street – <b>Partially support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>As a cyclist, I often find it impossible to park my bike near my intended destination.</p>
(73) Local resident, (Oxford, Oxford Road)	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>I was expecting to see more locations on Queen's Street and near the Westgate, as there aren't enough there.</p>
(74) Local resident, (Oxford, Parker Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>More cycle parking near shopping places is good. Means we can easily get to businesses to support them. I'm a bit hesitant about Queen's Lane as those racks are basically used by Teddy Hall students. But it's not clear what you're proposing.</p>
(75) Local resident, (Oxford, Percy Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b></p>

	<p>Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>Ship Street especially would be useful for me personally, but throughout the centre it's hard to find a secure bike parking spot, so all these proposals would help. ( The ranks of empty parking racks behind the Westgate could possibly be brought into better use elsewhere?! ) Leopold Street is in my part of town where I know people have problems but I can't speak for the N OXford area issues.</p>
(76) Local resident, (Oxford, Plantation Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I am greatly in favour of more cycle racks, in general. In particular there should be more provided near pubs (eg Walton Street and Plantation Road). This not only encourages bike use over cars, it discourages drunk driving and supports local businesses.</p>
(77) As a business, (Oxford)	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p> <p>As a business owner, I object to yet more removal of parking spaces near the Summertown shops. Particularly as I've seen plans to radically reduce the number of parking spaces in Diamond Place. The two hour on street spaces in</p>

	<p>South Parade are so important for those wanting to do errands in Summertown - especially if you're short of time or don't live in Oxford. Yes, customers could come by park and ride or bus - but that's more for longer shopping trips - not for a lunch with a friend or to go to just a couple of shops.</p>
<p>(78) Local resident, (Oxford, Quarry High Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Currently often not enough cycle parking. Fully support this measure which will promote more people cycling into city centre, bringing health benefits, improved air pollution, and support local businesses (with the British Retail Consortium estimating people who walk or cycle to shops spend up to 30% more than those who drive as well as reducing congestion and enabling more people to access businesses)</p>
<p>(79) College representative, (Oxford, Queen's Lane)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>Queen's Lane badly needs more cycle racks so this is a good development.</p>
<p>(80) Local resident, (Oxford, Randolph Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>All of these locations would benefit from more parking. It's frequently difficult to find a space to lock up my bike in these areas.</p>
(81) Local resident, (Oxford, Raymund Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I mostly cycle for travel within the city and sometimes it is difficult to find an available space in these locations (particularly Brasenose Lane and Ship Street for me, though I use others occasionally).</p>
(82) As a business, (Oxford, Reliance Way)	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>Local businesses need places to park their bikes at the Hurst Street end of Leopold Street.</p>
(83) Local resident, (Oxford, Richards Lane)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We should facilitate cycling as much as possible and in every way; to lessen cars and pollution in Oxford, as well as increase safety of cycling.</p>
(84) Local resident, (Oxford, Sandfield Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is currently too little cycle parking in Oxford.</p>
(85) Local resident, (Oxford, South Parade)	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p> <p>As a local resident I don't think there a need for specific cycle parking on South Parade. There often is a struggle for parking bays for permit holders as it is. People parking in unsafe places, there's even a crashed car with a 'police aware' sticker on it which has been taking up a space for weeks. It's a difficult road as it is, especially if there is an event at St Edwards or The North Wall. I've seen so many near misses with bikes/cars on the whole of south parade already and think that having cycling parking on this road might make things worse.</p>
(86) As a business, (Oxford, South Parade)	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b></p>

	<p>Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p> <p>As a business owner on South Parade I object to the removal of any of the parking bays on the street. South Parade is a busy street that currently does not have enough parking to satisfy the needs of the businesses and residents. The removal of the parking will simply cause even greater issues with parking in the street. There is currently plenty of cycle parking outside the library on South Parade and at the top of South Parade on Banbury Road. I see no need to reduce the parking in favour of more cycle parking. It is obvious to me that no actual professional survey of the street has been completed over multiple days to see that a better provision for parking is needed rather than its removal. Only a few of the houses and businesses on South Parade have off street parking and this removal will only cause more problems therefore I strongly object.</p>
(87) Local resident, (Oxford, South Parade)	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Partially support</b></p> <p>'Whilst I do support the need for additional cycle parking in Summertown, taking away further parking is not conducive to the residence who rely on needing a parking space. As a family who have to use a car, and with a daughter with potential additional needs (these are not yet diagnosed) therefore we cannot apply for a disabled parking badge as yet, the plans to take away further parking outside our house (32 S. Parade) would have a significant impact on our family life.</p> <p>We would be okay with the proposal if the following was considered:</p> <ul style="list-style-type: none"> <li>- continue with the plan to add parking outside the Northhall and outside 31 S. Parade, but Change the bay to residence only parking.</li> <li>-explore the removal of the disabled parking space outside the library in Summertown and replace this with cycle parking. In our experience this space is rarely used.</li> </ul>

	<p>- explore the introduction of cycle Parking outside the residential properties on the pavement of South Parade and Strathfield Road (Banbury Road Side). Ensure better signage towards the Parking at Alexandra tennis courts with a suggestion of moving this to a free two hour parking this taking the strain off the current around summer town and South Parade.</p>
(88) Local resident, (Oxford, South Parade)	<p>Brasenose Lane – <b>No opinion</b> Broad Street – <b>No opinion</b> Ship Street – <b>No opinion</b> Queens Lane – <b>No opinion</b> Leopold Street – <b>No opinion</b> Observatory Street – <b>No opinion</b> South Parade – <b>Support</b></p> <p>We live on South Parade and see the need for proper bike parking next to the North Wall and additional parking for the library. This will hopefully encourage patrons of the North Wall to bike to shows and exhibits.</p>
(89) As a business, (Oxford, South Parade)	<p>Brasenose Lane – <b>No opinion</b> Broad Street – <b>No opinion</b> Ship Street – <b>No opinion</b> Queens Lane – <b>No opinion</b> Leopold Street – <b>No opinion</b> Observatory Street – <b>No opinion</b> South Parade – <b>Object</b></p> <p>There is already very limited parking in Summertown and many people visiting our therapy centre are not very mobile. The loss of these parking spaces has an impact on both Practitioners coming in to see a Patient and the Patients who maybe vulnerable. Could the cycle parking be accommodated, as it has been on Banbury road, in areas that don't impact parking spaces?</p>

<p>(90) Local resident, (Oxford, Southfield Park)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Secure and convenient public cycle parking is necessary for increasing the number of cycle trips in Oxford (which in turn helps reduce the number of car journeys).  Please ensure that new racks offer sufficient clearance for nonstandard bikes, including bikes with baskets, cargo bikes, and bikes with trailers.</p>
<p>(91) Local resident, (Oxford, Southfield Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>These busy spots often have no spare spots! I cycle around town for most of my joourneys from cowley</p>
<p>(92) Local resident, (Oxford, Squitchey Lane)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p>

	<p>We live in Squitchey Lane, within the Summertown Residents parking area. We invest each year in a permit to park in these spaces. We use the South Parade spaces especially to visit the Library - we are not always able to walk that far, we are too old now (77 and 86) to cycle, and the bus stops are a way off at the end of South Parade. Although we would regret the loss of this facility adjacent to the North Wall gallery, we can see that it would be sensible to install cycle parking there. The second site - by 33 and 34 South Parade is absurd. The proposed site is opposite the Summertown Library, where there is already cycle provision. There is no need for more, and the loss of amenity both to Residents and to the general public makes no sense.</p>
<p>(93) Local resident, (Oxford, St Anne's Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>If the council expects people to cycle and not drive they must provide cycle parking where people go and need it.</p>
<p>(94) Local resident, (Oxford, St Peters Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Object</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>For Queens Lane, this is a narrow and beautiful road in Oxford (one of the most lovely to ride along). As much as I support more bike parking, this is one road where if possible I would avoid adding more bike parking to</p>
<p>(95) Local resident, (Oxford, St Peter's Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need more cycle parking in the city and these are all good locations!</p>
(96) Local resident, (Oxford, Stratfield Road)	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Partially support</b></p> <p>The 1 metre spacing between stands is inadequate. LTN 1/20 "Cycle Infrastructure Design" recommends 1.2m and has 1m as a minimum. But Oxford has high levels of everyday cycling compared to most UK cities, meaning far more cycles have baskets and/or pannier racks. Both of those can render parking in stands 1m apart difficult (and lead to damage to cycles) if not impossible.</p> <p>If stands are angled, the separation needs to be measured <u>at right angles</u> to the stands. With stands angled at 45 degree, 1m at right angles corresponds to 1.4m along the street, <u>not</u> 1.2m. So the minimum separation measured along the street should be 1.4m, not 1.2m, and 1.5m or 1.6m would be better (matching 1.1m for normal stands).</p>
(97) Local resident, (Oxford, Stratford Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Really important to have good quality cycle parking to encourage more journeys by bike to improve air quality and reduce congestion.</p>

(98) Local resident, (Oxford, Temple Road)	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>As a cyclist living in Oxford, I use my bike almost daily and I always have an issue with trying to find a safe place to park my bike, particularly in the city centre where I go for shopping, socialising, etc. Broad Street, Queens Street and anywhere around the central Oxford area is usually impossible to park a bike, as all the bike racks are full, particularly around Queens Street and Broad Street. Any further safe cycle racks that could be added would be very welcome.</p>
(99) Local resident, (Oxford, Walton Well Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>More cycle parking is also needed for central Oxford too I feel</p>
(100) Local resident, (Oxford, Walton Well Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b></p>

	<p>South Parade – <b>Support</b></p> <p>More bike parking needed, glad to see some going in in replacement of car parking</p>
(101) Local resident, (Oxford, Warnborough Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>To support more cycling ,reduced congestion, safer streets, reduced carbon emissions on path to net zero</p>
(102) Local resident, (Oxford, Wellborne Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There really isn't enough cycle parking in this supposed "Cycling City" so more is always welcome.</p>
(103) Local resident, (Oxford, Westbury Crescent)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p>

	<p>In order to encourage more people to cycle there needs to be more safe cycle parking. Currently there really isn't enough anywhere.</p> <p>It also needs to be of good quality and ensure there is enough space around the Sheffield stands for people to get bikes in and out. Many people use bikes with wide handle bars and baskets so the spacing should be at least 1.1m and preferably 1.2m as recommended widely. There should also be space for less standard bikes such as tandems, cargo bikes etc.</p>
(104) Local resident, (Oxford, Barton Park)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need more space for bikes to be secured</p>
(105) Local resident, (Oxford, Brindley Close)	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Partially support</b></p> <p>I support efforts to improve cycle provision in Oxford. However, I don't really think more cycle parking is the top priority - there is plenty of cycle parking at the moment, the issue is that it is full of abandoned bikes and bikes that seem to use it as permanent parking. These all need to be removed and existing bike parking to be limited to in the day, with e.g. any bikes remaining at 2am removed. A few weeks of this and bike parking would be resolved (including at the train station).</p>

<p>(106) Local resident, (Oxford, Burgess Mead)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Object</b></p> <p>The cycle parking in summertown is required at the southern end. There is much less demand at the north end. We also need far more bike parking at both end of Cornmarket.</p>
<p>(107) Local resident, (Oxford, Burgess Mead)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need more cycle parking</p>
<p>(108) Local resident, (Oxford, Frenchay Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>The more facilities for cyclists the better and I believe it is important to prioritise bicycles over cars. Thank you.</p>

<p>(109) Local resident, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>Object</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>Although I completely understand and agree with support for cycle parking within the busy city centre where car parking is challenging and both workers, locals and visitors can benefit I have some concerns around more residential areas such as the one I live in.</p> <p>One concern is the reduction of car parking, residential areas are mostly flats or terraced houses and largely limited to one parking permit per property. This parking permit is quite an additional expense to rent, council tax which is high in these areas and road tax. It can be challenging to park your vehicle close to home already and to protect your car it is preferable to be able to see it from your property, as in it feels less safe if you have to park on another road. I don't think that we should be losing spaces when it's already challenging to park at times and we are expected to pay this additional cost for a permit.</p> <p>I also worry about increased foot traffic in what is already quite a loud area, Cowley Road attracts lots of people going out drinking and whilst that is absolutely fine (and I enjoy our local pubs too!) there is a bit of an issue with noise and sometimes unsociable behaviour.</p> <p>I also worry that bicycles unfortunately attract crime as in there is sadly quite obviously a huge business in bike theft and I worry that having a hot spot of parked bicycles will encourage individuals who steal bikes to frequent the area, and this may lead to more interest in stealing from cars/properties. As a young woman, this makes me feel uncomfortable particularly as we go into the winter months about witnessing crime and the potential of being targeted.</p> <p>I have said no opinion only where I don't have sufficient knowledge of the road to offer an opinion, I work in the town centre and can see the benefit there, as long as there is consideration of vital bus routes and delivery routes for businesses, but as I have said where I live see concerns.</p>
<p>(110) Local resident, (Oxford, Purcell Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Cycle parking provision in Oxford is patchy and frequently totally inadequate. If we want more people to use their bikes we need good parking facilities.</p>
(111) Local resident, (Oxford, Rymers Lane)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Having secure parking will help encourage people to cycle more</p>
(112) Local resident, (Oxford, South Parade)	<p>Brasenose Lane – <b>No objection</b>  Broad Street – <b>No objection</b>  Ship Street – <b>No objection</b>  Queens Lane – <b>No objection</b>  Leopold Street – <b>No objection</b>  Observatory Street – <b>No objection</b>  South Parade – <b>Object</b></p> <p>As a resident on the street, it can already be difficult to park there. Any reduction in permit parking would make it very difficult for residents to park anywhere near their house. This is a very busy street. A better solution may be that you look into the space on the corner of Strathfield Road and South Parade, or that you make the two hour/ resident parking into just residents parking outside 31 S Parade.</p>
(113) Local resident, (Oxford, Southfield Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Given the rising bike usage across the City, I support all proposals to increase provision of bike racks. I note that increasingly people are using cargo bikes and that there is a need for racks that are sufficiently spaced to allow for bikes of this kind to park. I am also aware that thieves are now using portable angle grinders to steal bikes, and that some of these thefts are the result of slicing through bike racks which are not robust enough to deter. Finally, I am just back from the Netherlands, where guarded bike parking is routinely provided (free) in key locations such as railway stations and empty city centre shops, often with attached bike workshops; I realise there is probably no funding for such provision at present, but it should be an objective. Please take these points into account when developing future bike parking.</p>
(114) As part of a group/organisation, (Abingdon, Bostock Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Oxford still has a general shortage of cycle parking. All of these places are places where the extra parking would be valued and used. They seem to be well positioned and good Sheffield type stands.</p> <ul style="list-style-type: none"> <li>* We support the possible use of stands with a crossbar or similar to avoid locks and bikes slipping down and aid detection with a cane.</li> <li>* We suggest increasing spacing where possible to 1.1 or 1.2m to enable easier two-side parking, especially with luggage bearing cycles.</li> <li>* We suggest signs on the 'outside' racks on the lines of 'Reserved for cargo bikes or tricycles'</li> </ul>
(115) Local resident, (Eynsham, Acre End Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Space efficiency vs car parking. Environmental benefits</p>
(116) Local resident, (Eynsham, Witney Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I think secure bicycle parking is essential if we are to increase the number of people cycling into Oxford thus reducing other transport use and reducing CO2</p>
(117) Member of public, (Kidlington, Bellenger Way)	<p>Brasenose Lane – <b>Object</b>  Broad Street – <b>Object</b>  Ship Street – <b>Object</b>  Queens Lane – <b>Object</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p> <p>I am visually impaired and have great concerns that even more pavement space will be taken up by the parking spaces for the cycles.</p>
(118) Local resident, (Littlemore, St Nicholas)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Current provision is inadequate: I can spend longer looking for parking than it takes me to cycle into Oxford!</p>
(119) Local resident, (Wheatley, Templars Close)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is insufficient secure bike parking in the city for the number of bike users</p>
(120) Local resident, (Oxford, Leopold Street)	<p>Leopold Street – <b>Partially support</b></p> <p>My view is that the proposed cycle parking on Leopold Street would be "in the middle of nowhere" in relation to shops on the Cowley Road (distance is 100m minimum) and Magdalen Road (distance is 200m minimum). People will not lock their bikes in these locations and then walk to the shops. They will only use bike racks that are close to their destination.</p> <p>My experience living in the middle of Leopold Street is that locking of bikes to street furniture on the pavement in Leopold Street (in the section from the Cowley Road to St Mary's Road) has been only an occasional event in relation to the use of street furniture elsewhere. My view is that the cycle racks would be under used in the proposed positions in Leopold Street. My bike in in my courtyard. Others are in front gardens.</p> <p>Can I suggest that to get better value and to put them where they are needed, you move the proposed positions to locate one rack outside the very popular Chaiwala on Cowley Road (the pavement is wide enough, and this will inhibit parking on the pavement if arranged correctly) and one outside The Rusty Bicycle on Magdalen Road (in a car parking bay, but leaving adequate space for HGV deliveries).</p>

	<p>I have no useful comments on locations elsewhere in the city.</p>
<p>(121) Local resident, (Oxford, Observatory Street)</p>	<p><b>Observatory Street – Partially support</b></p> <p>As a senior who cycles I applaud the notion of more secure parking, but I find the logic of the proposal for Observatory street somewhat strange. Where you propose to add this facility is in an area of low need instead of the area of higher need. The section of Observatory St from Woodstock to the lane that runs between Adelaide and Observatory proximate to Walton has a low need for on-street cycle parking. The north side of Observatory St has rear access from Adelaide St and those few of us who do cycle bring our bikes into our yards through Adelaide St so there is no need for parking them on Observatory St. Also there are few cycles parked on the street. Today there is one, yesterday 1, the day before 3 and the day before 1 only. So the demand is low and has been so for some time now.</p> <p>Many homes are occupied by seniors who do not ride cycles. I estimate 35-40% are populated by seniors, like me (but I do ride a cycle as does one of my neighbours. A number of these seniors have some age related malady that prevents them from cycling. However, it does seem apparent that cycle parking would be exceptionally appropriate at the Walton St end of Observatory St close by Branca cafe where cycles are invariably locked to street signs and posts restricting access to the footpath. This short section of Observatory St seems occupied most;ly by vans that are parked all day there and seem to be contractor vans. The footpath in this section of Observatory St is difficult to navigate for citizens, especially those with limited ambulation. So my recommendation is that the plan is good in its essence, just that the location should be moved from a very low need part of Observatory St to an area where the need is high.</p>
<p>(122) Local resident, (Oxford, Observatory Street)</p>	<p><b>Observatory Street – Object</b></p> <p>I am somewhat concerned by your apparently reckless decision to prioritise spend of public money on cycle parking when the traffic calming measures on OS are so clearly ineffective at providing safety for pedestrians, and protection for residents' cars.</p> <p>Over the last few months alone, two residents' cars have been written off and others damaged in 'hit and run' incidents by speeding drivers – I don't believe you have yet installed measures to record speed on OS but from the damage caused these must have been considerable.</p>

	<p>The worry you must have, since both the council and the police have been fully informed of these events, is that on a busy pedestrian and cycle street like OS, these incidents might easily have caused injury or worse to a person. In such an event, the inquiry / media / coroner would surely want to see the safety case analysis you have undertaken which informed your decision to:</p> <ol style="list-style-type: none"> <li>1. fail to improve the clearly ineffective traffic calming</li> <li>2. spend public money on cycle shelters instead of improving traffic calming</li> <li>3. actually encourage more cyclists onto a street which is known to be dangerous.</li> </ol> <p>I am sure that the residents of OS would welcome some response from the council on this matter, aside from the injury risk to visitors and ourselves, we are getting fed up with the apparent disregard from the council to the costs we incur in having our vehicles unnecessarily damaged and destroyed.</p> <p>I apologise if you already have rectification measures in hand, of which I am not aware. Otherwise, please act before the next accident occurs.</p>
(123) Local resident, (Oxford)	<p><b>Observatory Street – Support</b></p> <p>If I have worked out correctly where the Observatory Street cycleparking will be just beyond the turning to Adelaide Street, then this seems to be perfectly alright and won't intrude on car parking as it exists.</p> <p>But there is just one point about cyclists; although Observatory Street is a one way road, so many bicycles come up from Walton Street, and sometimes without lights in the evening. Three years ago I had a truly horrid collision with a bicycle with no lights in the early evening; I wanted to cross the road from my house, saw no traffic was coming down the road, and so attempted to cross over. My back and posture has never really recovered properly, and although the young man (a Brazilian!) apologised, he still rode the wrong way. My local chemist came to help me as I found it difficult to get up from the road.... Why I am telling you this is simply that we all find it annoying how cyclists come up the wrong way and expect it to be their right to ride as they like, even on those narrow pavements...! Could there not be a sign about forbidding riding up the wrong way, or a suggestion saying 'take care with your cycling'..?</p> <p>I know it is quite challenging to cycle in Oxford, but the cyclists do now think it is their right, and I have even told them to get off the pavement in St. Giles when several people are walking on the pavement. Of course, in a previous generation there would have been a policeman on the street to apprehend such behaviour! Alas no more.....</p>

<p>(124) Local resident, (Oxford, South Parade)</p>	<p><b>South Parade – Object</b></p> <p>While I realise that bicyclists need more places to leave their cycles safely, and the city must become more bicycle oriented, I have a number of objections to the current proposal, but I can also offer alternative solutions.</p> <p>Firstly, I am concerned that South Parade is being used simply as a thoroughfare without any regard to the people who actually live there. I note that the proposal does not effect any other street in the neighbourhood and the top of Stratfield Road, right next to the restaurant, would also provide a suitable place for bicycle railings.</p> <p>As far as South Parade is concerned, there is still space for more railings next to Sainsbury on the corner of Banbury Road and South Parade.</p> <p>There is also ‘dead’ space near the library, in front of the clinic which is completely neglected and usually left unswept. That would be the best place for bicycle railings.</p> <p>There is also currently a double yellow line between number 33/34 South Parade and The North Wall, which is not in front of an entrance from St Edwards. This would also be a very good space for some bicycle railing.</p> <p>Parking for us is already difficult and I fear that taking out 18 metres of parking in this road will make a substantial difference to us and our neighbours. At the very least if you are to proceed with this proposal, we would urge you to extend the spaces for resident parking nearby.</p> <p>This is not just a matter of personal interest. I presume the North Wall will be happy to have bicycle railings nearby their entrance and it already has a double yellow line in front. I presume you would not consider changing the use of that area as it must be used for deliveries and ‘setting-down’.</p> <p>In summary, I have provided you with workable and in my view alternative and better suggestions, particularly in using the dead and neglected space in front of the clinic, and the redundant double yellow line between the two entrances to St Edwards on South Parade (not the one actually in front of North Wall.) Above I would urge you to balance better the needs of local residents and visitors. Currently, the scheme is all weighted to the latter. When I write ‘you’, I do not of course hold you personally responsible, but I hope you will convey our views and suggestions to your colleagues in Oxfordshire County Council.</p>
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**Oxfordshire County Council**  
**Equalities Impact Assessment**

Oxford City Cycle Parking Improvements  
26 September 2024

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**Section 1: Summary details**

<b>Directorate and Service Area</b>	Economy and Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Proposed on-street pedal cycle parking at various locations in Oxford.
<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).	Proposal will provide more publicly accessible cycle parking across Oxford, encouraging more people to cycle, and reduce the need for private car ownership. Cycle parking is proposed on-carriageway and will replace car parking. The proposal will make it easier for residents and visitors in Oxford to cycle by providing additional cycle parking capacity.
<b>Completed By</b>	Meg Hopkins, Senior Transport Planner
<b>Authorised By</b>	
<b>Date of Assessment</b>	

**Section 2: Detail of proposal**

<p><b>Context / Background</b> Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Oxford City Council have a CIL funded City Cycling Infrastructure Fund designated for installing new cycle parking across the City. Any cycle parking installed with the fund is required to have community benefit, and therefore needs to be publicly accessible. The City and County Councils have been working collaboratively to identify suitable locations for new publicly accessible parking racks, following the compilation of a list of requests from residents, businesses and local Councillors.</p>
<p><b>Proposals</b> Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Proposal to amend existing and introduce new on-carriageway cycle parking at various locations within Oxford (Brasenose Lane, Broad Street, Ship Street, Queens Lane, Leopold Street, Observatory Street, South Parade). Proposals for Leopold Street and South Parade will see cycle parking replacing sections of current '2 hour waiting and Permit Holders shared-use' &amp; 'permit holders only' parking bays.</p>
<p><b>Evidence / Intelligence</b> List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that 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>All new cycle parking locations within the proposals have come from requests from members of the public, businesses and Councillors. Requests have been made in areas where additional cycle parking would be beneficial to the community and where current provision of cycle parking is insufficient to meet demands. Each location has been subject to a site visit undertaken by both City and County Council officers to determine suitable positioning of cycle racks. Public consultation has shown significant support for proposals in all locations. A number of comments expressed that there is currently a lack of cycle parking throughout Oxford and more cycle parking is needed. UK Gov 'Decarbonising Transport' plan states mode shift to active transport is cost-effective way of reducing emissions and policies should provide high quality cycling networks with supporting facilities such as parking; UK net-zero strategy states increasing share of trips taken by cycling is essential for carbon, air quality, noise, and congestion benefits; LTN 1/20 states cycle parking must be included in city centres and in sufficient amounts in key destinations with shot-stay parking located on-street rather than in hubs or shelters.</p>

**Alternatives considered / rejected**

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.

Alongside providing additional cycle parking on-carriageway, a number of locations have also been identified where additional cycle parking can be provided on footways. These on-footway proposals have been taken forward separately. Businesses in Oxford that submitted cycle parking requests have also been offered cycle parking through the ParkThatBike scheme to provide cycle parking on their own properties rather than on public highway. No other alternatives have been considered at this time.

**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"/>	Cycle parking will be publicly accessible and the proposed racks will be Bilton Style Sheffield stands with an additional horizontal bar, allowing smaller bicycles that often belong to children to be locked to the racks	N/A	N/A	N/A
<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Currently there is a lack of cycle parking available across Oxford, resulting in bicycles being abandoned or locked untidily on lampposts/signposts/drainpipes, obstructing footways and presenting trip hazards to blind or partially sighted individuals. Some people with disabilities may benefit from cycling and having space to park a non-standard cycle. The end rack of each set of cycle parking should have sufficient room to accommodate non-standard and cargo bicycles	N/A	N/A	N/A
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A

<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pregnant women or those with young children and using buggies or prams may experience similar concerns as raised by disabled groups in relation to poorly parked bicycles blocking footways. The provision of additional cycle parking could improve and reduce the number of abandoned and poorly parked bicycles	N/A	N/A	N/A
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A

**Section 3: Impact Assessment - Additional Community Impacts**

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Rural communities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People living in rural communities are potentially more reliant on using the car or bus. By providing more cycle parking across Oxford, it may open opportunities to those who may not have previously cycled into Oxford if the cycle parking is conveniently located for them	N/A	N/A	N/A
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Carers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Areas of deprivation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People living in deprived areas in Oxford will be able to make use of the new cycle parking as it will be publicly accessible. For those without access to a car, cycling offers a cost-effective alternative travel mode and providing more cycle parking opens up more opportunities to cycle.	N/A	N/A	N/A

**Section 3: Impact Assessment - Additional Wider Impacts**

<b>Additional Wider Impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of Impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Other Council Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential slight loss of revenue from loss of car parking spaces	No actions identified	N/A	N/A
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Providing additional cycle parking in Oxford might create new opportunities for more residents and visitors to cycle, potentially switching their mode of transport to a more sustainable mode. This would have positive environmental and health benefits	N/A	N/A	N/A

<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.

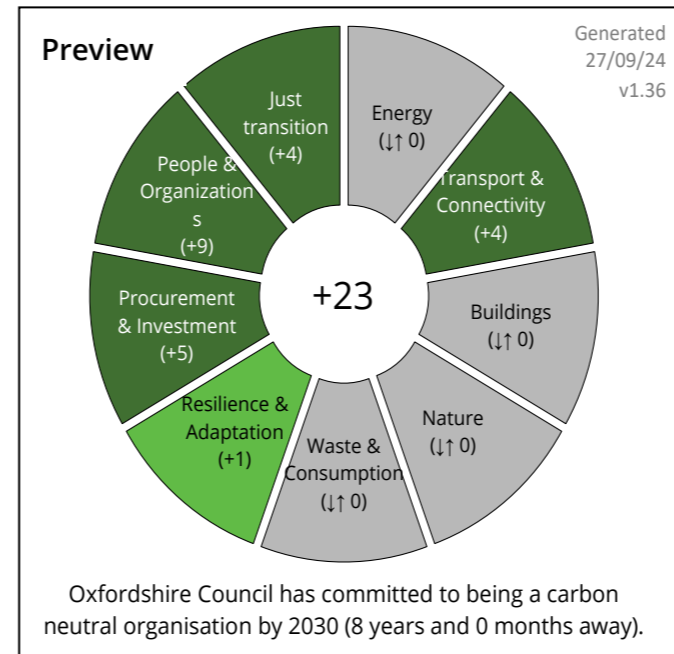
<b>Review Date</b>	
<b>Person Responsible for Review</b>	
<b>Authorised By</b>	

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# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Economy and Place
<b>What is being assessed</b>	Proposed on-street pedal cycle parking at various locations in Oxford.
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b>	Proposal will make a positive climate impact by providing more cycle parking options, encouraging people to cycle, reducing the need for private car travel. Positive impacts include an improvement of air quality by facilitating zero-carbon transport options, improving health & wellbeing by encouraging active travel, and reducing inequality by investing in infrastructure that benefits residents without access to a car.
<b>Completed by</b>	James Moore, Transport Planner
<b>Climate action sign off by</b>	
<b>Director sign off by</b>	
<b>Assessment date</b>	



## Detail of proposal

<b>Context / Background</b>	<p>Oxford City Council have a CIL funded City Cycling Infrastructure Fund designated for installing new cycle parking across the City. Any cycle parking installed with the fund is required to have community benefit, and therefore needs to be publicly accessible. The City and County Councils have been working collaboratively to identify suitable locations for new publicly accessible parking racks, following the compilation of a list of requests from residents, businesses and local Councillors.</p>
<b>Proposal</b>	<p>Proposal to amend existing and introduce new on-carriageway cycle parking at various locations within Oxford (Brasenose Lane, Broad Street, Ship Street, Queens Lane, Leopold Street, Observatory Street, South Parade). Proposals for Leopold Street and South Parade will see cycle parking replacing sections of current '2 hour waiting and Permit Holders shared-use' &amp; 'permit holders only' parking bays.</p>
<b>Evidence / Intelligence</b>	<p>Public consultation has shown significant support for proposals in all locations. A number of comments expressed that there is currently a lack of cycle parking throughout Oxford and more cycle parking is needed. All new cycle parking locations within the proposals have come from requests from members of the public, businesses and Councillors. Requests have been made in areas where additional cycle parking would be beneficial to the community and where current provision of cycle parking is insufficient to meet demands. Each location has been subject to a site visit undertaken by both City and County Council officers to determine suitable positioning of cycle racks. UK Government's 'Decarbonising Transport' plan states mode shift to active transport is cost-effective way of reducing emissions and policies should provide high quality cycling networks with supporting facilities such as parking; UK net-zero strategy states increasing share of trips taken by cycling is essential for carbon, air quality, noise, and congestion benefits; LTN 1/20 states cycle parking must be included in city centres and in sufficient amounts in key destinations with short-stay parking located on-street rather than in hubs or shelters.</p>
<b>Alternatives considered / rejected</b>	<p>Alongside providing additional cycle parking on-carriageway, a number of locations have also been identified where additional cycle parking can be provided on footways. These on-footway proposals have been taken forward separately. Businesses in Oxford that submitted cycle parking requests have also been offered cycle parking through the ParkThatBike scheme to provide cycle parking on their own properties rather than on public highway.</p> <p>No other alternatives have been considered at this time.</p>

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	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			Providing additional cycle parking options in the city centre will help contribute to reducing the need for private car ownership. Also by removing some car parking spaces from the carriageway will help to de-incentivise car travel.		
Transport & Connectivity	Supports active travel			Creates infrastructure to support cycling through installation of bike racks and in some of the proposals replaces parking space allocated for cars with cycle parking.		
Transport & Connectivity	Increases use of public transport	N/A				
Transport & Connectivity	Accelerates electrification of transport	N/A				
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		1		#REF!	
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		3	Investment that supports transition to net zero and doesn't lead to net increase of emissions across the county.		

People & Organizations	Drives behavioural change to address the climate and ecological emergency		3	The city cycle parking programme has demonstrated effective collaboration with Oxford city council working together on cycle parking proposals and building a partnership to address the climate and environmental emergency. The partnership is increasingly exploring options to use carriageway space that would be used for car parking to redistribute space for cycle parking.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		3	#REF!
Just transition	Promotes green innovation and job creation	N/A		
Just transition	Promotes health and wellbeing		3	Proposal promotes active travel by providing more cycle parking in the city centre and also improves air quality by removing car parking spaces and encouraging more people to shift from private car use to cycling as a form of transport. Providing more cycle parking in the city centre promotes affordable, zero-carbon transport options and infrastructure that benefits those without access to a car.
Just transition	Reduces poverty and inequality		2	

Divisions affected: *Abingdon North, Abingdon South*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **ABINGDON: FARINGDON ROAD – PROPOSED ZEBRA CROSSING**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the construction of a Zebra crossing on Faringdon Road in Abingdon, as advertised.**

#### **Executive summary**

1. This report presents responses to the statutory consultation on the proposals to construct a Zebra crossing (for use by pedestrians only) on Faringdon Road in Abingdon, approximately 270 metres northwest of its junction with Spring Road, adjacent to St. Helen and St. Katharine school, as shown in **Annexes 1 & 2**.

#### **Financial Implications**

2. Funding for the proposals (including consultation) has been provided by Community Infrastructure Levy (CIL) monies, which will also fund the implementation if approved.

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to – in respect of traffic calming – governed by the Highways Act 1980 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

#### **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 will help promote road safety for pedestrians in the immediate vicinity, specifically for those pupils attending local schools.

## **Formal consultation**

6. A formal consultation was carried out between 26 June and 26 July 2024. 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, Vale of White Horse District Council, Abingdon Town Council, local District Cllr's, and the local County Councillors representing the Abingdon North, and the Abingdon South divisions.
7. Letters were sent directly to approx. 15 properties in the immediate vicinity, and notices were also placed on site adjacent to the proposed crossing location.
8. 77 responses were received during the course of the formal consultation, comprising of: three objections (4%), 64 in support (83%), three partially supporting (4%), and seven not objecting (9%).
9. 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**

10. Thames Valley Police submitted a non-objection, providing that the necessary speed monitoring had been taken and the results support such a crossing, and also that the crossing meets the latest design standards.
11. Three objections were received from residents. Two of these objections were on grounds of the proposed crossing being too close to private driveways, whilst the third objection regarding traffic levels is considered to be outside the scope of this proposal.
12. In response to the objections for the proposal being too close to private driveways, the original proposal for the zebra crossing was for it to be installed outside property no.1. Subsequently it was decided that it would be more appropriate to relocate the crossing to the northwest, which would further serve pedestrians crossing the road from both adjacent schools as well as minimising potential light pollution to adjacent properties nos.1-3. The crossing is approximately 12 metres away from the driveway of property no.1

and should not affect the current manoeuvre that the resident is undertaking to get in and out of their property.

13. The proposal does not fall directly outside property no.3, with the proposed crossing placed as close to the schools as possible.

14. Concerns about the bus stop in question are noted, but these will hopefully be alleviated as it is planned to be relocated as part of the scheme.

**Paul Fermer**  
**Director of Environment and Highways**

Annexes                      Annex 1: Location plan  
                                    Annex 2: Consultation plan  
                                    Annex 3: Consultation responses

Contact Officers:            Jankin Arsalan (Senior Officer - Traffic & Road Safety)  
                                    Lee Turner (Team Leader – Traffic & Road Safety)

October 2024

- Notes:
1. Do not scale from this drawing.
  2. Site verify all dimensions prior to construction
  3. Report all discrepancies to the Drawing Originator immediately
  4. This drawing is to be read in conjunction with all relevant documents and drawings

KEY:

Rev	Date	Description	Drawn	Checked
0	03-06-24	FOR CONSULTATION	JAR	LT

Drawing Originator:



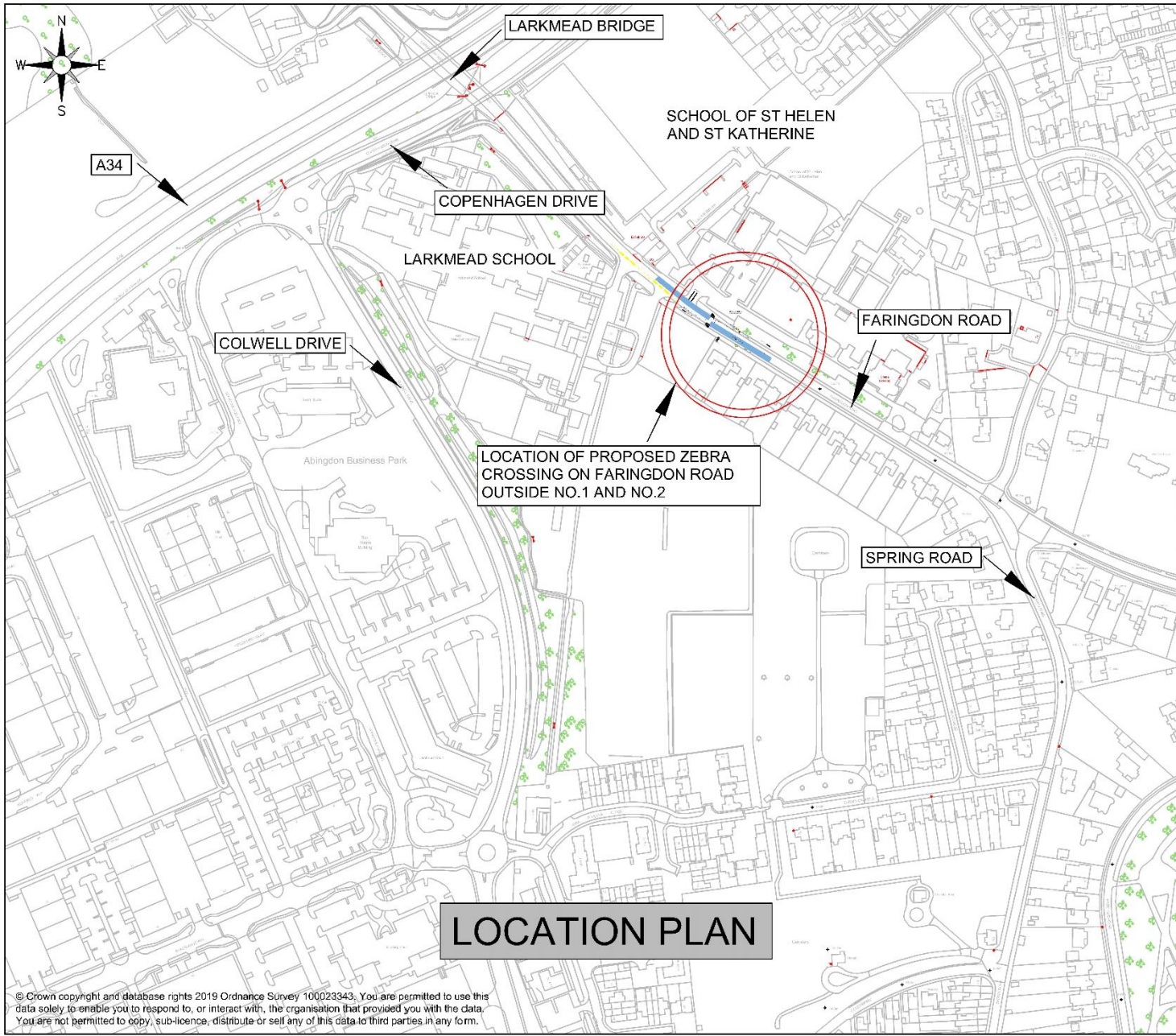
Drawing Status: SAP Code:

Project Name:  
**FARINGDON ROAD, ABINGDON**

Title: **LOCATION PLAN** Original drawing sheet is A3  
**PROPOSED NEW ZEBRA CROSSING**  
**OUTSIDE SCHOOL OF ST HELEN**  
**AND ST KATHERINE**

Scale (A3)	Drawn By	Checked by	Approved by
NOT TO SCALE	JAR	LT	LT
	Drawn Date	Checked Date	Approved Date
	21/05/24		

Drawing Number	Rev



**LOCATION PLAN**

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**ANNEX 2**

- Notes:
1. Do not scale from this drawing.
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  3. Report all discrepancies to the Drawing Originator immediately
  4. This drawing is to be read in conjunction with all relevant documents and drawings

- KEY:
- PROPOSED PCC DROPPED KERBS
  - PROPOSED PCC TRANSITION KERBS
  - PROPOSED HIGH FRICTION SURFACING APPLIED ON THE CARRIAGEWAY ON EACH APPROACH OF THE PROPOSED CROSSING
  - PROPOSED NEW RED TACTILES
  - EXISTING STREET LIGHTING COLUMN

Rev	Date	Description	Dr	Crtd
0	03-06-24	FOR CONSULTATION	JAr	LT

Revisions

Drawing Originator:

**OXFORDSHIRE COUNTY COUNCIL**

Drawing Status: SAP Code:

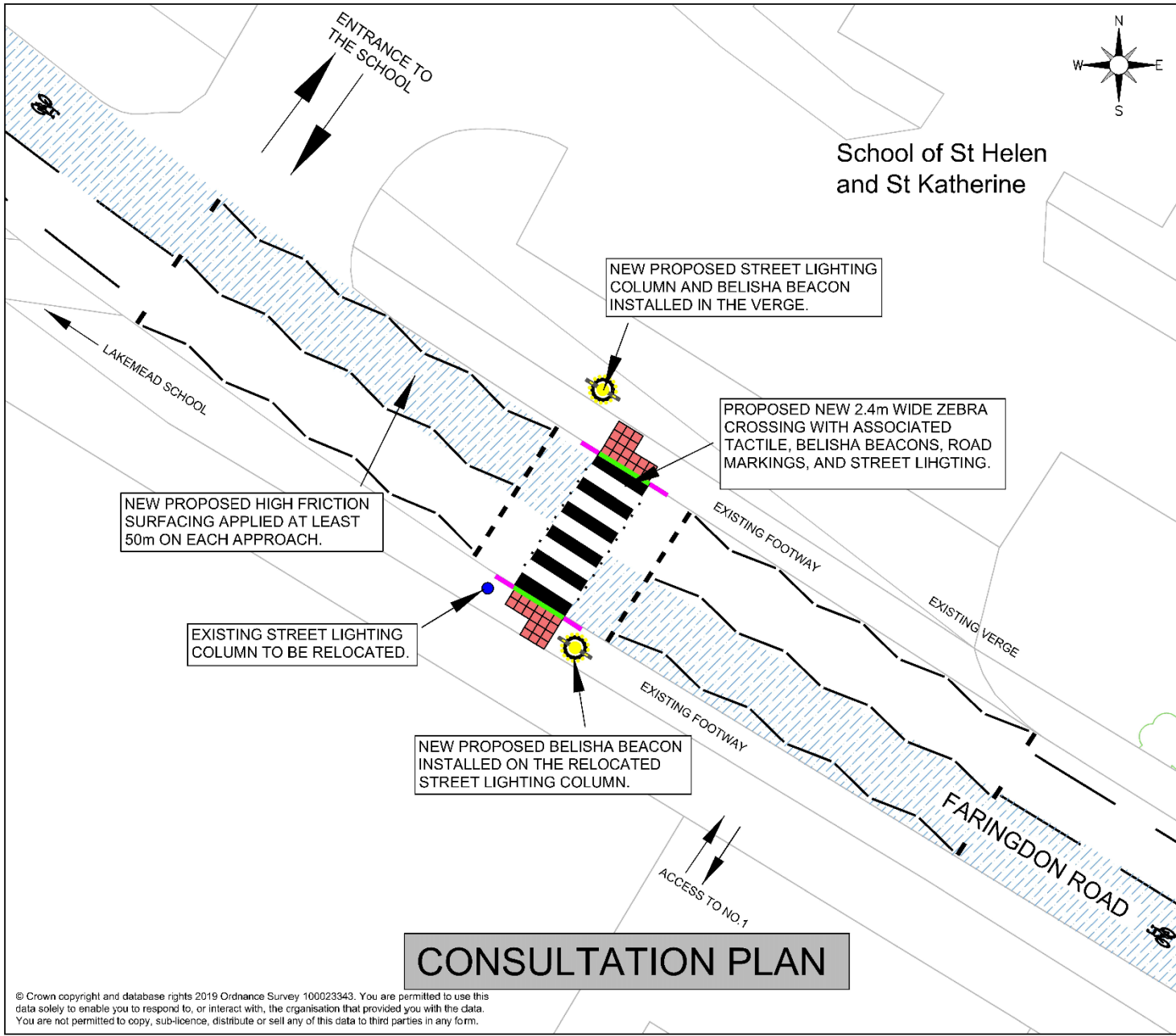
Project Name: FARINGDON ROAD, ABINGDON

Title: PROPOSED NEW ZEBRA CROSSING OUTSIDE SCHOOL OF ST HELEN AND ST KATHERINE

Original drawing sheet is A3

Scale (pA3)	Drawn by	Checked by	Approved by
NOT TO SCALE	JAr	LT	LT
	Drawn Date	Checked Date	Approved Date
	21/05/24		

Drawing Number	Rev



**CONSULTATION PLAN**

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – providing the necessary speed monitoring has taken and results support such a crossing, and the crossing meets latest design standards .
(2) County Cllr, (Abingdon, Hanson Road)	<b>Support</b> – Having put forward this proposal and helped secure the funding I am really keen this gets approved, with the backing of my fellow Abingdon residents. This proposal will help make Faringdon Road safer especially for the students of the schools. It will also encourage more people to be confident to make journeys on foot or by bike.
(3) Local Cllr (Town Councillor for Fitzharris Ock Ward)	<b>Support</b> – I am very happy to support this, improved walking routes are key to safer travel for residents of all ages and physical abilities. Residents often mention road safety when I speak to them and this is something that will meet their concerns
(4) Local Cllr (Abingdon, Cherwell Close)	<b>Support</b> – Safety is paramount.
(5) Local Cllr (Abingdon, Mons Way)	<b>Support</b> – With two schools on opposite sides of this road there are a large number of children walking to and from the schools, playing fields and to and from Shippon village and Dalton Barracks. This applies for roughly two thirds to three quarters of the year and this road is used as a rat run for traffic coming into Abingdon from the west, especially in the morning to avoid queueing down the A415 from Marcham across the Marcham interchange towards Ock Street and Spring Road. This will ensure a much safer active travel route for all residents but especially the children
(6) Local Cllr (Abingdon, South Avenue)	<b>Support</b> – Pedestrian safety, especially as regards the schools on the road

<p>(7) Local resident, (Abingdon, Faringdon Road)</p>	<p><b>Object</b> – I believe the proposed place is outside No 1 Faringdon Road. I live at on Faringdon Road , my objection is to it being so close to my driveway. The access to get on and off my drive is very difficult as the drive access is deceivingly steep and access on and off has to be taken at quite a cross angle. I feel with a Zebra crossing so close to the drive it would make it increasingly more dangerous to drivers and pedestrians and for me to drive on and off my driveway.</p> <p>I would appreciate your cooperation in completely reviewing the proposed crossing in Faringdon Road.</p>
<p>(8) Local resident, (Abingdon, Faringdon Road)</p>	<p><b>Object</b> – We already have difficulty at school times getting on and off our driveway safely in a car due to traffic and a constant stream of children walking down the path. This zebra crossing will cause a backlog of traffic and will make it even harder to get on and off the road safely. Due to the gradient of our driveways and the poor visibility due to the large hedge we have to exit our driveways at a diagonal, right across the wavy lines prior to the crossing. Please consider moving the crossing closer to the school and away from the houses.</p>
<p>(9) Local resident, (Marcham, Frilford Road)</p>	<p><b>Object</b> – Traffic is already terrible, this proposal will back it up even more in Shippon. How about reducing the traffic load by allowing 6th formers on the school buses, and insisting private schools lay on more buses to reduce the number of parents driving. This would improve safety.</p>
<p>(10) Local resident, (Abingdon, Faringdon Road)</p>	<p><b>Partially support</b> – It would make a lot more sense for the crossing to be much closer to Spring Road, between Harding Road and the other entrance to St Helen and St Katharine. This would enable more students to cross the road from both St Helen's and Larkmead, and also would prevent any further traffic congestion that happens outside Larkmead/St Helen's entrance shown near the proposed crossing during school drop off and pick up. In the current proposed location, the view for students wanting to cross from Larkmead to St Helen's would be partially obscured due to parents parking on the road - this could cause safety concerns about a student walking onto the crossing without a view from a vehicle. Additionally, students arriving to St Helen's on foot do so at the other entrance, so they would still be crossing the road 'ad hoc' rather than on the safety of a crossing. I would fully support a move of the crossing to closer to Harding Road.</p>

<p>(11) Member of public, (Abingdon, Appleford Drive)</p>	<p><b>Partially support</b> – Zebra is great bulgur there east would surely tap into the major flow from St Helen's in particular. They come out and turn left then eastwards or down Spring Road. They don't head west.</p>
<p>(12) Local resident, (Wootton, Berrymere Road)</p>	<p><b>Partially support</b> – Very good idea</p>
<p>(13) As part of a group/organisation, (Abingdon, Faringdon Road)</p>	<p><b>Support</b> – I am an AHT at Larkmead School. We have a number of worries about the safety of our students crossing Faringdon Road when it is busy (school start and end times). Equally, we are concerned for the safety of cyclists crossing the road to go home and this would allow us to insist students use teh crossing before mounting their bikes. In the past we have had an OCC lollipop person but this has now stopped sue to a lack of funding. Our staff are unable to support stopping traffic without appropriate training. This crossing would ensure that students have right of way t o cross the road safely.</p>
<p>(14) Member of public, (Abingdon, Andersey Way)</p>	<p><b>Support</b> – My children go to Larkmead school and this is much needed at school run times. A big hazard in the mornings is the school buses going in and out of St Helen's &amp; St Katherine's school further up the road. It is not a safe road to cycle here at these times.</p>
<p>(15) Local resident, (Abingdon, Appleford Drive)</p>	<p><b>Support</b> – There should be zebra crossings at all of the secondary school areas! We encourage our young people to become independent so they deserve the tools and safety measures in place to manage this. Please, please, consider a crossing at Fitzharrys School next. Thanks for all you are doing.</p>
<p>(16) Local resident, (Abingdon, Borough Walk)</p>	<p><b>Support</b> – Road is busy and difficult to cross. People drive too fast despite 20mph speed limit in place, making crossing at peak times almost impossible.</p>
<p>(17) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p><b>Support</b> – The crossing is proposed on a quite busy road, particularly at school times, and would help many children and their parents/carers on their journeys to school. A zebra seems a good solution because it does not require pedestrians waiting for a 'green man' signal, and vehicle drivers can continue as soon as the crossing is clear.</p>

(18) Local resident, (Abingdon, Conduit Road)	<b>Support</b> – It makes sense to me to make it easier and safer for pedestrians to get around on foot in Abingdon. This will benefit the whole community, not just the school students.
(19) Local resident, (Abingdon, Darrell Way)	<b>Support</b> – A zebra crossing will make getting to school far safer for a large number of children.
(20) Local resident, (Abingdon, Drayton Road)	<b>Support</b> – I consider that any traffic calming scheme in Abingdon is very positive. Considering that there are two large schools in that part of Faringdon Road my view is that the scheme is long overdue. My family resides in Harding Road and, when I walk from south Abingdon to visit them I observe many drivers exceeding the speed limit.
(21) Local resident, (Abingdon, Farringdon Road)	<b>Support</b> – Safety for all residents including children in thwew way to and from school with traffic getting bigger
(22) Local resident, (Abingdon, Fitzharrys Road)	<b>Support</b> – Despite the 20mph speed limit, Farringdon Road remains a dangerous road for students, of all the schools situated on it. Relying on lollipop patrols ultimately puts lives at risk. This crossing is particularly important because Larkmead School lost two members of their school community in the same academic year and whilst this was a while ago, and not outside the school, Sarah and Tyree are still thought of. We have a duty to ensure the safety of ALL students and ensure further deaths and injuries are prevented.
(23) Local resident, (Abingdon, Parsons Mead)	<b>Support</b> – Safter for our children going to and from school.also safter for other pedestrians for every day use
(24) Member of public, (Abingdon, Ramsons Way)	<b>Support</b> – Safe and place to cross would be beneficial as two schools in immediate vicinity.
(25) Local resident, (Abingdon, Rawlings Grove)	<b>Support</b> – As a parent with a young family we often walk along this road and really struggle to get across so having a crossing out in would be perfect. Plus there are three schools along this road and not a crossing for the children to get across safely.

(26) Local resident, (Abingdon, Shelley Close)	<b>Support</b> – 10 years ago when I was in sixth form this zebra crossing would have been a life saver! I had many near misses on this road trying to sagely cross to get to school! I'm glad this is finally being done
(27) Local resident, (Abingdon, South Avenue)	<b>Support</b> – My children went to Larkmead, very busy road with a lot of cars, my first thought was for the children getting to school safely
(28) Local resident, (Abingdon, Spring Road)	<b>Support</b> – As a local resident with young children that daily have to cross the road in the place where a zebra crossing is proposed, I fully support this - it would make my journey with my children much safer. I also work at St Helen and St Katharine and know that the safety of students walking home and to Abingdon School (a large number of which have to do this twice daily to catch the bus) would be greatly improved by this addition.
(29) Local resident, (Abingdon, St Nicholas Green)	<b>Support</b> – My son is about to start at Larkmead and a crossing here would make it possible to take quieter, safer back roads on foot or bike on his journey to and from the school. I've always been very surprised there isn't a crossing here already. He has additional needs which makes crossing roads harder for him, so this proposal will brings extra benefits to vulnerable people.
(30) Local resident, (Abingdon, St Nicolas School)	<b>Support</b> – Safer for our children to cross
(31) Member of public, (Abingdon, Stonehill Walk)	<b>Support</b> – Because my son is a member of larkmead school who walks daily and this will make it much safer
(32) Local resident, (Abingdon, west St Helen Street)	<b>Support</b> – Pedestrian safety

(33) Member of public, (Abingdon, West St Helen Street)	<b>Support</b> – Improved safety for school children
(34) Local resident, (Abingdon, Wootton Road)	<b>Support</b> – It will make it much safer for school children to cross
(35) Local resident, (Abingdon, Ypres Way)	<b>Support</b> – There are two schools in this location and a large number of children leaving at the same time. This crossing is essential to provide safety for pupils. It will also benefit traffic as lights will regulate flow rather than a constant stream of pupils holding drivers up.
(36) Local resident, (Abingdon, Berry Croft)	<b>Support</b> – Because there's only one crossing and we need more
(37) Local resident, (Abingdon, Bostock Road)	<b>Support</b> – Road safety for children
(38) Member of public, (Abingdon, Daisy Bank)	<b>Support</b> – It will take some strain off of the crossing on Spring Road.
(39) Local resident, (Abingdon, Evelin Road)	<b>Support</b> – Safe crossing here is a priority.
(40) Member of public, (Abingdon, Gainsborough Green)	<b>Support</b> – There is a need for many children to cross that road on the way to school and the volume of traffic is huge at school times so this would make it safer
(41) Local resident, (Abingdon, Ginge Close)	<b>Support</b> – Safety of children

(42) Local resident, (Abingdon, Harding Road)	<b>Support</b> – I live on Harding Road and have to cross this road constantly with my 5 year old. It feels really dangerous doing so without a zebra crossing not to mention the hundreds of school children that we see having to cross that part of the road daily without a proper crossing.
(43) Local resident, (Abingdon, Harding Road)	<b>Support</b> – I was surprised when I moved to the area there wasn't a crossing near the schools. Think this is a great addition and could help reduce speed of cars coming over from Shippon
(44) Local resident, (Abingdon, Harding Road)	<b>Support</b> – This road is fast and dangerous and see a lot of near misses
(45) Member of public, (Abingdon, Lee Avenue)	<b>Support</b> – All things that improve safety good
(46) Local resident, (Abingdon, Lenthall Road)	<b>Support</b> – This is close to schools and as a driver in this area also I do think it's a place that accidents could be prone to so this would really help
(47) Local resident, (Abingdon, Meadowside)	<b>Support</b> – Supporting because there is no safe crossing for school children in that area.
(48) Local resident, (Abingdon, Ock Street)	<b>Support</b> – It's needed to keep the pupils of both schools safe as I have witnessed kids trying to cross there at busy times and it's so dangerous!
(49) Local resident, (Abingdon, Oxford Road)	<b>Support</b> – I have children that go to Larkmead and they would benefit from a safe crossing over the Farrington Road
(50) Local resident, (Abingdon, Penlon Place)	<b>Support</b> – Many children need to cross the road here and do so but its not safe!

(51) Local resident, (Abingdon, Riley Close)	<b>Support</b> – Great idea
(52) Local resident, (Abingdon, Riley Close)	<b>Support</b> – Good for children
(53) Local resident, (Abingdon, Saxton Road)	<b>Support</b> – I work at one of those schools and it's so difficult to cross safely to work when it's busy. Hopefully it will help enforce the new speed limit. Maybe we will get some speed bumps down there or cameras with a view to spring road also having a camera.
(54) Member of public, (Abingdon, Saxton Road)	<b>Support</b> – It will be much safer for the school children to cross.
(55) Member of public, (Abingdon, Skylark Fields)	<b>Support</b> – Safer for the children especially peak times before school and after. This should have been in place many years ago!
(56) Member of public, (Abingdon, Springfield Drive)	<b>Support</b> – Safer for pedestrians to cross
(57) Local resident, (Abingdon, St Nicholas Green)	<b>Support</b> – The road is extremely dangerous at school times with car traffic and especially buses. This crossing is long overdue especially since the schools stopped having a person assisting the children crossing the road
(58) Local resident, (Abingdon, St Peter's Road)	<b>Support</b> – School children should have a safer option for crossing such a busy road
(59) Member of public, (Abingdon, Thames View)	<b>Support</b> – Children's safety on such a busy stretch of road

(60) Local resident, (Abingdon, Willow Brook)	<b>Support</b> – I'm believe there should have been one along time ago for the safety of the school children.
(61) Member of public, (Abingdon, Wilsham Road)	<b>Support</b> – Vital for the safe crossing of the road at the start and end of the school day.
(62) Rather not say, (Abingdon, Wootton Road)	<b>Support</b> – It's a matter n road with mostly school children using it
(63) As part of a group/organisation, (Abingdon, Ypres Way)	<b>Support</b> – Faringdon road is extremely busy at school times.
(64) Member of public, (Abingdon, Wordsworth Road)	<b>Support</b> – My child goes to larkmead and I have witnessed boys come off their bikes as cars go so fast
(65) Member of public, (Bayworth, Brumcombe Lane)	<b>Support</b> – My Son attends Larkmead school and has to cross Faringdon Road on his way too and from school. At these times of the day, there is a combination of commuter traffic, parents dropping children in cars, children on bikes and school buses, all of whom are travelling to Larkmead, St Helens, Abingdon School and John Mason. Faringdon Road is extremely busy and dangerous to cross. This crossing would improve the safety for lots of children and could also potentially help car drivers trying to get in and out of the schools as the traffic will be slower and stopping frequently.
(66) Member of public, (Garford)	<b>Support</b> – I have a daughter at Dt Helen's and St Katharine's School. From doing the school everyday, firstly cars are not going to 20mph speed limit, so the zebra crossing will make them more aware to slow down. There are groups of children trying to cross the road and cars generally will not stop for them , as if you stopped on one side you don't get commitment from the other side and will hold up the traffic more. The girls are walking to Abingdon school in the evenings to get the bus or walk into Abingdon and are unable to cross till much further turn whereas it's better to be on the other side of the road so they can cross at Spring Road too with the safety of a zebra crossing. I think it'll be a very good thing to go and should have been done already. We need to protect our children, especially now there are so many cars on the road.

(67) Member of public, (Oxford, Rest Harrow)	<b>Support</b> – Essential added safety for students crossing between the 2 schools
(68) Member of public, (Parent from Larkmead school, Farringdon road)	<b>Support</b> – My children regularly cross this road and it's not safe. Having a crossing there would make a huge difference to children's safety when crossing
(69) Local resident, (Shippon, Rookery Close)	<b>Support</b> – I used to walk to SHSK from Shippon every morning as I worked there and even as an adult it was extremely difficult to cross the road and usually relied on the goodwill of drivers to let me cross. Much needed for pupils walking from North Abingdon and travelling to Larkmead too.
(70) Local resident, (Wootton, Hawkins Way)	<b>Support</b> – Safety of children attending the schools and public getting to and from the bus stops
(71) Local resident, (Wootton, Mathews Way)	<b>Support</b> – Supporting due to agreement that safety goes first. It is a popular schooling area and therefore would make it easier for children/parents/caters to commute daily in safety.
(72) Local resident, (Abingdon, Bostock Road)	<b>No objection</b> – To encourage school active commutes and reduce car speeds to the new 20mph speed limit.
(73) Local resident, (Abingdon, Curtyn Close)	<b>No objection</b> – I have two daughters who, on a daily basis (twice a day) walk to / from Curtyn Close to the bus stops on Ock Street. At the moment there is not a safe crossing for them to cross the Faringdon Road to Spring Road. This road, even though recently dropped to a 20 mph zone has people speeding up and down, more often than not at the end of the school day racing (showing off), it is without doubt an extremely busy and ever increasingly dangerous road. As a result and more often than not I will choose to drop the girls off in the car rather than risk them crossing the road on their own, I would far rather remove another car from the road in the knowledge the girls are able to cross via a safe zebra crossing.

<p>(74) As a business, (Abingdon, Faringdon Road)</p>	<p><b>No objection</b> – We are very much in support of this crossing..... something we have been hoping for for a very long time! Everything crossed that it does go ahead.</p> <p>All at St Helen and St Katharine School</p>
<p>(75) Local resident, (Abingdon, Kingston Close)</p>	<p><b>No objection</b> – It would make it much safer for our children.</p>
<p>(76) Local resident, (Evenlode Park)</p>	<p><b>No objection</b> – This will provide a safe crossing point especially for school traffic</p>
<p>(77) Local resident, (Shippon, Faringdon Road)</p>	<p><b>No objection</b> – There is a need for a crossing. Does it not conflict with the bus stop that is on the Larkmead school side</p>

Divisions affected: *Shrivenham & Faringdon*

## DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

10 OCTOBER 2024

### A420: SHRIVENHAM & FARINGDON – PROPOSED 50MPH SPEED LIMITS WITH PROPOSED SPEED LIMIT CHANGES ON ADJACENT ROADS

Report by Director of Environment and Highways

#### RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following speed limit changes, as advertised:

A. 50mph speed limits:

- a) A420 (Shrivenham) – from the existing 50mph speed limit at Bourton, north-eastwards to the existing 50mph speed limit terminal northeast of the Watchfield roundabout,
- b) A420 (Faringdon) – from the existing 50mph speed limit at Great/Little Coxwell, north-eastwards to the existing 50mph speed limit terminal at Wadley Lodge/Manor at Littleworth,
- c) Faringdon Road (Watchfield) – from its roundabout junction with the A420 Oxford Road, south-westwards for a distance of 25 metres,
- d) Fernham Road (Little Coxwell) – from its junction with the A420, southwards to a point 30 metres south of its junction with Bridleway No.278/2/10,
- e) Park Road (Faringdon) – from its junction with the A420, north-westwards for a distance of 34 metres,
- f) London Street (Faringdon) – from its junction with the A420, westwards for a distance of 60 metres; and
- g) A417 Stanford Road (Faringdon) – from its junction with the A420, south-eastwards to the current 50mph speed limit, a distance of approx. 105 metres.

B. 40mph speed limit:

- h) **London Street (Faringdon)** – from a point 60 metres west of the **A420**, to the 20mph speed limit east of its junction with **Sudbury Court**.

## **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of a 50mph speed limit on two lengths of the A420, and associated speed limit changes on other roads adjoining the A420, as shown in **Annexes 1, 2 and 3**.

## **Financial Implications**

2. Funding for consultation and the proposals themselves has been provided by the County Council's Vision Zero programme.

## **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

## **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 will help to improve road safety in the immediate vicinity by reducing traffic speeds and, therefore, the risk of collisions on the A420 and at the various junctions leading to/from the A420.

## **Formal Consultation**

6. Formal consultation was carried out between 24 July and 23 August 2024. A notice was published in the Witney Gazette and the Oxford Times newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Bourton, Shrivenham, Watchfield, Longcot, Little Coxwell, Great Coxwell, and Littleworth Parish Councils, Faringdon Town Council, and the local County Councillors representing the Shrivenham, and Faringdon divisions.

7. 162 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

<b>Proposal</b>	<b>Support</b>	<b>Partially support</b>	<b>Object</b>	<b>No objection</b>	<b>No opinion</b>	<b>Total</b>
50mph on A420 Bourton to Watchfield RBT	64 (40%)	14 (9%)	79 (49%)	2 (1%)	3	162
50mph on A420 Great Coxwell to Littleworth	70 (43%)	7 (4%)	81 (50%)	3 (2%)	1	162
40mph on London St at Faringdon	58 (36%)	14 (9%)	75 (46%)	3 (2%)	12	162
50mph on Faringdon Rd at Watchfield	64 (40%)	13 (8%)	66 (41%)	4 (3%)	15	162
50mph on Fernham Rd at Little Coxwell	61 (38%)	14 (9%)	69 (43%)	3 (2%)	15	162
50mph on Park Rd at Faringdon	47 (29%)	12 (7%)	87 (54%)	6 (4%)	10	162
50mph speed on London St at Faringdon	39 (24%)	18 (11%)	87 (54%)	5 (3%)	13	162
50mph on the A417 Stanford Rd at Faringdon	71 (44%)	15 (9%)	62 (38%)	3 (2%)	11	162

8. Additionally, four emails were also received, comprising of three supporting (including Stagecoach Bus Company), and one submitting a non-objection.
9. The full responses are shown at **Annex 5**, and copies of the original submissions are available for inspection by County Councillors.

### **Officer Response to Objections/Concerns**

10. Thames Valley Police do not object to the proposals, outlining their belief that speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. They recognise that a sign-only scheme will only have a limited effect on the mean speeds.
11. Additionally, TVP confirmed that they have had calls from residents of 'The Parklands' estate at Besselsleigh to slightly amend the current 50mph limit at Besselsleigh to include the entrance of the development.
12. Officers were made aware of the suggestion for a speed limit modification at Besselsleigh after the consultation had commenced, so it has not been included

with these current proposals. It is, however, now included in the Vision Zero Speed Management Programme, so will be addressed in this financial year.

13. Stagecoach Bus Company pointed out that the cumulative impact on bus journey times from the huge number of speed reductions across the county is detrimental. They are, however, supportive of the proposals as they have had concerns about speeds on sections of this route. They go on to request “priority measures” to minimise the impact on bus journey time, although these measures are not specified.
14. It should be noted that the only length of the affected A420 on which the S6 bus currently routes is between the Park Road roundabout and Wadley Manor (approx. 2.2km), and there are no bus stops on this section.
15. The intention of the scheme, in line with Vision Zero principles, is to reduce the number and severity of collisions by reducing the speed limit, to correspond with other comparable sections of the A420. Respondents have been able to give an opinion on eight separate components of the scheme. The two primary components are the 50mph limits (replacing National Speed Limit) on two stretches of the A420. The other five 50mph limits are on short lengths of minor adjoining roads, between the A420 and the next existing speed limit terminal sign. The one 40mph limit proposal is on London Street between the Faringdon 20mph limit and the A420.
16. Responses to the Shrivenham bypass (Bourton to Watchfield) are finely balanced, with 49% of online respondents objecting. Many objectors state that the current speed limit is appropriate.
17. Again, responses to the Faringdon bypass (Great Coxwell to Littleworth) are balanced, with 50% of online respondents objecting.
18. The collision history over the last five years on these stretches of the A420 are provided in **Annex 4** for information.
19. It is considered that a lower speed limit will have a positive contribution towards reducing the number and severity of collisions on these two lengths of the A420.
20. Also, it is worth noting that a signal-controlled junction is to be provided by a developer at the Great Coxwell junction, which is near the south-western extent of the proposed 50mph limit and where four of the slight injury collisions have occurred.
21. The other five relatively short lengths of 50mph speed limits on adjoining roads will be required for continuity, should the reduced A420 limits be approved.
22. A 40mph speed limit on London Street was objected to by 46% of the online respondents. However, a 40mph limit is considered by officers to be appropriate in this situation, particularly as it leads to the 20mph limit starting near Sudbury House. DfT guidance states that a 40mph limit should apply “*On higher quality suburban roads or those on the outskirts of urban areas where there is little*”

*development, with few cyclists, pedestrians or equestrians”, which is the case here.*

**Paul Fermer**  
**Director of Environment and Highways**

Annexes                      Annexes 1-3: Consultation plans  
                                    Annex 4: A420 Collision history  
                                    Annex 5: Consultation responses

Contact Officers:              Roger Plater (Senior Officer – Vision Zero)  
   Matt Archer (Portfolio Manager - Programme Delivery)

October 2024

PROPOSED AND EXISTING 50MPH SPEED LIMIT  
A420 SHRIVENHAM TO WATCHFIELD

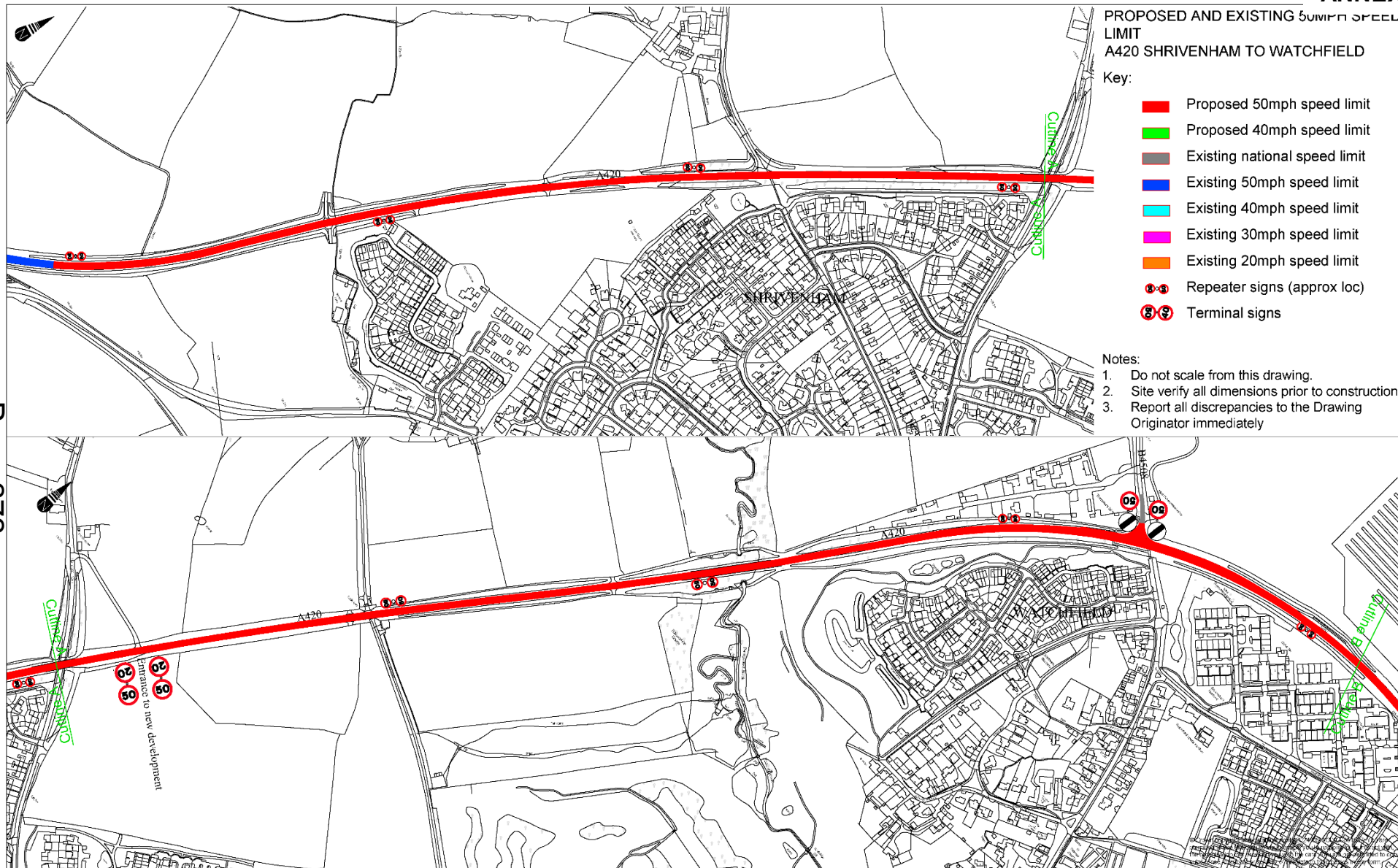
Key:

- █ Proposed 50mph speed limit
- █ Proposed 40mph speed limit
- █ Existing national speed limit
- █ Existing 50mph speed limit
- █ Existing 40mph speed limit
- █ Existing 30mph speed limit
- █ Existing 20mph speed limit
- S Repeater signs (approx loc)
- S Terminal signs

Notes:

1. Do not scale from this drawing.
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NO	28/08/24	Final Issue - Incorporation of Key and Material Capacity	CB	RB	NS
FO	26/06/24	Draw Issue	CD	ND	NS
Rev	Yes	Description	Rev	Count	App
Revision					

Client: **OXFORDSHIRE COUNTY COUNCIL**

Delivery Originator: **MILESTONE INFRASTRUCTURE**  
A part of **hcr Group Services**

Worthing Court  
Quinton Drive  
Donnington  
Reading RG2 9AT  
0118 937 222

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Drawing Status: **FOR CONSULTATION**

Project Name: **A420 Shrivenham to Watchfield Proposed 50mph Speed Limit**

Sheet 1 of 3

Project Name: **Vision Zero**



Sheet No: <b>A1</b>	Scale: <b>1:2500</b>	Drawn by: <b>CD</b>	Checked by: <b>NS</b>	Approved by: <b>RB</b>
Issue No: <b>01</b>	Issue Date: <b>28/08/24</b>	Issue No: <b>01</b>	Issue Date: <b>28/08/24</b>	Issue No: <b>01</b>

Drawing Number: **202470-MI-HGN-FAR-TRD-CH-0001** | Status: **F** | Rev: **02**

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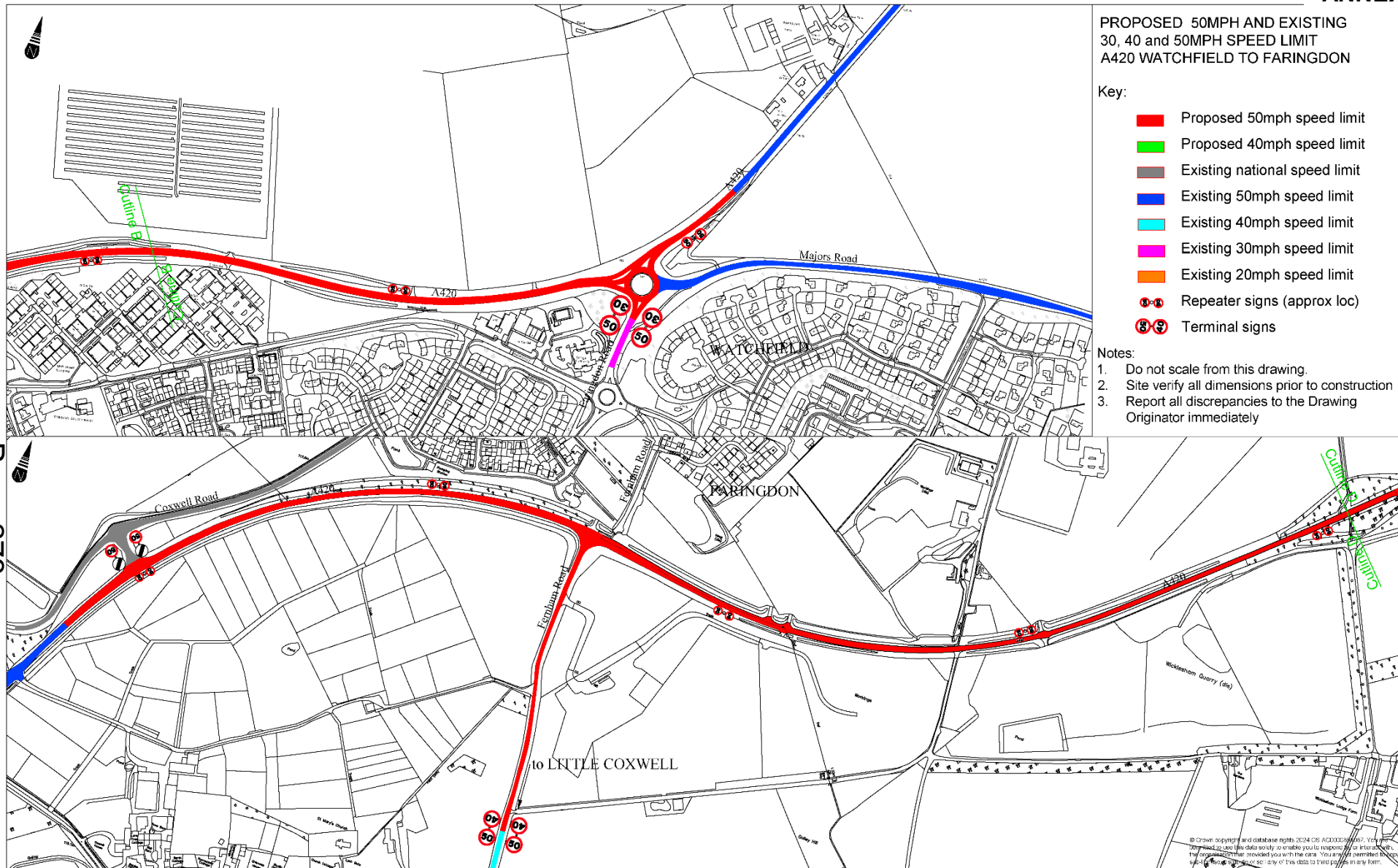
PROPOSED 50MPH AND EXISTING 30, 40 AND 50MPH SPEED LIMIT  
A420 WATCHFIELD TO FARINGDON

Key:

- █ Proposed 50mph speed limit
- █ Proposed 40mph speed limit
- █ Existing national speed limit
- █ Existing 50mph speed limit
- █ Existing 40mph speed limit
- █ Existing 30mph speed limit
- █ Existing 20mph speed limit
-  Repeater signs (approx loc)
-  Terminal signs

Notes:

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Rev	Date	Description	Prepared By	Checked By
R02	28/08/24	Final Issue - Incorporation of Key and General Comments	CB	AS
F01	26/06/24	Draw Issue	CD	NB

Oxfordshire  
**OXFORDSHIRE COUNTY COUNCIL**

Project Originator  
**MILESTONE INFRASTRUCTURE**  
A part of **hcr** Services

Worthing Court  
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Client Name  
Consultation

Project Name  
The A420 Watchfield to Faringdon Proposed 50mph Speed Limit

Sheet 2 of 3

Revision Number  
Vision Zero

Sheet No	Scale	Drawn by	Checked by	Approved by
A1	1:2500	CD	NB	HB
Drawn Date	Drawn Date	Drawn Date	Drawn Date	Drawn Date
28-08-24	28-08-24	28-08-24	28-08-24	28-08-24



Revision Number  
202070-MI-HGN-FAR-TRD-CH-0002

Sheet No	Revision
F	02

OXFORDSHIRE COUNTY COUNCIL | 100% COUNCIL TAX | 100% LOCAL | 100% COMMUNITY | 100% OPEN | 100% GREEN | 100% SMART | 100% SUSTAINABLE | 100% TRANSPARENT | 100% ACCOUNTABLE | 100% RESPONSIBLE | 100% ETHICAL | 100% INCLUSIVE | 100% DIVERSE | 100% EQUAL OPPORTUNITIES | 100% POSITIVE IMPACT

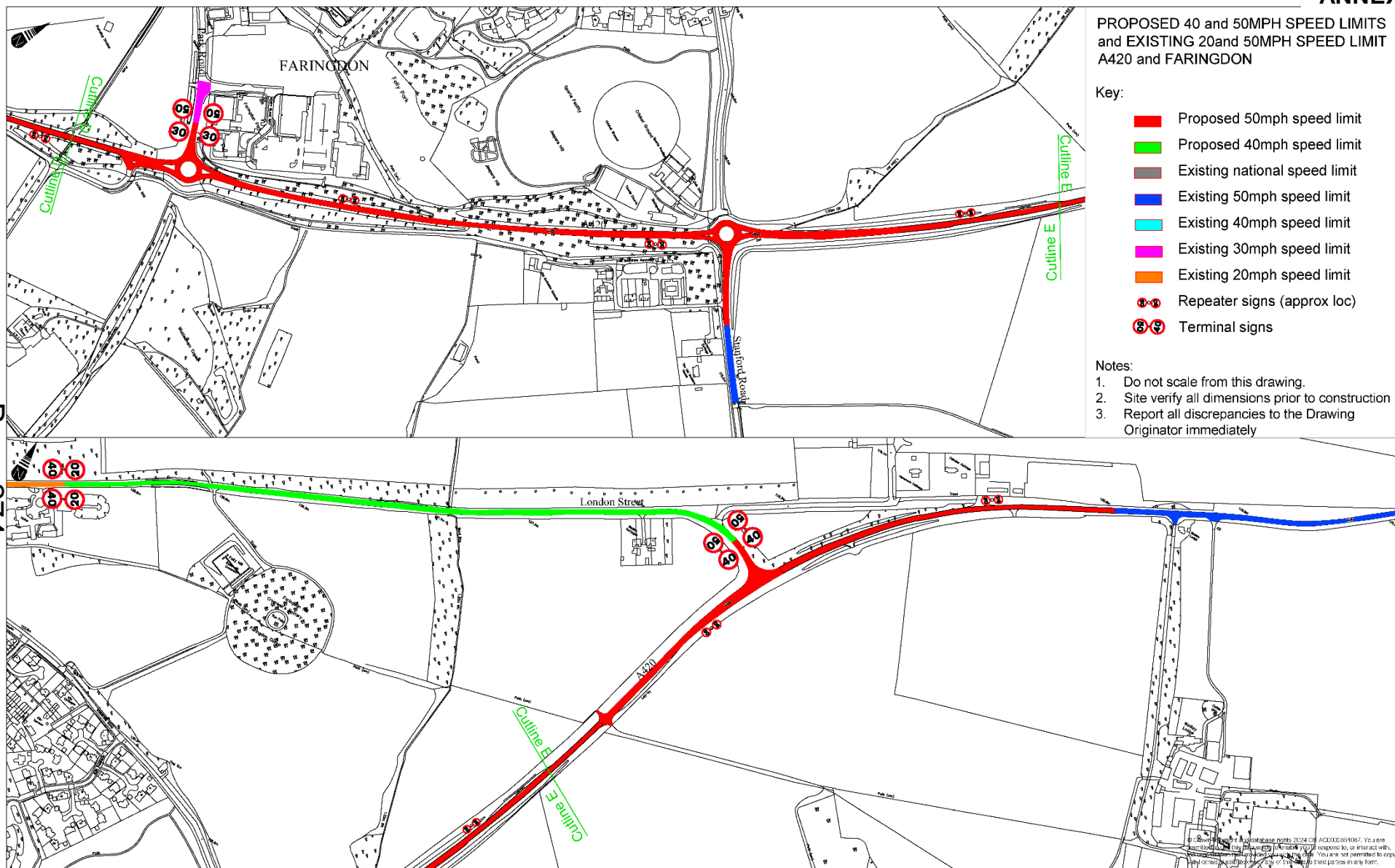
PROPOSED 40 and 50MPH SPEED LIMITS  
and EXISTING 20 and 50MPH SPEED LIMIT  
A420 and FARINGTON

Key:

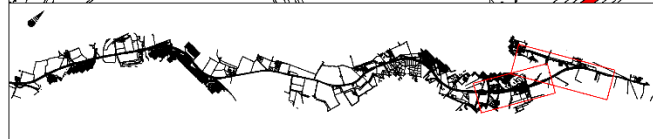
- █ Proposed 50mph speed limit
- █ Proposed 40mph speed limit
- █ Existing national speed limit
- █ Existing 50mph speed limit
- █ Existing 40mph speed limit
- █ Existing 30mph speed limit
- █ Existing 20mph speed limit
-  Repeater signs (approx loc)
-  Terminal signs

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FD2	26/06/24	Final Issue - Increase size of fly and amend signage	CD	NS	NS
FD1	26/06/24	Draw Issue	CD	NS	NS
Rev	Rev	Description	Rev	CD	NS

Oxfordshire County Council

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Client: Vision Zero

Project Name: A420 Farington Proposed 40 and 50mph Speed Limit

Sheet No:	A1	Scale:	1:2500	Drawn by:	CD	Checked by:	NS	Approved by:	HB
Drawn Date:	26-06-24	Checked Date:	26-06-24	Approved Date:	26-06-24				

Sheet 3 of 3

Project Number: 202470-MI-HGN-FAR-TRD-CH-0003

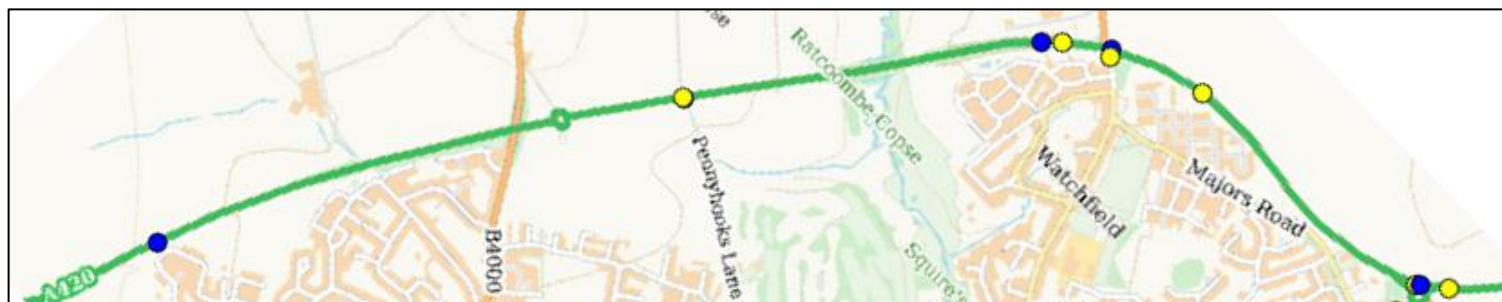
Revision: F-02

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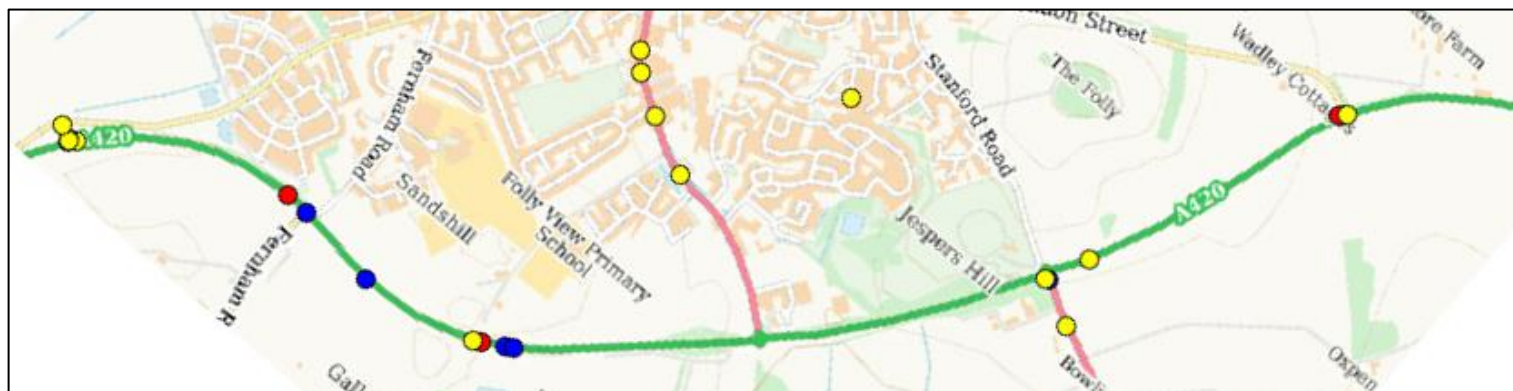
**A420 Collision history (2019-2023)**

(red = fatal, blue = serious, yellow = slight)

1. Shrivenham bypass (Bourton to Watchfield) - four serious injury and ten slight injury collisions:



2. Faringdon bypass (Great Coxwell to Littleworth) - three fatal, six serious injury and ten slight injury collisions:



RESPONDENT	COMMENTS
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 276</p> <p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>No objection</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. 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 (No data provided)</li> <li>• road environment</li> </ul>

	<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 a substantial number of motorists.</p> <p>I am aware there have been calls from residents of The Parklands at Bessels Leigh to slightly amend the current 50 limit at Bessels Leigh to include the entrance of this development.</p> <p>As this consultation looks to tidy limits along the A420 corridor, I feel it would be a good opportunity to include this small amendment at the same time.</p>
(2) Head of Commercial, (Stagecoach Bus)	<p><b>Support</b> – As we have noted on almost all of these consultation responses, the cumulative impact on bus journey time from the huge number of speed reductions across the county is detrimental. However, we have had some concerns previously of some of the speeds on sections of this route, particularly close to bus stops where we create a hazard for car users if we are stationary, or where there is a layby it is hugely challenging for drivers to get back out onto the road.</p> <p>We are supportive of the proposals, but we would ask that measures are also put in place at the same time to minimise the impact on bus journey time with priority measures put in place at the same time.</p>
(166) Honorary Alderman, (Oxfordshire County Council)	<p><b>Support</b> – We moved from London to Faringdon town prior to the opening of the bypass for Faringdon, I can hardly believe that all the traffic at that time travelled through Faringdon town centre the then route for the A420. I worked on road safety with town councillors/parish councillors, for the people of my Division whilst I was an elected Member to Oxfordshire County Council and I am wholeheartedly supportive of the proposed speed limits on the Swindon to Oxford A420. I was a member of an action group, we had much media publicity - the Oxford Media christened the road the "Road of death" and of course, as the local member for Faringdon I fought for and got the 50mph limit from Faringdon to Longworth which was my old Division together with the traffic roundabouts at the junctions of the A420/A417 - Park Road and the A420/A417 with the Wantage Road plus the junction improvement at Buckland and slip road for Longworth etc.. When the bypass was extended past Little Coxwell to Shrivenham, I fought for the 50mph to be extended and was advised that as the extension to the Faringdon bypass was being built to highway legal standards/modern safety standards of the day, the speed limit on this new piece of road would be 60mph - much</p>

	<p>to my frustration and annoyance. After all a lower speed limit won't necessarily reduce accidents but it will definitely reduce the severity of injuries.</p> <p>(Historically, the A420 - between Shrivenham and Oxford was detrunked in 2003 and was previously managed by the Highways Agency. The theory being from the Government of the day was that the A420 should be "detrunked" as the road only carried local traffic! This decision had of course financial implications for OCC at the time and the Government/Highways Agency bridged the funding with OCC for a few years - I attended many local protest meetings together with the then County Councillor for Shrivenham - Anda FitzGerald O'Connor but unfortunately, the rest is history!).</p> <p>Ironically, I stood, years later on the Longworth/Southmoor A420 bypass on the day it was opened by the Minister - Longworth being part of my Division as I have already stated. (My old Division stretched from Longworth up to and including Longcot and of course all the villages that the present Division currently represents.)</p> <p>Of course, additionally, there is another factor to be observed regarding road safety and the slowing down of the traffic flow and that is the Steeds South Development with the planned for new A420 Great Coxwell Turn Layout/installation of traffic lights, which will make the whole area a lot safer with traffic being able to turn on to and off the road at Great Coxwell safely - the sheer volume of traffic is currently leading to many drivers taking a chance to join the traffic moving in both an easterly or westerly direction. The developers have this last week started to prepare the site for development. For information, the Traffic Lights/Gt. Coxwell/A420 it is to be noted, I was advised, that the VWHDC secured the highways contribution through a bipartite agreement and they now hold this sum. OCC were not party to this agreement - according to the S106 agreement the highways contribution is described as - "means the sum of eight hundred and fifty four thousand six hundred and fifty three pounds (Index Linked) towards the cost of the Works together with any road traffic orders that may be required and maintenance of traffic lights in connection with the works etc. (I hold emails from officers explaining this).</p> <p>I hope the above is helpful, and I should like to conclude, as I started by supporting the proposal - and together with the proposed new traffic lights at Gt Coxwell this will improve road safety. I am happy to attend an OCC meeting to speak on this proposal.</p>
(3) Local Cllr, (Faringdon, Marlborough close)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p>

	<p>Why 50. You present no data to support this. Where are the highest incidences of accidents. Is it in the 60 or where I suspect not. Don't arbitrarily make it all 50. Take a risk based approach using data. Convince yourself this is the highest risk location and that other parts of he road should not be less than 50. If yo limit to 50 some drive 40 what is the risk of increased over taking I don't see any risk analysis undertaken. Shoddy argument lin my opinion. How will the effect of the change be assessed...</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>No evidence presented to support the case for change and the selected speed.</p>
(4) Local resident, (Ashbury, Station EpRoad)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Having a constant speed limit will reduce tidal floe effects which can occur with heavily trafficked roads. Also, getting out of the Shrivenham west and Little Coxwell roads will be easier and less dangerous.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>In general I'd like to see lower (than 60mph) limits along this corridor but don't want the London Road limit just brought up to the same 50mph since there are footpaths etc emerging from Folly Hill.</p>

<p>(5) Local resident, (Bishopstone, Church Lane)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>I travel 36 miles from home to Oxford using the A420 every day. It is the most ANNOYING part of my journey. Going to work at 5 in the morning is a dream, everybody I encounter does the correct speeds, and I can do my entire journey in 42 minutes. My way home is about an hour every single day. Despite signs for lorries to use A34/M4 to get to Swindon, they all trundle down the A420 at 40mph creating long tail backs. It creates so much frustration. Some drivers already do 35/40mph in the 50 which is frustrating and I feel really unsafe as other drivers try to overtake to get past. I get nervous trying to overtake, however I don't want to spend my life stuck behind drivers going at such a slow speed in a road that should be easy to drive at 60. Leave it where it is, encourage lorries and larger vehicles onto the M4, have more speed vans in random places to control speeds and ensure fines are enough for those taking the mick.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>It's frustrating! Employ proper use of cameras, police van/cameras and big enough fines to stop people speeding.</p>
<p>(6) Local resident, (Bourton, Cleyfields)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>These are unnecessary I've driven on these roads safely for many years and the speed limit has felt appropriate.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b></p>

	<p>50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>We have seen speed limits reduced to 20 on most those previously 30 mph. Whilst some seemed necessary, many have been unnecessary as driver abilities, visual field, and nature of the roads negated any real risk. I feel the proposed changes will cause frustrations for many drivers and you will sadly end up with a minority of drivers taking additional risks such as overtaking, which will have an opposite effect to what is desired regarding safety.</p>
(7) Local resident, (Burford, Priory Lane)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>No need for a lower limit. Accidents not speed related. Likely to lead to tailgating and frustration overtakes.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>No need for a lower limit. Accidents not speed related. Likely to lead to tailgating and frustration overtakes.</p>
(8) Local resident, (Coleshill, Coleshill)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The current limit allows for traffic to move more freely and efficiently between 50mph limits which often move considerably slower than 50. In addition at quieter times in evening and at nights there is no requirement for traffic to be slowed.</p>

	<p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>No objection</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>No objection</b>  50mph speed on London Street (Faringdon) – <b>No objection</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>These are reasonable limits in my opinion</p>
(9) Local resident, (Denchworth, Circourt)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>That road has far too many accidents</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Lower speeds are safer</p>
(10) Local resident, (Faringdon, Ampthill way)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Partially support</b>  Great/ Coxwell to Littleworth – <b>Partially support</b></p> <p>Lower limits will help reduce accidents, but crashes etc are more due to poor judgement, such as those wanting to overtake.</p>

	<p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Partially support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b>  50mph speed on Park Road (Faringdon) – <b>Partially support</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>As before</p>
(11) Local resident, (Faringdon, Beech Close)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>These sections of road were constructed as by-pass routes for the towns and villages they pass. National speed limit seems appropriate for this purpose.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No opinion</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>No opinion</b>  50mph speed on London Street (Faringdon) – <b>No opinion</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>These changes would only apply if the 50mph A420 came into force, in which case they would make perfect sense. Some gradual adjustment to the change in speed when approaching a 20mph zone would probably be beneficial.</p>
(12) Local resident, (Faringdon, Blackthorn row)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>No opinion</b></p>

	<p>A 60 mph speed limit is perfectly fine on these roads. The main risk factor is not speed but bad driving.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No opinion</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>No opinion</b>  50mph speed on London Street (Faringdon) – <b>No opinion</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>A lower speed limit will be inconvenient and make little practical difference</p>
<p>(13) Local resident,  (Faringdon, Blackthorn row)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Have no issues with the speed limits as it is now. As a commuter it is good to have national speed limits do you can safely over take the many Lorrie's and farm vechicles</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Partially support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Seem sensible</p>
<p>(14) Member of public,  (Faringdon, Century close)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>No objection</b></p>

	<p>People already ignore the 50 limit from watchfield to coxwell and that's where majority of crashes are, if anything changing the speed limit would increase the ignorance</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Park Road keep at 30  Faringdon Road keep at 40  Farnham Road keep as is  London street you can't drive 5 mph most of the time and past the Stanford Road turn it's irrelevant  A417 from London street to a420 roundabout is blocked off so unless reinstating the junction no point changing it</p>
(15) Local resident, (Faringdon, Chapman Crescent)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>The road is clearly dangerous, motorbikes in particular seem to travel far to quickly along the 420</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Park Road in Faringdon should be at maximum a 30 as should London street</p>

<p>(16) Local resident, (Faringdon, Coach Lane)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I frequently drive on the A420 and use the junctions around Faringdon area. Apart from the roundabout at A420/Park Road (Travel lodge), all junctions feel really unsafe with vehicles approaching fast and frequently. I particularly find making a right turn from the A420 into Faringdon or Little Coxwell frightening as it involves standing in a narrow filter lane, often for quite some times, whilst cars and lorries pass on both sides at high speed. I would support a lowering of speed limit to 50mph, and would also support if sections of this road had reduced speed limits of 40mps to make junctions safer to navigate.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b> 50mph speed on Park Road (Faringdon) – <b>Partially support</b> 50mph speed on London Street (Faringdon) – <b>Partially support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>I would ideally like speeds reduced to 40mph along the stretch of the A420 that goes around Faringdon due to frequent junctions with high level of traffic joining and existing the road, pedestrians and cyclists crossing, and narrow filter lanes for right turns off the A420.</p>
<p>(17) Local resident, (Faringdon, Coleshill Drive)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>It is fatuous to play around with speed limits when the fact is that people speed because the A420 is clogged with lorries, already speed limited, behind which there are typically 20-30 cars who cannot make progress. This "procession" of traffic behind the lorry also makes accessing the A420 from junctions dangerous because people take chances rather than wait upwards of 5-10 minutes for a gap in the traffic to appear. We need the A420 to either be dualled or for main junctions to be slip-roaded to allow joining traffic to get up to speed before joining.</p>

	<p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Speed limits are not the answer. The average speed of traffic on the A420 is already around 40 mph because of the density of lorries. The A420 is dangerous because people need to make progress and there are few areas for safe overtaking - especially when you have 20-30 cars backed-up behind a lorry. This creates a similar problem for traffic trying to join the 420 from junctions along the route. I have personally been stuck for more than 5 mins waiting to join at the Great Coxwell junction and have, at times, taken risks for fear of missing appointments.</p>
(18) Local resident, (Faringdon, Coleshill Drive)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Speed contributes to accidents and I think 50mph is fast enough.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>A reduction is needed.</p>
(19) Local resident, (Faringdon, Corallian Drive)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p>

	<p>Too many accidents happen on these stretches of road, particularly close the junctions of Great Coxwell, Fernham, Faringdon, Littleworth and Watchfield. It's dangerous turning onto the A420 with the fast flowing, high volume of traffic, particularly at rush hours.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Park Road is residential and should not have a speed limit as great as 50mph</p>
(20) Local resident, (Faringdon, Coxwell lodge drive)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>It needs to be lower than 50.. this is my stretch</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>50mph within faringdon town on park rd london is higher than now !! 30 is too fast up near the park rd a420 and tesco junction .. it should be 20 up to the a420 from town and the a420 where the 3 with a420 in faringdon are should be less than 50 .. we literally have to take a risk every time we come out as the volume of traffic is now so high .. if anyone stalls at any of these junctions there will be a collision</p>

<p>(21) Local resident, (Faringdon, Coxwell Road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Poor road surface, poor driving (especially driving whilst distracted) and poor judgement are the causes of accidents along this road, not the fact that someone can do an extra 10mph if they choose.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Again, it's not how fast someone can drive along these roads, it's how much attention they're paying. The problem is, you can't legislate against that.</p>
<p>(22) Local resident, (Faringdon, Eagles)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Speed limits aren't the issue, the road layout needs to be better. The junctions at the Great Coxwell and Littleworth sides of Faringdon need to be a roundabout, the same with the Fernham junction. This would reduce the deaths along this section of the road. The Shrivenham/Watchfield stretch of road has less casualties than the Faringdon section. Build roundabouts, don't drop the speed.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Support</b></p>

	<p>50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>There is no need to change the speed limits.</p>
(23) Local resident, (Faringdon, Ferndale)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Partially support</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Regardless of the speed limits, people will still speed and drive dangerously. It's not the speed you need to change it's the drivers.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Partially support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b> 50mph speed on Park Road (Faringdon) – <b>Partially support</b> 50mph speed on London Street (Faringdon) – <b>Partially support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>20 is too slow, 50 too fast</p>
(24) Local resident, (Faringdon, Fernham Gate)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Live in Faringdon and can not safely cross this road to go walking</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>No opinion</b> 50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b> 50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b> 50mph speed on Park Road (Faringdon) – <b>No opinion</b> 50mph speed on London Street (Faringdon) – <b>No opinion</b></p>

	<p>50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>Where are these areas, please give us an option to view these on a map?</p>
<p>(25) Local resident, (Faringdon, Fernham Road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Partially support</b> Great/ Coxwell to Littleworth – <b>Partially support</b></p> <p>We need a round about at the exit to Great Coxwell to REALLY slow the traffic and control the speeds.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Partially support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>Most of the above should be 20-30 mph</p>
<p>(26) Local resident, (Faringdon, Gilligans Way)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Traffic is too fast and difficult to turn on to A420. Vehicles going under 60 are at threat of being overtaken and put in dangerous situations</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Support</b></p>

	<p>50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Park Road Faringdon should be 30 or lower up to the roundabout. It is only 20m or so of road and should not be 50mph</p>
(27) Local resident, (Faringdon, Gilligans way)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The speed limit is not the problem. Extremely poor quality of people's driving. Members of the public don't know how to drive, police cars drivers don't know how to drive(and they really should be an example). Too many residents,too many vehicles,too many hgv's,and the roads are simply too small.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>The speed is not the problem. Provide proper driving training!!!</p>
(28) Local resident, (Faringdon, Highworth road)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>No opinion</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>I commute daily on this road and see no problem with the existing limits. More likely to cause vehicles to overtake dangerously.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b></p>

	<p>50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>No problem with existing limit. Journeys are already taking longer and slowing the traffic more will encourage risk taking.</p>
(29) Local resident, (Faringdon, King Street)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>60 is too high</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Faringdon town should be 30 maximum</p>
(30) Local resident, (Faringdon, King street)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>It is difficult to get out of the lower Faringdon exit onto the A420 near great coxwell as the traffic is travelling at 60mph. We also need lights or a roundabout as people are having to wait a long time and therefore take more risks. Too many accidents here with people trying to pull onto the A420 into heavy traffic</p> <p><u>Adjacent speed limits:</u></p>

	<p>40mph speed limit on London Street (Faringdon) – <b>Partially support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Not sure 40mph is needed</p>
<p>(31) Local resident,  (Faringdon, King Street)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>The speed limit might make it safer to exit across the A420 from Great Coxwell towards Swindon. I was told that there would be a roundabout on this junction but it has never materialised.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>I support the reduced speed limit within the town.</p>
<p>(32) Local resident,  (Faringdon, King street)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I use this road daily to commute between district nurse visits. I tend to avoid the a420 and go via the back roads as it is dangerous trying to pull out onto the a420 if you are going from Shrivenham to Faringdon or Faringdon to Watchfield.</p>

	<p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>It is incredibly hard to get through school traffic now on park road, especially when turning out of the health centre.</p>
(33) Local resident, (Faringdon, Leamington Drive)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Partially support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Section between Bouton and Watchfield has good visibility.  Section between The Coxwells and Wadley Manor has blind spots, junctions with turning right lanes which drivers constant drive into whilst overtaking.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>50 mph is too fast in a residential area</p>
(34) Local resident, (Faringdon, Lechalde road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p>

	<p>It's a pointless exercise to slow down a road that isn't exactly a dangerous hot spot</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>I think it's silly to slow down a bunch of mainly straight roads that are pretty well accident free if people are not happy to do 60 on them they don't have to</p>
(35) Local resident, (Faringdon, Lechlade road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>In order to save lives, souls and limbs. Nothing is as precious as life.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>I support a 40mph speed limit, not 50mph</p>
(36) Local resident, (Faringdon, Lechlade Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p>

	<p>Consistency in speed limit is a good idea</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>These are residential roads so should be under the proposed limit</p>
(37) Local resident, (Faringdon, Limestone Lane)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Very dangerous speeds and lots of accidents, and better for air pollution. Fully support but will need enforcement!  People bomb down there like there's no tomorrow.... Thanks</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>I'm a bit confused but I support the lowest possible speed limits in and around residential areas to minimise noise, pollution and the risk of accidents</p>
(38) Local resident, (Faringdon, London Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p>

	<p>Trying to pull out of London Road into or across the A420 is getting increasingly more and more dangerous due to the amount and speed of traffic.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>The speed in general is far too high and much worse since covid.</p>
<p>(39) Local resident,  (Faringdon, London Street)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>No need for a reduction on speed limits anywhere, driver education may be more useful to use appropriate speed depending on the conditions.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>No need for reduction in speed limits anywhere. Driver education would be more useful to drive at appropriate speed depending on conditions.</p>

<p>(40) Local resident, (Faringdon, Merchant Crescent)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Regularly there are many collisions on these stretches of roads which highlights there is a great need to reduce speed in these areas. I would also favour speed cameras as I know motorists speed along these stretches and overtake near junctions when they shouldn't. These stretches are talked about by local people as being very dangerous and terrifying at times. It is a road used heavily by much traffic day and night. We urgently need to reduce the speed that motorists are going at.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>This section of the road has a high volume of traffic travelling along it and also joining it. Motorists travel more than the current speed limit which is highly dangerous given the junctions and the usage. We need to reduce the speed instantly as there are so many collisions. Many motorists overtake at junction points. We need speed cameras too - urgently!!!!</p>
<p>(41) Local resident, (Faringdon, )</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The road is perfectly safe, it's just the drivers that make it unsafe, spending money to change the speed limit signs is a ridiculous waste of money when no one will pay attention to them, we need roundabouts so people can join the road from side junctions and which in turn will slow people down. It's too straight of a road to lower to 50, you will never get anywhere.</p> <p><u>Adjacent speed limits:</u></p>

	<p>40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>The same as previous</p>
<p>(42) Local resident,  (Faringdon, Park Road)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>These are good stretches of road to spread out the vehicles that get all bunched up together in the 50mph. The fact that the volume of traffic is so high and the 50 limits mean that the bunching up of vehicles occurs means that cars wanting to enter the A420 have no gaps in the traffic and therefore take more risks. Causing accidents. Speed is not the problem.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No objection</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>These areas are residential areas. The speed here should be reduced not 50mph.</p>
<p>(43) Local resident,  (Faringdon, Radcot)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Partially support</b>  Great/ Coxwell to Littleworth – <b>Partially support</b></p>

	<p>This is an irrelevant survey. Just put the 50mph signs up - the weight of traffic on the road is self policing and 50mph is usually the top end of what any sane driver could do anyway.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Ummm...is the speed limit on these two roads currently 50mph? There will be no improvement in 'safety' - these are not the problem areas. Stop wasting non- existent money in a re-signage exercise!</p>
(44) Local resident, (Faringdon, Rawdon Way)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>No opinion</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Further speed reductions will create even more traffic congestion on an already congested road.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>Changing park rd to a 50 would be ridiculous and unsafe, 30 is the most sensible choice</p>
(45) Local resident, (Faringdon, Spinage Close)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p>

	<p>Both stretches of road meet the complexity and congestion to make this a reasonable limit.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>For London road prefer 40mph ; it is often used by local residents and is narrow enough to make 40 correct</p>
(46) Local resident, (Faringdon, Stanford Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Most of the A420 is 50mph anyway, so I don't see the issue with changing it.  However, I think driving behaviours need addressing urgently as I think this is really the problem.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Partially support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b>  50mph speed on Park Road (Faringdon) – <b>Partially support</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>Not quite sure where you are looking at here. 50pmh seems fine</p>
(47) Local resident, (Faringdon, Walter dyer drive)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p>

	<p>Why are speed limits being looked at ! The state of the road is more of a priority and also entrances / exits on and off the 420. An example is the great Coxwell junction, this becomes ridiculous at peak time and needs improvement as more and more houses have been built !</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Keep speeds as they are ! Look into improving road state rather than speed</p>
(48) Local resident, (Faringdon, Willes close)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>The watchfield section is safe, away from pedestrians and easy at 60. The faringdon section is difficult to get in and out of side roads and very busy</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Park road should be 30 from the roundabout into faringdon, london street should not go for 60 straight to 20 - perhaps 60-40-20</p>

<p>(49) Local resident, (Faringdon, Willes close)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>I don't think the speed limit is the problem here. However there are two dangerous parts of the road that need changing structurally - the area around Buckland and the Great Coxwell junction. Both need changes to the road layout to make them safer. Reducing speed limits won't help</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Partially support</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>I don't think any of these speed limits need changing</p>
<p>(50) Local resident, (Faringdon, Beech Close)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>The road condition and volume of traffic plus the historical number of accidents do not support a higher speed limit.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p>

	<p>London Street, Park road and Fernham road should be 30 mph based on volume of traffic, poor parking and pedestrians</p>
<p>(51) Local resident, (Faringdon, Bennett Road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Might as well go for 20 as no one obeys it</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Again Gant has already decided</p>
<p>(52) Local resident, (Faringdon, Berners way)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>X</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p>

	X
(53) Local resident, (Faringdon, Chestnut Avenue)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>No reason to reduce to 50</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Should be lower</p>
(54) Local resident, (Faringdon, Corallian Drive)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I live in faringdon and want the road to be as safe as possible.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p>

	<p>I live in Faringdon and want to the road to be as safe as possible</p>
<p>(55) Local resident, (Faringdon, Coxwell Road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I think it would be most sensible to have a 50mph limit from the Sainsbury, Stratton roundabout as far as the beginning of the dual carriageway at Longworth.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>I presume you mean Stanford Road from the roundabout as far as Stanford village, NOT the part of Stanford Road from London Street to the sports fields. That should definitely be 20 or max 30mph.</p>
<p>(56) Local resident, (Faringdon, Coxwell Road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Not before time. I proposed a 50mph limit on the A420 Faringdon bypass about 30 years ago.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Support</b></p>

	<p>50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Park Road Faringdon is already 30mph, don't raise it to 50!  London street Faringdon is already 20mph, don't raise it. Unless you are referring to the whole stretch as far as the A420 which I would support being 50.  You need a Map or provide much more detail to avoid ambiguity.</p>
<p>(57) Local resident,  (Faringdon, Coxwell Road)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I support because I am a pedestrian and cars drive everywhere too fast around Faringdon and Shrivenham and any reduction of speed is greatly welcomed.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>The speed of cars needs to be greatly reduced in Faringdon, especially in the market place. I would propose 30 mph speed limit, and that is my point of view as a local resident pedestrian.</p>
<p>(58) Local resident,  (Faringdon, Coxwell st)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>There are a number of roads leading on and off the A420 on these stretches.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b></p>

	<p>50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>If I read this correctly, you are talk ing about built up areas, sorry really don't understand the question 😊</p>
(59) Local resident, (Faringdon, Elm)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Instead of slowing it down, rather make the intersections safer, introduce a few roundabouts, a merger lane etc.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Slowing down cars doesn't work. Proper road planning does.</p>
(60) Local resident, (Faringdon, Elm Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Lower the speed limit to 50 does not eliminate or stop accidents. Many of these accidents you refer to happen in the 50mph area ready. Also unless you plan to stop all traffic on roads in the Oxfordshire, how do you plan to stop accidents from happening? Lowering the speed limit is not the answer.</p> <p><u>Adjacent speed limits:</u></p>

	<p>40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>A417 is already a 50mph. It would best returned to a 60mph limit. Lower speed limits is not the answer. Stop cramming houses into bit of land you can would help to reduce the load on the A420.</p>
(61) Local resident, (Faringdon, Faringdon)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Partially support</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>I personally don't think drivers will stick to this as too busy of a road</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>As no one will obide by these restrictions, so really is a waste of money</p>
(62) Local resident, (Faringdon, Fernham gate)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>It's extremely difficult to turn onto the A420 at the Great Croxwell turning turning towards Swindon. I feel like like I am risking my life and others every time I go to work. There is often a queue of traffic waiting to turn onto the road. It</p>

	<p>would also help when driving to Swindon if the road signs were cleaned near the dangerous bends as non locals can't see that the bend is sharp as the road signs are so dirty. Anything to make the A420 safer has to be a good thing.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>As before</p>
<p>(63) Local resident,  (Faringdon, Folly view estate.)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>It would be better to keep the speed the same along the whole of the A420 then everyone knows it is a 50mph road. It's always seemed silly that when it is going near the largest town that the speed goes up or near a new build estate again the speed goes up.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Some of these I don't know where are so hard to comment but in Faringdon it should be 20mph in the town and shared space in the centre of town to make more of the town centre.</p>

<p>(64) Local resident, (Faringdon, Gilligans)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>50 mph would be a slow restriction on what would be considered a suitable stretch of road for national speed limits to apply</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Lower feed in speeds from supporting roads seems reasonable</p>
<p>(65) Local resident, (Faringdon, Gilligans Way)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>The lower speed limits would make it easier to exit junctions and would make it safer.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Park road should be 20mph all the way along it. The lower speed limits make it easier and safer to exit junctions.</p>

<p>(66) Local resident, (Faringdon, Goodbody)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>There is no need to change the speed. The accidents caused are by bad drivers not speed.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>There is no reason to reduce the speed limits. It will or achieve anything.</p>
<p>(67) Local resident, (Faringdon, Highworth Road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Posted speed limits on their own are of little tangible benefit or consequence without appropriate traffic management measures coupled with enforcement, the latter still entirely the province of the Police. What the A420 needs is more tangible changes such as improvements to the junction at Great Coxwell. A review of Road Traffic Collision data can inform this. All too often speed limits are being used as a rather lazy political tool in debates; the fiasco of the Welsh Assembly changes to make towns 20mph by default is a case in point. The roads should be made safer through proper engineering measures coupled with appropriate enforcement and education. There are broader social issues; many magistrates will confirm that one of the unfortunate growth areas in licence disqualification due to alcohol intoxication , normally dominated by young males, are the so-called “Prosecco Mummies”, often with children in their cars. Simply “virtue signalling” changes in speed limit from 60 to 50 is not the answer. (CEng MICE thirty years in traffic and highway engineering)</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Partially support</b></p>

	<p>50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Partially support</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>The speed limit should be appropriate for the road</p>
<p>(68) Local resident,  (Faringdon, Marines Drive)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Consistency is better for road safety. Fewer changes of speed limit are usually easier for people to follow</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No opinion</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>The wording is very unclear. Assuming I've understood correctly: Park Road is 30/20mph and should remain so. Stanford Road from A420 towards Wantage (NOT within Faringdon) could be 50 not 60. London St towards A420 after current 30mph could change from 60 to 50 to prepare people for the 50 on the A420</p>
<p>(69) Local resident,  (Faringdon, Marlborough close)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Reducing the limit will not make safer as people will still drive over the limit whatever it is! Need to endorse current limit</p>

	<p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>It's not the limit set it's the drivers who will speed whatever the limit</p>
<p>(70) Local resident,  (Faringdon, Marlborough  gardens faringdon)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Partially support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Another way is speed check (eg camera's that work)</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>To fast</p>
<p>(71) Local resident,  (Faringdon, None of your  business)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Pointless reduction</p> <p><u>Adjacent speed limits:</u></p>

	<p>40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Should be national speed limit</p>
(72) Local resident, (Faringdon, Nursery view)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Traffic goes too fast. Too many accidents</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Too fast in the town centre</p>
(73) Local resident, (Faringdon, Park Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Stop being hippies, the road is plagued by slow &amp; cautious drivers most hours of the day!!</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b></p>

	<p>50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>??? What sort of survey questions are these? 50mph speed limit on Park Road Faringdon? Are you deranged?</p>
<p>(74) Local resident,  (Faringdon, Pearce drive)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>When turning off the A420 you are constantly looking in mirror to see if going to be hit from behind due to speed cars travelling at , I have a 3 year old in back of car and fear for his life , same as when entering, you have to enter at speed so a car doesn't plough into you</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>These roads need a lower speed limit as some of the roads you have to walk along , lower speeds are needed</p>
<p>(75) Local resident,  (Faringdon, Pearce Drive)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>To make it easier for people to know what the limit is if it's consistent. It's crazy the speed limit goes from 50 to 60 as you approach the Watchfield roundabout from Faringdon!! So many junctions between first Faringdon turn (coming from Oxford) and last (Great Coxwell)</p>

	<p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Reducing speed limit where there are turns on and off roads will reduce accidents. In Faringdon town the limit should be kept to 20. In Park road it's should be 30 all the way to the A420 roundabout as there are several junctions and the school and health centre.</p>
(76) Local resident, (Faringdon, Robey Avenue)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I support a lower speed limit . However I do not feel this goes far enough to address the safety issues on this dangerous road, especially when trying to join the A420 from smaller roads like the Great Coxwell turn. Please consider additional measures such as the long promised traffic lights .</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>The A417 is a major road used by many especially commuters amd school runs. There is no need to adjust the speed limit which may make public transport journeys even longer, deterring people from using a more economic friendly mode of transport. However the other roads have any more pedestrians alongside them so I feel lower speed limits would make this safer for all.</p>

<p>(77) Local resident, (Faringdon, Southampton st)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The problem with the road is not speed - it is people and poor driving, exercising poor judgement. The road itself is absolutely fine. The knee jerk reaction is always speed. How about if it had all been dialled as was meant, or the lorries actually made to use M4 and A34 rather than shortcut up A410 - at the moment it is merely a suggestion...</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>No opinion</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Sick of speed being blamed for any and all road problems...</p>
<p>(78) Local resident, (Faringdon, Spinage Close)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Partially support</b> Great/ Coxwell to Littleworth – <b>Partially support</b></p> <p>There should also be a further reduction of the speed limit between the Great Coxwell roundabout exit and the London Road junction on the A420. This is a particularly dangerous section. Ideally roundabouts should be introduced at the Great Coxwell and Ferham exits off the A420.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p>

	<p>As with my previous comment all sections along the A420 from the Great Coxwell exit to the London Road exit should be 40 mph.</p>
<p>(79) Local resident, (Faringdon, The pines)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Partially support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Too many accidents on that stretch of road due to speed.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>People drive too fast in built up area</p>
<p>(80) Local resident, (Faringdon, Tuckers Road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Speed is not the problem - it is difficult to reach anywhere near 50 or 60 at peak times - only able to move with the heavy traffic. However, this should not prevent timings of lorries, etc which purposely drive overnight to avoid such congestion.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Partially support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Partially support</b></p>

	<p>50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Same as above</p>
(81) Local resident, (Faringdon, Walker drive)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>There's absolutely no need for a speed limit change there needs to be a change on how people get their licenses and how you can pass a test 60 years ago and still be valid without re-evaluation speed doesn't kill stupid people do.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>No objection</b>  50mph speed on London Street (Faringdon) – <b>No objection</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Same as previous reasons</p>
(82) Local resident, (Faringdon., A420)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Reducing the speed limit on a road so busy will just result in slower clearing traffic, more impatience in drivers and more rash driving as a result. Lowering the speed limit will not help, it will only hinder. Introduce a roundabout at key areas instead, e.g. the great coxwell junction, this would provide safer navigation of this accident hot-spot while more naturally reducing the speed limit at a key area.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b></p>

	<p>50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Same comment as previous, speed limit changes are not a silver bullet to make roads safer, traffic adaptations such as roundabouts are much better options and are self-governing.</p>
(83) Local resident, (Fernham, Chapel lane)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Speed is not the problem, it's the sheer volume of traffic and people's frustration at being stuck behind hgv's that are going at 40mph and then making dangerous overtakes. Money would be far better spent on a roundabout at great coxwell and sorting out the state of the road surface in various areas!</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Just leave things as they are, they have been perfectly alright for years so why the need to constantly spend money on things you don't need to.</p>
(84) Local resident, (Fernham, High Street)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>No objection</b>  Great/ Coxwell to Littleworth – <b>No objection</b></p>

	<p>There have been numerous accidents along these stretches of road, some fatal. There is also an increasing volume of traffic. By reducing the speed limit to 50 I think that traffic would flow more evenly, hopefully reducing frustration due to snarl ups. When people get frustrated they are more likely to try and overtake even when it may not be safe</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No objection</b>  50mph speed on Faringdon Road (Watchfield) – <b>No objection</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No objection</b>  50mph speed on Park Road (Faringdon) – <b>No objection</b>  50mph speed on London Street (Faringdon) – <b>No objection</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No objection</b></p> <p>Comments above apply.</p>
(85) Local resident, (Fernham, High Street)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Speed is not the issue with the A420. It's simply far beyond its capacity and traffic at most times can't reach 50 mph let alone 60mph due to sheer volume of traffic and particularly HGV. Accidents happen because vehicles trying to turn on or off the A420 have to take dangerous manoeuvres because there's no safe way of joining. You would be better off turning the whole length of the road into dual carriageway and adding roundabout at the most dangerous junctions such as Great Coxwell and Buckland.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b>  50mph speed on Park Road (Faringdon) – <b>Partially support</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>These are less busy and smaller roads</p>

<p>(86) Local resident, (Great Coxwell, A420 Great Coxwell turnoff)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Safer for drivers (especially turning right onto the A420) and pedestrians (crossing the main road (two lanes of traffic) to access footpaths.  Have a roundabout at Great Coxwell turn-off - traffic calming measure. More housing is being built between Faringdon and Great Coxwell, meaning more traffic..</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b>  50mph speed on Park Road (Faringdon) – <b>Partially support</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>would prefer 40 throughout.</p>
<p>(87) Local resident, (Great Coxwell, Great Coxwell)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Any plans to reduce the speed of traffic in the area are to be supported. The amount of traffic on the A420 and roads leading onto the A420 has increased hugely since we move to the area and accessing the A420 at rush hour times is becoming increasingly dangerous.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b></p>

	<p>50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>as per previous comment</p>
(88) Local resident, (Great Coxwell, Holliwell Road)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Not easy to turn right onto the A420 in either direction. reduction of speed may help (how about a roundabout at Great Coxwell exit?)</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b> 50mph speed on Park Road (Faringdon) – <b>Partially support</b> 50mph speed on London Street (Faringdon) – <b>Partially support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Slower speed limit should make life easier for all road users and pedestrians - especially those crossing the A420 to footpaths</p>
(89) Local resident, (Great Coxwell, Holloway)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>The road has increasing numbers of vehicles on it and is becoming dangerous. Lowering the speed limit might make it safer and quieter and use less fuel</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b></p>

	<p>50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Quieter, safer, better for the environment</p>
(90) Local resident, (Great Coxwell, Holloway)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Concern over number of RTA's  Difficulty of entering A420 particularly turning right across both lanes of traffic</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>London Rd Faringdon is narrow and merits a lower speed  Support 50 as a general single carriageway limit</p>
(91) Local resident, (Great Coxwell, Holloway)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>The weight of traffic travelling at 60mph makes entering the A420 from side roads extremely dangerous especially at busy times. There continues to be a number of accidents and fatalities at junctions along the stretch in question.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b></p>

	<p>50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>London Street is 20 in town so 40 would slow traffic coming in. I am not familiar with all the other roads' speed limits mentioned but I think most rural roads are safer travelled at no more than 50mph as in many other rural counties UK-wide.</p>
(92) Local resident, (Great Coxwell, Holloway)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Partially support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>There are several crossing places for pedestrians in these sections and so it will be safer for them, if the speed limit is slower.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Safer roads</p>
(93) Local resident, (Great Coxwell, Main Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I am aware of the dangers and support all measures to reduce the number of deaths and serious injuries. However, it would appear that many accidents occur on stretches of the A420 already subject to 50mph limits, so more must be</p>

	<p>done to achieve the goal. The dangers proposed by numerous heavy lorries travelling around the many bends on the narrower stretches of road whilst other traffic struggles impatiently, ignoring restrictions, are evident.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>No opinion</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>I do not understand the proposals in some cases!</p>
(94) Local resident, (Great Coxwell, MG Training)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I am supporting the proposal for traffic speed reduction due to a number of factors. The increased volume of traffic using these roads has seen a substantial increase in recent years and also in relation to the amount of housing, business and infrastructure development in recent times, along and adjacent to this route, putting additional pressure on drivers and thus, the nature as to how drivers behave in mitigating the frustration of long waits while emerging from the many junctions on this route. This has put considerable and increased pressure on traffic at the various junction points along this route also increasing the risk of collision and the hazards created by the time available with the traffic volume to be able to access and egress from those junctions along the A420. Where many of these points (and if I consider the junctions in relation to my area of Great Coxwell) are along the 60MPH areas of the A420 where traffic is inclined to accelerate e.g. The Longcott junction, Great Coxwell junction with Faringdon, the Fernham junction with Little Coxwell and the London Street junction with Faringdon, these all represent hazardous locations where the risks presented to traffic merging or egressing is significantly increased where there is no opportunity to filter either out of the junctions within a reasonable timeframe or to be able to cross the carriageway safely and then without a degree of frustration created by the time this takes to drivers in the course of their journey. There is also a tendency, as I have witnessed on occasions, for traffic to then speed up from a 50MPH to 60MPH and to be accelerating at the very points where traffic is attempting to merge or join the carriageway which can create very risky attempts to maintain a reasonable journey time in travelling either northerly or southerly along this route. We have also witnessed locally and in relation to road traffic collisions that have had a serious and unfortunate incidence of road deaths or serious injury,</p>

that where these collisions have in some cases been described as due to 'driver error', that these have coincidentally occurred at points where the road opens to faster speeds being available to the drivers concerned and where coincidentally there have been other vehicles then emerging from or adjacent to one of the roads junctions. One other important factor concerning pedestrians also involves those areas of the A420 that have designated or identified pedestrian 'crossing points', that are either signed or highlighted as such, but offer insufficient identification or safety features either to slow the traffic or to provide drivers with the opportunity of a more cautious driving behaviour in these areas. I consider here the crossing point at Fernham Road, Faringdon, with the junction into the Fernham Road with Little Coxwell. This area has seen a number of deaths or serious injury to both pedestrians and cyclists in recent years. There might also be the consideration that the traffic speed should be further reduced from a 50MPH to 40MPH at the point of the Longcott turn with the A420 and where there has been the introduction of a marked crossing with an island allowing pedestrians to cross from the junction to the bus stop, newly created on the northern side of the carriageway. While this area is now sufficiently marked as such, there is at the same time the opportunity for heavy traffic (including significantly heavy lorries in convoy) to be in close contact at speed with pedestrians to be standing in a hazardous location in the middle of the road with little protection from a vehicle travelling at 50MPH. I might suggest that the significant mechanism of injury caused to a pedestrian at that speed might be significantly reduced if traffic flow was reduced with deliberate speed reduction to 40MPH or even slower on the approach to or away from that junction. It might also be taken into consideration that with significant speed reduction at appropriate locations on the A420, there could be greater allowance for cyclists to be using safer routes either adjacent to or on the carriageway itself. There are suitable areas of the carriageway that could be adjusted or altered in ways that would allow for safer crossing points and appropriate routes to adjoining villages and that could coincide with full road markings and to incorporate safer and extended cycle lanes. Thus encouraging shorter and convenient travel to villages, scenic and tourist locations along and either side of the A420.

Another significant factor in the nature of driver behaviour, comes from the increased volume and weight of lorries that now traverse along the A420. This has had a significant impact on the speed of vehicles generally that use this route and as such often slows traffic to a lesser speed in places at many of the narrower pinch points along this route. This in many cases would seem to act as a coincidental measure in reducing traffic speed at certain points, however, then in some cases to cause drivers to want to attempt an overtake maneuver, that have been known to cause collisions, or at least to create a hazard to other road users. Perhaps it should be considered that overall traffic 'weight', as well as volume and speed, should be taken into account, when it can be considered that there are alternative traffic routes that could be used in travelling with goods vehicles north and south between Swindon and Oxford. A preferential 'Goods' vehicle route should be encouraged that avoids the A420 where-ever possible and to highlight the faster and appropriately safer speeds that can be attained by using both the A419/M4 Corridor and then the A34 routes to the north and south of the Oxfordshire and Wiltshire counties. There are few requirements for heavier goods vehicles to require 'access' as such, to locations on the A420, except for the larger villages or the town of Faringdon, where

	<p>otherwise an alternative journey route would offer a safer, and in fact, faster route in being able to get from north to south and vice versa.</p> <p>I present my considerations here on the basis of my driving and observational experiences on this route and particularly in the area of Faringdon over a period of approximately 30 years and also with the experience of travelling this particular route prior to the times when the main route of the A420 was not in existence and for which it would have been necessary to travel through Faringdon itself and the many villages in between Swindon and Oxford and in order to complete your journey between these two locations at either end of the A420 in question. I would be happy to be notified of any outcomes from the the survey or the consultation on this issue of road safety and decisions concerning improvements to the A420.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>No opinion</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>My responses are supported by my previous comments above</p>
(95) Local resident, (Great Coxwell, Puddleduck Lane)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>the reduced speed limit has a counter effect and frustrates drivers who over take badly causing more accidents</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No opinion</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>No opinion</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p>

	for the same reason as before
(96) Local resident, (Great Coxwell, Road through Great Coxwell)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Whilst the Bourton to Watchfield section is wide and seems safe for 60 mph, the reduction in journey time travelling 60 rather than 50 is very minor, therefore I support the reduction in order to reduce risk of death and injury.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>This will help not having to recall whether you are in a 50 or 60 limit approaching the A420</p>
(97) Local resident, (Great Coxwell, The Holloway Road)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Good lines of sight. No need to change speed limited, however more roundabouts and traffic lights are needed to allow people onto the A420, especially at Fernham and Great Coxwell.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b></p>

	<p>50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Some are 30mph already so obviously I would object to an increase. A417 is already 50mph. Others' don't need it, but traffic control like roundabouts and traffic lights are required at key junctions like Great Coxwell and Fernham.</p>
(98) Local resident, (Great Coxwell, Cherry orchard)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The road is not dangerous, people get impatient behind those going far below the speed limits and therefore try to either overtake in silly places or most accidents also tend to occur early hours when people are often not in the correct alertness for driving. I have been driving this road for the last 10years and have not had any issues</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Partially support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Stanford road could easily be a 60 and most who this route tend to drive that speed or quicker</p>
(99) Local resident, (Great Coxwell, No)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The issue is the need for traffic control, not slowing speed limits. There needs to be a roundabout or traffic lights at both the Great Coxwell and Bampton turns. Slowing people down even more will make it impossible to get out of the Great Coxwell turning</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b></p>

	<p>50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Some of these are already these limits?!</p>
<p>(100) Local resident,  (Great Coxwell, I am an individual, )</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Partially support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Most of the section from Bourton to Watchfield is on good roads. Obviously there will be more traffic when the new housing estate at Shrivenham is finished.  The section from the Coxwells to Littleworth has a number of dangerous junctions on which a number of people have had accidents. It's easy to blame the individual drivers but the increased traffic from the new Faringdon Estates make it more challenging. If there is not going to be another roundabout or traffic lights then the speed limit should be reduced. It doesn't make sense for it to increase near the junction.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Partially support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>This is a poorly constructed questionnaire. Six reasons in one box.  London Street (Faringdon) - it will feed into the A420  Faringdon Road (Watchfield) - object is currently 40 mph and has a lot of pedestrians  Fernham Road (Little Coxwell) put to 50 mph as the road isn't safe for anything faster.  Park Road (Faringdon) 30 - 20 mph is fine it's too busy  50mph speed on the A417 Stanford Road - keep it there as cars already speed on it.</p>

<p>(101) Local resident, (Little Coxwell, Little Coxwell)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>As a resident of Little Coxwell the speed limit on the approach to the A420 and the speed on the A420 are dangerous. The variable speed limit clearly makes drivers believe it is safe to increase their speed in that area and it is not.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Supporting to make the A420 and approaches as safe as possible as it is currently an incredibly dangerous stretch of road</p>
<p>(102) Local resident, (Little Coxwell, )</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The A 420 is too small a road for the amount of traffic, therefore a 50 mile limit is unnecessary as, normally the traffic is so heavy it does not exceed 50 miles an hour and when it is not heavy , 60 miles an hour is perfectly safe</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>No opinion</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>No opinion</b></p>

	<p>50mph speed on London Street (Faringdon) – <b>No opinion</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>As above</p>
<p>(103) Local resident,  (Little Coxwell, Little  Coxwell)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I have lived in Little Coxwell since 2022 and since that time have experienced first hand several serious and fatal accidents on this road, not to mention frequent accidents which result in significant delays and financial loss. A reduction of the speed is essential to increasing safety and also cohesion between the communities in little coxwell and those north of the A420. I would support further speed reductions in an effort to increase safety on this terrifying road</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Reduce speed to encourage more people to safely use route around these local villages. Road safety on the Little Coxwell area is poor. Local residents are scared to walk and in many cases drive on the A420 and it's junctions and tributary routes.</p>
<p>(104) Local resident,  (Longcot, Kings lane)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I used the road</p>

	<p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No opinion</b>  50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>No opinion</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>Use the road</p>
(105) Local resident, (Longcot, Kings Lane)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Partially support</b>  Great/ Coxwell to Littleworth – <b>Partially support</b></p> <p>The road is so congested most of the time it is already self regulated to a slower speed generally.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>I think these speed limits are acceptable. I would hope that they will include Kings Lane, Longcot , as this also joins the A420.</p>
(106) Local resident, (Longcot, )	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p>

	<p>Issue is poorly maintained roads and poor judgment in driving. The HGVs are already causing delays along the A420, we do not need a reason to make it worse. There should be a roundabout put in by the coxwell turning in Faringdon as that stretch of road is so busy it's impossible to turn out of right</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Not needed.</p>
<p>(107) As part of a group/organisation, (Longcot Parish Council, Longcot)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Longcot Parish Council supports the proposal which will hopefully improve safety on this busy A road.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Making this stretch of the A420 a continuous 50mph zone will prevent driver confusion and make driving conditions safer. It would be great to see a police presence to ensure that the speed limit is adhered to.</p>
<p>(108) Local resident, (, )</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b></p>

	<p>Great/ Coxwell to Littleworth – <b>Object</b></p> <p>There are no issues on this road. Lowering the speed limit will not make a difference to people breaking the law</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Won't make a difference</p>
(109) Local resident, (Sevenhampton, Highworth road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Do not agree it will reduce accidents. In fact it will encourage motorists to overtake and cause accidents.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No opinion</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>No opinion</b>  50mph speed on London Street (Faringdon) – <b>No opinion</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Some areas do warrant slowing traffic but A420 needs to remain at 60 mph. It is a long stretch of road and will cause frustration and dangerous driving.</p>
(110) Local resident, (Shrivenham, )	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b></p>

	<p>Great/ Coxwell to Littleworth – <b>Object</b></p> <p>50 is too slow for this road</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No opinion</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>No opinion</b>  50mph speed on London Street (Faringdon) – <b>No opinion</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>Na</p>
<p>(111) Local resident,  (Shrivenham, Charlbury Road)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>It would be much safer to have just one speed limit and 50 seems an ideal speed. I know I have gone over the limit sometimes because I did not notice it went from 60 down to 50 - sometimes overgrown foliage other times a large lorry blocking the sign. I am also fed up with cars up my rear end when I do go from 60 to 50 and they expect me to do 60!! .... so I do feel it will be much safer and easier to have the one speed limit of 50</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Looking at the map, and also knowing the roads, it makes total sense to have the new speed limits in place.</p>

<p>(112) Local resident, (Shrivenham, Chalbury road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The speed is not the issue on this road, poor road condition and poor driving standards are i believe the main contributor to the accidents.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>The speed is fine, the poor condition of the road is more of an issue.</p>
<p>(113) Local resident, (Shrivenham, Colton road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>A very dangerous road, I have experienced and witnessed many near misses.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>These are hazardous roads and caution is necessary to stay safe.</p>

<p>(114) Local resident, (Shrivenham, Hicks Close)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I recently used the A420 recently to visit a relative at Oxford hospital. I mentioned to my husband that the road should continually be a 50mph zone with exception to the dual carriageway, so I'm so pleased that someone else agrees. I found the swapping over to a 60mph in certain areas made following cars overtake or drive closer trying to push me to drive faster. Some of the 60mph areas are in odd areas too. The ones from Bourton to Watchfield have residential crossings, which are a nightmare to cross at those speeds. The other odd 60mph zone is between the Faringdon roundabout and Stanford in the Vale, it's such a short road and needn't be that speed. I do hope that this proposal goes through and gets implicated quickly, as there's so many accidents.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>I've objected to the 40mph simply as by keeping the whole road to a 50mph zone will be less confusing and the flow will likely stay the same speed through that area anyway.</p>
<p>(115) Local resident, (Shrivenham, Lawrence Avenue)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>I see no reason to reduce speed on this road. Speed limits should be simplified, make all of the A420 national speed limit.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b></p>

	<p>50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>As previously stated</p>
(116) Member of public, (Shrivenham, Martens Close)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Some Motorists travel far too fast on A420 Swindon to Oxford although with all the new Eastern Villages and other developments speed will be reduced by the amount of vehicles on the road. It is a log jam now at peak hours between Swindon and Shrivenham</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>If 50mph reduce accidents on the A420 I am in favour. However I think some of the road speeds should be 40mph where the road is more hazardous.</p>
(117) Local resident, (Shrivenham, Raven Way)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Really don't see any need to reduce this further. It's the main route between Swindon and Oxford.</p> <p><u>Adjacent speed limits:</u></p>

	<p>40mph speed limit on London Street (Faringdon) – <b>Partially support</b>  50mph speed on Faringdon Road (Watchfield) – <b>No objection</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>Partially support</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>Some of these make sense due to the state of the roads themselves.</p>
(118) Local resident, (Shrivenham, Stallpits Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>No opinion</b>  Great/ Coxwell to Littleworth – <b>Partially support</b></p> <p>I can't really help with the Shrivenham by-pass. I should have thought 60 was OK. There are virtually no pedestrians and I'm about the only person that cycles along it.  As for Bourton to Littleworth, have the unintended consequences been considered? In particular, the effect on bus schedules and/or bus punctuality? How many minutes will it add? I can assure you that every minute counts and I'm very happy to debate it with you if you don't believe me. The existing 20 limits are already damaging the bus routes which seems self-defeating on those stretches of road with few or no pedestrians or cyclists (and unlikely to be in the near future). Examples are the North Eastern approach to Shrivenham or the Southern approach to Southmoor. Why make road users crawl through for negligible safety benefit? It either makes the buses (and the postman, Ocado etc etc) less punctual or more resource hungry which only serves to make them less economic. Do you then throw more subsidy at the buses or reduce the service? That will only serve to put cars back on the road which is hardly a very clever result. Yes, reduce the speed where there is a measurable benefit and that will make road users more likely to adhere to the "sensible" restrictions. As it is, the majority ignore the "silly" 20s. I can see it every day. What evidence do you have that road users will adhere to 50 on roads that are plainly suitable for 60? Yes, it will reduce emissions etc which is great. Maybe there needs to be a massive hearts &amp; minds campaign first. Start top down rather than attempting to use the largely ineffective instrument of limits that most people can't or won't or don't understand??</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Partially support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b>  50mph speed on Park Road (Faringdon) – <b>Object</b></p>

	<p>50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Don't really understand most of these. It would be helpful to know if they are increases or reductions</p>
(119) Local resident, (Shrivenham, Trajan Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Reduced speeds should reduce accidents and generally make the roads safer</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Reduced speeds should reduce accidents and generally make the roads safer</p>
(120) Local resident, (Shrivenham, Benfield Place)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Further reduction of speed limit only causes traffic jam. The road should be well maintained for free of potholes, cutting hedges shading off road signs, renew road markings instead.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b></p>

	<p>50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>It's the poor road conditions making travelling unsafe at the above roads.</p>
<p>(121) Local resident,  (Shrivenham, Damson  Trees)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Speed 'breakers' are already in place in the form of roundabouts. Free flowing traffic is key, Roundabouts are good to keep this happening whilst naturally decreasing speed of vehicles</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Partially support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Partially support</b>  50mph speed on Park Road (Faringdon) – <b>Partially support</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>50 is a an adequate limit, the 20 extends too far out esp on Faringdon Rd in Shrivenham. There should be a balance to respect safety vs practical speed</p>
<p>(122) Local resident,  (Shrivenham, Fairthorne  way)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>60 mph is perfect safe to travel at.  People need to be educated on awareness in terms of pulling out.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b></p>

	<p>50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Current speed limits are perfectly safe.</p>
(123) Local resident, (Shrivenham, High Street)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Current speed limit is sufficient. No changes needed</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Current speed limit works absolutely fine. No need for any changes</p>
(124) Local resident, (Shrivenham, High street)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I am supporting these changes but only if there is a working speed camera to deter any chancers , because without a deterrent on site daily it's a waste of time.  Shrivenham is a 20mph on the High Street however bearing in mind I live on the higher street the speed limit is comply disregarded even with a flashing sign . Put a chicane in the high street which will make drivers physically slow down./</p>

	<p>Speed limits are great but you need a proper deterrent not a flashing sign telling you your going to fast . Surely it makes sense.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Slow the traffic down with proper deterrents not just for the sake of it to meet your targets so you can say look what we have done.  Do it right in the first place and properly</p>
(125) Local resident, (Shrivenham, Roman Way)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>I believe the 60mph stretches are safe</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>No opinion</b>  50mph speed on London Street (Faringdon) – <b>No opinion</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>As previous</p>
(126) Local resident, (Shrivenham, Sandy Lane)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b></p>

	<p>Great/ Coxwell to Littleworth – <b>Object</b></p> <p>A pointless change which will only add to the frustration drivers experience on this road due to the levels of traffic and many potholes.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>A pointless change which will only add to the frustration drivers experience on this road due to the levels of traffic and many potholes.</p>
<p>(127) Local resident, (Shrivenham, Snadhill)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>I see no reason to change this, I feel there are currently more accidents that happen within the 50mph areas on place than the 60mph ones notably the chicane bend between Faringdon and longcot which I believe is part.of the 50mph zone.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Speed limits are fine as they are.</p>

<p>(128) Local resident, (Shrivenham, The green)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>This road is not dangerous it is the people who drive it who are. Reducing the speed will not solve anything it'll just increase the amount of traffic</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>M</p>
<p>(129) Local resident, (Shrivenham and Watchfield, Miles close (home) and Majors Road (business))</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Individuals that do not abide by speed limits will not be affected by this change, but it is clear that this will introduce more frustration for those drivers resulting in more dangerous overtakes. I expect the death toll to rise following this change and not reduce.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p>

	<p>Same as my last comment. Lower speeds will increase the number of frustrated drivers resulting in more dangerous overtakes</p>
<p>(130) Local resident, (Southmoor, Hawksbeard Way)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>These are not sections of road where accidents are common. It will extend my commute to work significantly.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Partially support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Partially support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>50mph on partially residential streets is too high</p>
<p>(131) Local resident, (Southmoor, Wood Lane)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>No objection</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Danger from turning onto/off the road at this section</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p>

	50mph is reasonable
(132) Member of public, (Southmoor, Draycott)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Be safer with a reduced speed limit</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Be safer with lower speed limit</p>
(133) Local resident, (Stanford in the vale, A417)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Most crashes are not caused by speed but by impatient drivers. Reducing speed will only make worse. Better to spend the money repairing roads on increasing some areas to dual carriageway. A420 is a major link road and should not be single carriageway.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b></p>

	<p>50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Not aware of significant issues with the speeds on these roads. Money better spent repairing roads, especially Stanford road where the drains fall in- these could be moved into the edge of the road!</p>
<p>(134) Local resident, (Stanford in the vale, A417)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The road is wide enough with limited housing. It should remain 60 limit, not lower.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>The current speed limit is fine. Stop messing with it.</p>
<p>(135) Local resident, (Stanford in the vale, Tyrell close)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Continually dropping the speed limits everywhere makes zero difference to the quality of the driving. Dropping the speed limit doesn't stop poor driving causing crashes</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b></p>

	<p>50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Continually lowering speed limits does not improve the general standard of driving on the roads</p>
(136) Local resident, (Stanford in the Vale, Whistler Way)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Cars drive much too fast on this stretch and there are regular accidents</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Same as above</p>
(137) Member of public, (Steventon, )	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>The road surface is a great problem on the A420, especially when there has been a good deal of rain. This aspect could do with some work.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b></p>

	<p>50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>The road surface needs repair too</p>
(138) Member of public, (Swindon, )	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>It's not the speed that's the problem it's the idiots overtaking where they can't see properly, I drive this road everyday and the idiots that take risks are ridiculous, lower the speed and people will still ignore it and cause mire overtaking</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>You are proposing lower speeds on a420 where there is not a problem , but these other roads are either through villages that should be slower</p>
(139) Member of public, (Swindon, )	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>This road is dangerous enough with all the lorries using it, this causes people to drive dangerously. Reducing the speed limit will only increase this</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b></p>

	<p>50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>There are roundabouts on many of these junctions which already slow people down</p>
<p>(140) Member of public,  (Swindon, Tortworth Road)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The issue is not the speed limit but the driver's ability to drive safely. The Faringdon bypass is a suitable road to be 60mph and if anything other areas of the A420 should be increased to 60mph eg watchfield to Faringdon bypass.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Partially support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>The roads off the a420 could be reduced especially London street that goes from national speed limit to 20mph</p>
<p>(141) Local resident,  (Wantage, )</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>I'm not sure that having a 50mph limit would be any safer but with HGVs etc limited to 50mph already, it may stop others trying to overtake just because they aren't travelling at the 60mph national limit on such roads. Sadly, it will never stop those who think they are invincible and overtake recklessly. What the road needs is more enforcement, average speed cameras might work.</p>

	<p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>n</p>
(142) Local resident, (Watchfield, A420 A419)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>This is a stupid proposal by the Council, this section of the A420 is safe, trying to put a blanket 50 limit on all A roads is ill informed and just shows how incompetent the traffic division is, the 20 limits have been poorly received by everyone. This is another example of focusing of the wrong issue</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Obviously the people proposing this never travel these roads, they are wide and safe and need and traffic needs to proceed at the legal limit. Oxfordshire CC are blinded only to reducing the A road speed in the county from the national limit and this has done nothing for road safety. This person in charge of this policy needs to resign</p>
(143) Local resident, (Watchfield, Blenheim)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p>

	<p>The road is a main thoroughfare and the national speed limit should apply. Traffic means that speeds are reduced as a matter of course during busy times.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>No objection</b>  50mph speed on Fernham Road (Little Coxwell) – <b>No objection</b>  50mph speed on Park Road (Faringdon) – <b>No objection</b>  50mph speed on London Street (Faringdon) – <b>No objection</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>No objection</b></p> <p>These roads are more minor side roads and connected to many little hamlets and I have no objection to 50mph</p>
<p>(144) Local resident,  (Watchfield, Charlesby Drive)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>I object to the proposal as it seems the council is pushing ahead with an anti-car agenda and its make everyone's journey longer and miserable. First we started with the pointless 20mph zones now this. Modern cars are structurally more sound therefore they can withstand impacts at higher speeds and are economical driving at higher speeds. The described areas are not accident hotspots therefore this is just a pointless exercise to inconvenience the public. We are again spending thousands on stupid proposals and replacement signs instead of doing something useful and filling potholes. Instead of making everyone's life's miserable please stick to your jobs and make our lives better as that's what you all have been elected for. In villages surrounding the A420 people are dependent on the cars due to the lack of infrastructure and work places. Instead this stupidity you should be making proposals to dual the A420 the entire way, ban bikes and tractors and raise speed limits.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b></p>

	<p>50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Stop wasting money on things that don't need fixing. The current speed limits are fine as they are. If you are already taking our hard earned money in taxes, please use it to help people instead of inconveniencing the public once again. You lot are sat in an office in Oxford miles away from here. Why do you think we need these changes? We actually live in the area and have not asked for these changes. We have asked for potholes to be properly repaired but it's seems that can't be done, but for some miraculous reason you have money to spend on this. You're accountable to the tax payer as we are the ones funding you so please consider that before coming up with ideas like these.</p>
(145) Local resident, (Watchfield, Charlesby Drive)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The road barely gets above 50 as it is with the amount of HGV trucks using it as a cut through from Oxford to Swindon M4 cutting out the A34. A420 was not designed to take such HEAVY traffic chewing up the tarmac and leaving potholes everywhere! Slowing down the only parts that are SAFE to speed up a bit is absurd! How about putting traffic light junctions (especially at the Coxwell turning) instead? Make it safer, not slow it down and perhaps also inforce a weight and width scheme so it stops getting used as a shortcut buy the slow lorries that cause impatience and damage the road.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>No opinion</b> 50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b> 50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b> 50mph speed on Park Road (Faringdon) – <b>No opinion</b> 50mph speed on London Street (Faringdon) – <b>No opinion</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>I'm not worried about what is already there now.</p>
(146) Local resident, (Watchfield, Curtis Close)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p>

	<p>There has been no significant safety issue at the areas mentioned</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Many of the roads mentioned are inner-town roads that shouldn't be 50mph. Where those roads join A420 there are already sufficient traffic calming processes like roundabouts in place.</p>
(147) Rather not say, (Watchfield, Hill road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Stop trying to control everything. The 20mph limits are bad enough. 60 down to 50. What next 40. Maybe just ban cars as that safer</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Slippery slope. Stop controlling car owners. Just fix the potholes</p>
(148) Local resident, (Watchfield, Lancaster green)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b></p>

	<p>Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Lowering speed limits won't save lives Will just create frustration to certain drivers who will end up overtaking and causing more dangerous situations</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>People already speed on these roads</p>
(149) Local resident, (Watchfield, Lysander Crescent)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Because the road is dangerous and a standard speed limit may help.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>To make the road safer</p>
(150) Local resident, (Watchfield, Scholar Close)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b></p>

	<p>Great/ Coxwell to Littleworth – <b>Support</b></p> <p>There are busy side roads entering these sections of 60mph road which are near impossible and dangerous to drive onto the A420. Especially the poor S6 bus turning from Coxwell road onto A420. The volume of traffic has increased enormously especially heavy HGV's. The 60mph zones are dangerous for cars, pedestrians, buses and cyclists.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Support</b>  50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>50mph will make these roads safer. Reduce noise and pollution.</p>
(151) Local resident, (Watchfield, Scholar Close)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The road in question is a vital artery between Swindon and oxford, and lowering the limits further will increase travel time for those who use it every day for work, it should be the 50 sections that are raised to 60</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>The road in question is a vital artery between Swindon and oxford, and lowering the limits further will increase travel time for those who use it every day for work, it should be the 50 sections that are raised to 60</p>

<p>(152) Local resident, (watchfield, shute avenue)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>These stretches of road are straight with no major bends and the 60mph seems an appropriate speed.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>No objection</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>No objection</b> 50mph speed on Park Road (Faringdon) – <b>No objection</b> 50mph speed on London Street (Faringdon) – <b>No objection</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>No objection</b></p> <p>No objection to any of the proposals as they seem sensible.</p>
<p>(153) Local resident, (Watchfield, Star lane)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>New roundabout a420 bourbon, vehicles approach too quickly for new bloor houses appearing</p> <p><u>Adjacents speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>Not needed</p>

<p>(154) Local resident, (Watchfield, Wellington square)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The areas that currently have the 50mph imposed have far more accidents than the areas of national speed limit. Instead of restricting the road further, review and plan to replace the A420 in its entirety from Swindon to Oxford with a fit for purpose two lane dual carriageway. The old road could possibly be used as a cycle / foot path providing safe alternative methods of transport.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>No opinion</b> 50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b> 50mph speed on Fernham Road (Little Coxwell) – <b>No opinion</b> 50mph speed on Park Road (Faringdon) – <b>No opinion</b> 50mph speed on London Street (Faringdon) – <b>No opinion</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>No opinion</b></p> <p>See previous comment</p>
<p>(155) Local resident, (Watchfield, Barrington Road)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Fully support in the hope that it reduces accidents</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p>

	<p>Support lower speed limits to help reduce accidents Object to the 50mph on park road and London street, these should be 40 or even 30mph limits</p>
(156) Local resident, (Watchfield, Hill Road)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>Speed is not the issue. The conditions of the road and the layout of Watchfield roundabout are. The slip/by pass at the roundabout needs removing so that everyone must enter it, thus reducing the speed anyway. Also, the lanes need remarking in every direction so that the right hand lanes are right only. Not right and straight ahead. People who speed over the current 60mph limit are not going to slow down because the limit is reduced. It would be as useless as reducing 30mph to 20mph. Placing cameras is the only thing which makes them.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>This blanket lowering over limits everywhere is only serving to frustrate drivers and lengthening commute times. My 30 minute commute has already been increased to close to 45 mins because of changes along my route. Spend money on fixing the disgraceful state of the roads, not changing signs.</p>
(157) Local resident, (Watchfield, Hill road)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>50mph...I've never seen anyone drive under 65 on these roads it needs lowering very dangerous</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b></p>

	<p>50mph speed on Faringdon Road (Watchfield) – <b>Support</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Support</b>  50mph speed on Park Road (Faringdon) – <b>Support</b>  50mph speed on London Street (Faringdon) – <b>Support</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p> <p>Too fast on roads</p>
<p>(158) Local resident,  (Watchfield, Lapwing Lane)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>No objection</b></p> <p>.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>No opinion</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>.</p>
<p>(159) Local resident,  (Watchfield, Maidens Close)</p>	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Partially support</b>  Great/ Coxwell to Littleworth – <b>Support</b></p> <p>The part from the Longcot turn to the roundabout at Faringdon needs looking at: the number of cars in the ditch last winter astonished me, as did the number of fatal accidents.  Some of this might be addressed by a consistent speed limit, but a lot of it happens in the 50 zone.  I think this needs thinking through more deeply than a simple change of speed limit on parts of the road.</p>

	<p>The staggered junctions by Great Coxwell are particularly tricky, and with the huge increase in the number of houses nearby, these are becoming increasingly congested. A change in speed limit may well help as part of a series of changes, but I think that the overall road layout needs reviewing. If the strategy is to remove accidents by removing human errors, then addressing the need to judge speed and distance of two lines of traffic on a major trunk road while performing a right turn into traffic should also be a consideration.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Partially support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Partially support</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Partially support</b></p> <p>As above.</p>
(160) Local resident, (Watchfield, Scholar Close)	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Support</b> Great/ Coxwell to Littleworth – <b>Support</b></p> <p>Having been resident in the area for ten years and learned of numerous fatalities and serious injuries I would always seek to find an alternative route. The A420 is incredibly dangerous. In places I would suggest lowering the speed limit further and insert double white lines for no overtaking.</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Support</b> 50mph speed on Faringdon Road (Watchfield) – <b>Support</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Support</b> 50mph speed on Park Road (Faringdon) – <b>Support</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Support</b></p>

	<p>Some areas would benefit from a blanket 40mph.</p>
<p>(161) Local resident, (Watchfield, Shute Avenue)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Object</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The reason there is so many accidents is impatient drivers overtaking. Reducing the speed limit will only increase this happening</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b> 50mph speed on London Street (Faringdon) – <b>Object</b> 50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>50mph is far too fast for these roads</p>
<p>(162) Local resident, (Watchfield, Wellington square)</p>	<p><u>A420 50mph:</u> Bourton to Watchfield roundabout – <b>Partially support</b> Great/ Coxwell to Littleworth – <b>Object</b></p> <p>The road needs to be made in a dual carriageway from Oxford to Swindon. Currently the road isn't fit for the capacity. As well as this, all accidents are on the 50mph areas. Road surfaces need to be improved too, for example filling in the potholes inbetween watchfield and faringdon which are horrific!!</p> <p><u>Adjacent speed limits:</u> 40mph speed limit on London Street (Faringdon) – <b>Object</b> 50mph speed on Faringdon Road (Watchfield) – <b>Object</b> 50mph speed on Fernham Road (Little Coxwell) – <b>Object</b> 50mph speed on Park Road (Faringdon) – <b>Object</b></p>

	<p>50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>See previous comment.</p>
(163) Local resident, (Wootton, Cumnor Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Object</b></p> <p>There have already been too many unnecessary speed limit reductions. These have resulted in greater variations in speed, more overtaking, more speeding and more frustration.  More importantly there is now widespread contempt for many speed limits in Oxfordshire.  There is no need for these reductions on the A420 which will end up having an adverse effect on safety across the county.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>Object</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>Object</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>No evidence provided in proposals to demonstrate a high history of collisions to justify a reduction.  Too many restrictions are counter productive. City centre data does not translate to rural areas. You are making our roads dangerous.</p>
(164) Member of public, (Wootton, Cumnor Road)	<p><u>A420 50mph:</u>  Bourton to Watchfield roundabout – <b>Object</b>  Great/ Coxwell to Littleworth – <b>Partially support</b></p> <p>Bourton to watchfield: object</p>

	<p>There is no reason for this to be lower than NSL. There is a new roundabout which helps to slow traffic on the approach anyway, but before that heading towards Swindon there are no houses etc to warrant it being a 50 limit. I think people would get frustrated and overtake here if it was lowered, leading to more accidents.</p> <p>Little coxwell to littleworth: partially support, there have been some nasty accidents here recently on both sides and a lower speed limit may help, plus there are multiple junctions etc to actually cause a hazard worth slowing the traffic down for.</p> <p>I partially support as I would want to see a survey carried out around little coxwell to check if it is easier/harder to join the a420 depending on speed limit. Same for the other side of faringdon.</p> <p><u>Adjacent speed limits:</u>  40mph speed limit on London Street (Faringdon) – <b>Object</b>  50mph speed on Faringdon Road (Watchfield) – <b>No opinion</b>  50mph speed on Fernham Road (Little Coxwell) – <b>Object</b>  50mph speed on Park Road (Faringdon) – <b>No objection</b>  50mph speed on London Street (Faringdon) – <b>Object</b>  50mph speed on the A417 Stanford Road (Faringdon) – <b>Object</b></p> <p>In some of these locations eg a417 there is no need to lower the limit as there are no hazards to warrant it needing to be done.  What would be the need to make london road a 40mph as I can't see a valid reason, it's countryside!</p>
(165) Member of public, (Little Coxwell)	<p><b>Support</b> – I am writing in connection with the above consultation to confirm I very much support the introduction of the proposed 50mph speed limit. Anything that can be done to improve safety along this dreadful section of road should be done without delay.</p> <p>Whilst supporting the proposal I note that the long-promised traffic lights at the Great Coxwell junction have still not been installed. As someone who regularly attempts to turn right onto the A420 or worse still cross it on foot/ by bicycle I would be grateful if this matter could be given the priority it desperately needs.</p> <p>The developments on the Faringdon side of the A420 at Fernham Fields and Steeds included a commitment for traffic lights at the Great Coxwell turn. S106 monies were paid by the developers. The houses were completed and sold but the traffic lights did not materialize. As I understand it this was because the money obtained was insufficient. The Council were waiting for another development, South of Steeds, to be undertaken before these traffic lights could be fully funded. The South of Steeds application became bogged down in a planning appeal.</p>

There are now signs of work on the land at the South of Steeds site so perhaps further S106 monies have been received? In any event OCC are sitting on the S106 monies from two developments if not three so the delay is not justifiable.

The A420 is becoming more and more dangerous. Crossing it is becoming increasingly difficult as there is often a constant stream of traffic in one if not both directions, even at week ends. Turning right at the Little Coxwell junction is so bad that many drivers, myself included, often turn left instead. We then turn right at the Great Coxwell junction and drive down Coxwell Road, through the centre of Faringdon and up London Street. In other words we drive on the old A420 through the centre of town because we are unable to get out onto the bypass. Other drivers grow impatient and pull out when it is not properly clear. Installing lights at the Great Coxwell junction would at least break up the flow of traffic coming from the Swindon direction.

Please can the procrastination stop and these much needed traffic lights be installed?

Divisions affected: *Benson & Cholsey*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **CHOLSEY - PROPOSED 20MPH, 30MPH & 40MPH SPEED LIMITS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph, 30mph and 40mph speed limits in Cholsey as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph, 30mph and 40mph speed limits in Cholsey, as shown in **Annex 1**.

#### **Financial Implications**

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

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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

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

#### **Sustainability Implications**

- The proposals would help to encourage walking and cycling within Cholsey by making them safer and more attractive.

## Formal Consultation

- Formal consultation was carried out between 3 July and 26 July 2024. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, local District Cllrs, Cholsey Parish Council, and the local County Councillor representing the Benson & Cholsey division.

### Statutory Consultee Responses:

- Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, and wish their response to be listed as 'having concerns' rather than an objection.
- Thames Travel bus company objected to the proposals (full response found at **Annex 3**), citing that they considered the proposals to be unjustified, unjustifiable, and arbitrary, and would serve to make public bus services slower and less attractive, while in practice having a much more limited demonstrable safety impact in parts of the village, and none at all over extensive sections of currently entirely derestricted road. They also felt that it is not credible to suggest drivers will consistently self-enforce, which lies at the heart of effectiveness of the 20mph policy.

### Other Responses:

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

Proposal	Support	Partially support	Object	No objection	Total
20mph speed limit	120 (53%)	37 (16%)	61 (27%)	9 (4%)	227
30mph on Wallingford Road	80 (35%)	24 (11%)	88 (39%)	35 (15%)	227
40mph on Wallingford Road	83 (37%)	37 (16%)	75 (33%)	32 (14%)	227

\* note – all percentages rounded up/down to nearest whole number.

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

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	29 (13%)
Yes - cycle more	32 (14%)
No	154 (67%)
Other	12 (5%)

\* note – all percentages rounded up/down to nearest whole number.

11. Additionally, one email was received from a local resident which objected to the proposals, stating that the lower limit would have a negative impact on journey times, not required on safety grounds, and that a reduced speed limit would not change the behaviour of drivers who already exceed the current speed limit.
12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer Response to Objections/Concerns**

13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
14. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Cholsey.
15. The objection of Thames Travel, the bus operator, is noted and it is acknowledged that the proposals will impact on a significant length of the current bus route. It is also acknowledged that other proposed speed limit changes in adjacent villages as part of the 20mph speed limit project will also lead to some increases in journey times on the same bus services.
16. Balancing the objectives of the 20mph project with other key objectives including supporting the use of bus travel can – as here – be challenging but officers consider that the benefits of proceeding with the proposals as advertised will be significant in respect of road safety and encouraging active travel and reducing the impact of traffic on the environment.
17. An assessment of the likely actual impact of reduced speed limits on bus journey times by recording speeds reached on a single trip through the



Cholsey 20mph Scheme

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	02.05.24	Proposal 1	C.R		

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Project title: Cholsey 20mph Scheme

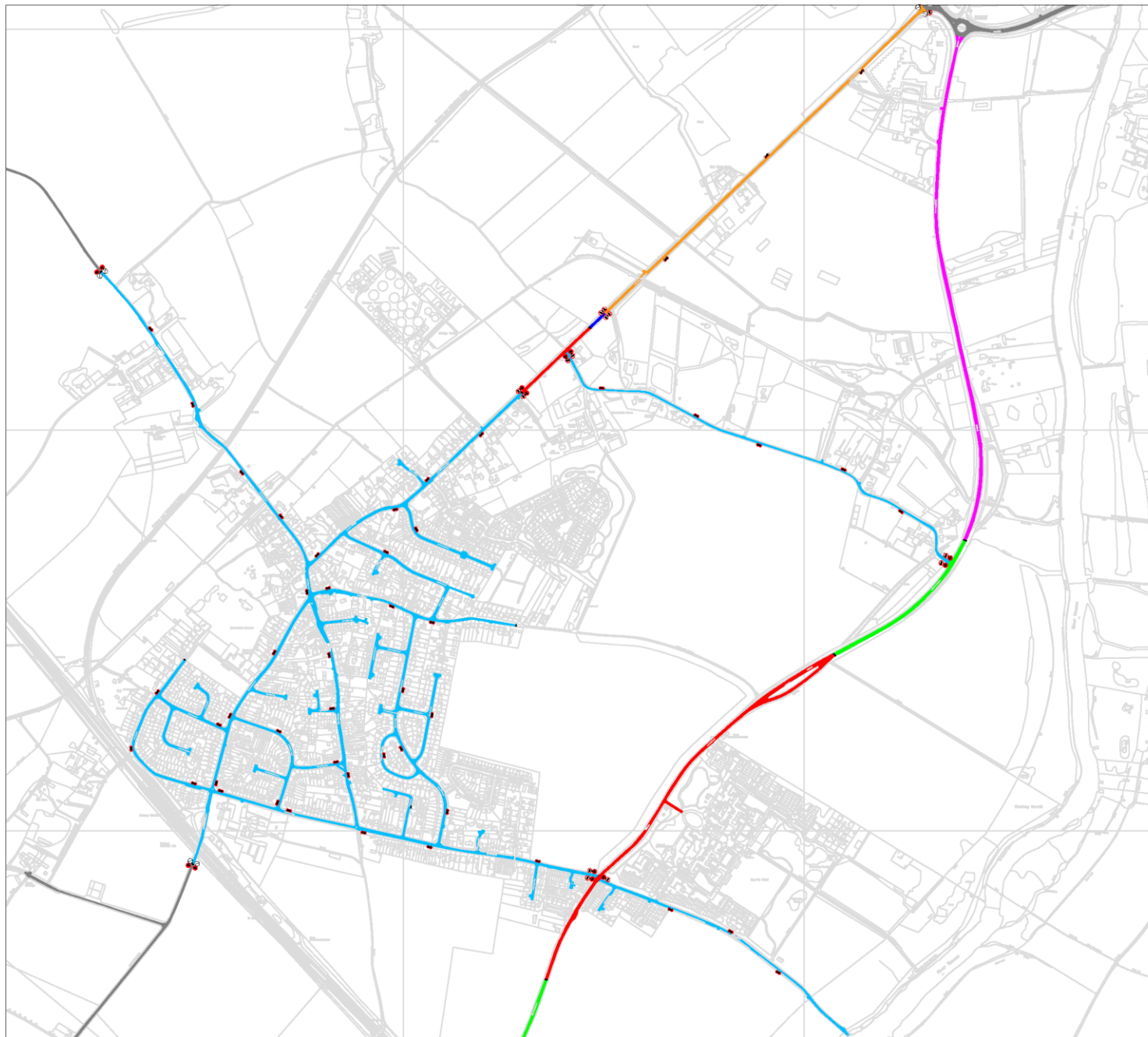
Drawing title:  
 Cholsey 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by AK	Approved by AK
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Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b> – This response relates to all changes. Thank you for the consultation documents, in relation to the proposed speed limit change.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> </ul>

	<ul style="list-style-type: none"> <li>• existing traffic speeds (No data provided)</li> <li>• road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Thames Travel)	<p><b>Object</b> – We consider the proposals unjustified, unjustifiable, and arbitrary, and will serve principally to make public bus services slower and less attractive, while in practice having a much more limited demonstrable safety impact in parts of the village, and none at all over extensive sections of currently entirely derestricted road. Where these sections are concerned, and on the approaches to the main village core, it is not credible to suggest drivers will consistently self-enforce, which lies at the heart of effectiveness of the 20mph policy.</p> <p><i>(Full response available at Annex 3)</i></p>
(3) Local resident, (Cholsey, Pound Lane)	<p>20mph speed limit – <b>Object</b></p> <p>I have a low emissions car which works perfectly at 30 mph, but does not work at 20 mph, so if you are trying to reduce fumes introducing a 20 mph speed limit will increase emissions, not reduce them.</p> <p>I would also like to know the number of pedestrian and cycle accidents caused by the 30 mph speed limit in the last 5 years in Cholsey. Please respond to let me know.</p> <p>30mph speed limit – <b>No objection</b></p> <p>I do not have objections to 30 mph and would like to reduce speeding on the road into Wallingford, but I do object to the introduction of 20 mph.</p>

	<p>40mph speed limit – <b>No objection</b> See above.</p> <p>Travel change: <b>No</b></p>
(4) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>Object</b> 30mph is fine in Cholsey</p> <p>30mph speed limit – <b>No objection</b> The footpath is not suitable for a 60mph road. If the footpath cannot be widened and a barrier to make it safer then a reduced speed limit is sensible.</p> <p>40mph speed limit – <b>No objection</b> The footpath is not suitable for a 60mph road. If the footpath cannot be widened and a barrier to make it safer then a reduced speed limit is sensible.</p> <p>Travel change: <b>No</b></p>
(5) Local resident, (Cholsey, Droverside)	<p>20mph speed limit – <b>Object</b> The more important issue in Cholsey is dangerously parked cars, for example outside the Red Lion and Treehouse School, along Station Road and around Tesco, which mean people have to drive towards the oncoming traffic on the opposite side of the road. It is only a matter of time before there is a serious collision on the blind bend outside the Treehouse School.</p> <p>30mph speed limit – <b>No objection</b> Coming towards Cholsey, should slow things down before the Caps Lane junction</p> <p>40mph speed limit – <b>Object</b> This would more sensibly be reduced to 50 mph - a 40 mph speed limit along this section of straight road with few houses/turnings seems unnecessary. The cycleway alongside the Wallingford road is not fit for purpose as it is too narrow to allow two cycles or a cycle and pedestrian to pass each other, so cyclists (myself included) will continue to use the road itself. It is therefore important that car etc. road users (myself included) can safely pass cyclists with minimum time exposed to danger on the opposite carriageway.</p>

	Travel change: <b>No</b>
(6) Local resident, (Cholsey, Charles Road)	<p>20mph speed limit – <b>Object</b> There is no just for the cost expenditure to change these speed limits, since the number of parked cars and congestion makes it impossible to drive at more than 10-15 miles per hour within the village, and 20-30 mph on the main road.</p> <p>30mph speed limit – <b>Object</b> No need for expenditure, it is not possible to drive at greater than 30 mph on this road</p> <p>40mph speed limit – <b>No objection</b> Unnecessary cost expenditure that would be better spent improving services, repainting lines and repairing roads.</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Cholsey, Schuster Close)	<p>20mph speed limit – <b>Object</b></p> <ol style="list-style-type: none"> <li>1. The proposed speed limit changes are unlikely to improve road safety in Cholsey as there is more than enough traffic, road furniture and parked cars, to maintain speeds at a safe level.</li> <li>2. Most drivers drive at an acceptable speed around the village and 30mph on Papist Way, Honey Lane, Church Road and station road is a safe speed with no evidence suggesting that the current speed limit has resulted in any accidents.</li> <li>3. The unnecessary introduction of enforces 20mph speed limits in other areas locally has, in my opinion, made the roads more unsafe as some drivers are now driving excessively slowly (10-15mph) causing others to become frustrated and attempt dangerous overtaking or driving exceptionally close so as to 'put pressure' on others to speed up.</li> <li>4. I have seen significantly more 'near accidents' due to this in South Moreton where this has been applied.</li> <li>5. The funding used to change the signage and conduct this change could be put to better use repairing dangerous potholes especially at the corner of honey lane with papist way. There could also be better placement of double yellow lines around central and passing areas of the village (eg Honey Lane) to ensure a clear view is not obstructed as is often the case. (Honey Lane and bottom of Wallingford road behind the shops in particular).</li> <li>6. As the 20min is rarely enforced by law enforcement of speed cameras those willing to drive recklessly continue to do so and so improving visibility and additional genuine traffic calming measures like priority junctions, speed reducing bumps etc are far more likely to improve the situation.</li> </ol>

	<p>30mph speed limit – <b>Object</b> Please see my previous comments. The national speed limit sign is outside of the residential area of the village and so I do not see what extending the 30pmh further up the road would do. Slowing vehicles down earlier in an area where it is not required will only frustrate drivers further.</p> <p>40mph speed limit – <b>No objection</b> I do not feel it is necessary as this road is straight with excellent visibility for its entirety with minimal entry/exits onto the main road causing significant risks to road users or path users. I do however feel the path is very close to the road and a vehicle (especially large vehicles) travelling at speed can make walking or running down the path quite daunting. Cycling on this road, whilst entirely safe, can at times of heavy traffic also feel quite scary.</p> <p>Travel change: <b>No</b></p>
(8) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Object</b> We do not we need a 20mph speed limit in the village. If people drove correctly there is no need. It will cause more pollution and aggravation plus how many people will take any notice. No one checks on how fast you go anyway. You are better off sorting out the bad parking around the village. I have no objection to having a 20mph speed limit along Church Road where the school is. As it is you cannot drive much faster than 20 because of all the cars parked up in the village.</p> <p>30mph speed limit – <b>Object</b> Why do you want to extend it ????</p> <p>40mph speed limit – <b>No objection</b> Traveling over that speed is hard because of the state of the road, it's like driving off road there are so many bumps in it</p> <p>Travel change: <b>No</b></p>
(9) Local resident, (Cholsey, Wallingford Road)	<p>20mph speed limit – <b>Object</b> 20mph speed limits do not benefit anyone. They just result in more delays.</p> <p>30mph speed limit – <b>Object</b> Once again, benefits nobody.</p>

	<p>40mph speed limit – <b>No objection</b> Don't really know how this benefits anyone but sure.</p> <p>Travel change: <b>No</b></p>
(10) Local resident, (Cholsey, Agatha Christie Way)	<p>20mph speed limit – <b>Object</b> Absolutely not, it is unsustainable, very difficult to enforce. No supporting data that is good for the environment, cars or tye area. Safety can be controlled by existing measures like additional crossing points and zebra crossing</p> <p>30mph speed limit – <b>Object</b> See previous reasons</p> <p>40mph speed limit – <b>No objection</b> Objection to lowering speed limits</p> <p>Travel change: <b>No</b></p>
(11) Local resident, (Cholsey, Abbots Mead)	<p>20mph speed limit – <b>Object</b> Reduction in speed limit is unnecessary. Cholsey does not have a problem with speed of vehicles in the village. The proposal would not encourage me use alternative forms of transport and I doubt it would for other people in the village. The money spent on this proposal and the consultation itself would be better spent on maintaining the existing roads to enable repair of pot holes and remove overgrown foliage at the side of Reading road which hinders driver visibility and makes cycling on the path very unpleasant.</p> <p>30mph speed limit – <b>Object</b> There is no need to extend the 30mph speed limit on Wallingford Road.</p> <p>40mph speed limit – <b>Object</b> There is no need to reduce the speed limit on this section of Wallingford Road.</p> <p>Travel change: <b>No</b></p>

<p>(12) Local resident, (Cholsey, Amwell place)</p>	<p>20mph speed limit – <b>Object</b> 20 has become a fad, no one actually sticks to it, a sign does not slow people down spend the money on things we ACTUALLY NEED!</p> <p>30mph speed limit – <b>Object</b> More money being wasted on signs, cars are far safer than when the road limits were set decades ago.</p> <p>40mph speed limit – <b>Object</b> More money wasted on signs that people ignore, spend the little money we have on things we ACTUALLY NEED. It's a fad</p> <p>Travel change: <b>No</b></p>
<p>(13) Local resident, (Cholsey, Brentford close)</p>	<p>20mph speed limit – <b>Object</b> The 30 mile per hour limit has been perfectly fine for the last 60 years, people are not driving faster, the roads are just in a poorer condition due to the failures of Oxfordshire County Council to maintain them, this is a folly to waste our council tax. Reducing limits will not save lives, people will simply spend more time watching their speedometer than the road.</p> <p>30mph speed limit – <b>Object</b> The 30mph stretch ends at the residential boundary, why extend it beyond.</p> <p>40mph speed limit – <b>Object</b> Same as above, there is no reason but for some councillor to say they have a legacy.</p> <p>Travel change: <b>No</b></p>
<p>(14) Local resident, (Cholsey, Brentford Close)</p>	<p>20mph speed limit – <b>Object</b> In the absence of meaningful accident statistics and/or a clearly defined and quantifiable risk to road users of all classes, I believe there is no justification in lowering the 30mph limits. Police will not enforce a 20mph limit, making the expense of setting one up a waste of public money. If the 30mph limit is being broken by a minority, the only sensible course of action is to enforce it, which appears to be beyond the resources of the local authorities.</p> <p>30mph speed limit – <b>Object</b></p>

	<p>There is nothing wrong with the present limits of the 30mph zone. It is unlikely that any extension towards Wallingford would be observed by drivers. There are hardly any properties that would be 'protected' by such a change. I would concede that a 50mph limit to replace the present National limit would be acceptable.</p> <p>40mph speed limit – <b>Object</b> There is nothing wrong with the present limits of the 30mph zone. It is unlikely that any extension towards Wallingford would be observed by drivers. There are hardly any properties that would be 'protected' by such a change. I would concede that a 50mph limit to replace the present National limit would be acceptable.</p> <p>Travel change: <b>No</b></p>
(15) Local resident, (Cholsey, Church road)	<p>20mph speed limit – <b>Object</b> Unless it can be policed it is a waste of time</p> <p>30mph speed limit – <b>Object</b> Unless you are able to police it is is a waste of time</p> <p>40mph speed limit – <b>Object</b> Unless it is able to be policed it is a waste of time</p> <p>Travel change: <b>No</b></p>
(16) Local resident, (Cholsey, Cornflower Drive)	<p>20mph speed limit – <b>Object</b> 20mph is ridiculous and not needed. I understand 20mph limit near schools but throughout a village isn't needed.</p> <p>30mph speed limit – <b>Object</b> Dont think there needs to be an extension of 30mph</p> <p>40mph speed limit – <b>Object</b> It is currently fine as it is.</p> <p>Travel change: <b>No</b></p>

<p>(17) Local resident, (Cholsey, Crescent Way)</p>	<p>20mph speed limit – <b>Object</b> The cars parked around Cholsey already stop cars travelling faster than 20 mph. I have experienced many small villages who have chosen to instate a 20 mph limit see a huge increase in backed-up traffic and air pollution as a result. This also makes it harder for pedestrians to cross the road as they have to wait for a break in the traffic.</p> <p>30mph speed limit – <b>Object</b> This is a long, open stretch of road with incredibly low accident rates, reducing the speed limit to 30 mph seems like an insane decision.</p> <p>40mph speed limit – <b>Object</b> This road is straight and clear, there is no need for cars to travel at 40 mph along it.</p> <p>Travel change: <b>No</b></p>
<p>(18) Local resident, (Cholsey, Cross Road)</p>	<p>20mph speed limit – <b>Object</b> There are other more appropriate strategies than 20mph speed limits. Particularly a zebra crossing by Tesco's/roundabouts and dealing with cars parked on junctions.</p> <p>30mph speed limit – <b>Object</b> What are the safety statistics which would warrant this change? I feel the speed limit is appropriate to the road.</p> <p>40mph speed limit – <b>Object</b> See above</p> <p>Travel change: <b>No</b></p>
<p>(19) Local resident, (Cholsey, Droverside)</p>	<p>20mph speed limit – <b>Object</b> I believe 20mph is unnecessary slow, it has been proven in Wales that it doesn't work effectively</p> <p>30mph speed limit – <b>Object</b> There isn't a good cycle track as you cannot pass anything plus overhanging trees. The potholes also make cycling dangerous. People already have to limit speed due to potholes and uneven surfaces due to repairs</p>

	<p>40mph speed limit – <b>Object</b> The road surface is so bad with potholes and uneven surfaces that there are enough delays already</p> <p>Travel change: <b>No</b></p>
(20) Local resident, (Cholsey, East end)	<p>20mph speed limit – <b>Object</b> No requirement for this. No accidents and generally people drive well.</p> <p>30mph speed limit – <b>Object</b> Ridiculous idea.</p> <p>40mph speed limit – <b>Object</b> It's a 60 mph all day long. People need to get to work and not drive behind old drivers who can't stick to the speed limit.</p> <p>Travel change: <b>No</b></p>
(21) Local resident, (Cholsey, Fairfield)	<p>20mph speed limit – <b>Object</b> There is no current problem with current speed limit.</p> <p>30mph speed limit – <b>Object</b> Not needed</p> <p>40mph speed limit – <b>Object</b> Not necessary</p> <p>Travel change: <b>No</b></p>
(22) Local resident, (Cholsey, Ferry lane)	<p>20mph speed limit – <b>Object</b> Not necessary to be 20mph</p> <p>30mph speed limit – <b>Object</b></p>

	<p>Not needed</p> <p>40mph speed limit – <b>Object</b> Not necessary</p> <p>Travel change: <b>No</b></p>
(23) Local resident, (Cholsey, Goldfinch Lane)	<p>20mph speed limit – <b>Object</b> The limit would start too far along the Wallingford Road, as it does in South Moreton.</p> <p>30mph speed limit – <b>Object</b> Unnecessary</p> <p>40mph speed limit – <b>Object</b> Unnecessary</p> <p>Travel change: <b>No</b></p>
(24) Local resident, (Cholsey, Goldfinch Lane)	<p>20mph speed limit – <b>Object</b> There is no requirement to change the speed limits. The current restricted road limits are sufficient. There is no justification to reduce Wallingford Road national speed limit. It isn't straight road with no junctions, very limited properties, no schools or shops. This is why National Speed limits exist, for roads where there is no requirement for a reduction.</p> <p>30mph speed limit – <b>Object</b> As per my previous response - there is no justifiable reason to extend it. After it changes to a national limit there are no more junctions, schools or shops, with very, very limited properties. It is a straight country road. There is no reason to extend the 30mph limit.</p> <p>40mph speed limit – <b>Object</b> As above.</p> <p>Travel change: <b>No</b></p>

<p>(25) Local resident, (Cholsey, Hillside)</p>	<p><b>20mph speed limit – Object</b> There is no need for change. Its change for change sake, which will cause frustration to drivers. The only place that makes sense to change to a 20mph is outside the primary school.</p> <p><b>30mph speed limit – Object</b> Pointless. Its changing things for the sake of changing things. If you want to make it safer down the wallingford road long term, improve lighting and make it clearer where the speed changes.</p> <p><b>40mph speed limit – Object</b> There is no need to change the speed limit. Its change for change sake and is just the council again making everything slower for drivers. Its not greener or safer. If the council want to make it safer for people,down the wallingford road, cut the bushes more regularly, otherwise, its a waste if time and money. It will also just lead to more frustration. I dont really know why im commenting considering how the councils all over Oxfordshire have just ignored those they represents.</p> <p>Travel change: <b>No</b></p>
<p>(26) Local resident, (Cholsey, Newlands Way)</p>	<p><b>20mph speed limit – Object</b> In my experience drivers drive worse in 20 mile areas: either so worried they will go over the speed so they pay more attention to looking at the Speedo than their surroundings, it's also difficult to drive at that speed as it's so slow that drivers are often distracted and not paying full attention. In my experience even in 30 zones people drive slower as they are t sure if it's 20 or 30. Makes drivers very stop/start and not smooth and observant</p> <p><b>30mph speed limit – Object</b> It's a reasonable size road and plenty of visibility - the current speeds I think are reasonable. Slowing the traffic further will lead to frustrations of people getting to work/school.</p> <p><b>40mph speed limit – Object</b> As per my comments above - I feel it is adequate as it is now and any further changes will result in driver frustrations. It's been working well so why change it.</p> <p>Travel change: <b>No</b></p>

<p>(27) Local resident, (Cholsey, Old timber yard)</p>	<p>20mph speed limit – <b>Object</b> Leads to more congestion and journeys take longer. Council should be focusing on improving roads and pot holes not spending money on this. Pot holes cause twice as many near misses than the speed limit of 30 mph in Cholsey as you are constantly having to swerve in and out of the road to avoid them. There is no alternative public transport - buses finish early and start late for those who don't finish work before 5pm.</p> <p>30mph speed limit – <b>Object</b> There's no houses around that area. No need to reduce the speed limit.</p> <p>40mph speed limit – <b>Object</b> No need to reduce speed limit. Will cause yet more congestion and journeys take longer.</p> <p>Travel change: <b>Other</b> No - there is no alternative for me to get to and from work during my hours worked. Bus service is awful.</p>
<p>(28) Local resident, (Cholsey, Pound Lave)</p>	<p>20mph speed limit – <b>Object</b> Low speed limits increase pollution, cause damage to cars, &amp; mean motorists focus more on speedometers than road hazards. It is unlikely this will be enforced. More effort should be given to illegal parking &amp; bad driving which are the actual dangers in Cholsey.</p> <p>30mph speed limit – <b>Object</b> The limit is already too far out of the village.</p> <p>40mph speed limit – <b>Object</b> There is no sensible reason for this. Perhaps the council could instead fix the huge lump in the road approaching the village &amp; look at the proposed cycle/walking path to Wallingford.</p> <p>Travel change: <b>Other</b> I have no other option than to drive.</p>

<p>(29) Local resident, (Cholsey, Prefer not to say)</p>	<p>20mph speed limit – <b>Object</b> I don't think that this new speed limit is necessary</p> <p>30mph speed limit – <b>Object</b> There is no valid reason to extend tge 30mph limit</p> <p>40mph speed limit – <b>Object</b> As above</p> <p>Travel change: <b>No</b></p>
<p>(30) Local resident, (Cholsey, Rothwells Close)</p>	<p>20mph speed limit – <b>Object</b> People drive slowly in the village anyway in most circumstances- 20mph is a ridiculous speed to enforce and has now been overturned in other areas. Complete waste of money and won't stop the odd driver anyway</p> <p>30mph speed limit – <b>Object</b> See previous reply</p> <p>40mph speed limit – <b>Object</b> There is no sensible reason for doing this - it won't stop traffic, it won't stop accidents and it won't increase air quality - just another example of a waste of mineyy</p> <p>Travel change: <b>No</b></p>
<p>(31) Local resident, (Cholsey, SCHUSTER CLOSE)</p>	<p>20mph speed limit – <b>Object</b> Cars are considerably less fuel efficient at 20mph. This spree of 20mph and anti-car policies being adopted by OCC is ridiculous. It harms local businesses. Increases emissions and creates more scope for traffic accidents with people braking sharply. Ridiculous idea.</p> <p>30mph speed limit – <b>Object</b> Cars are less efficient at lower speeds. Lower speed limits (up to approx 50mph) increases emissions.</p>

	<p>40mph speed limit – <b>Object</b> Cars are less efficient at lower speeds. Lower speed limits (up to approx 50mph) increases emissions.</p> <p>Travel change: <b>No</b></p>
(32) Local resident, (Cholsey, Schuster Close)	<p>20mph speed limit – <b>Object</b> I don't think Cholsey needs to be 20mph zone as most cars can't go fast anyway. Happy for it to be in place by the school during pick up and drop. Rest of village is fine. Higher priority is putting more traffic calming on the Reading Road by Cholsey Meadows.</p> <p>30mph speed limit – <b>Object</b> Unnecessarily slow for this road</p> <p>40mph speed limit – <b>Object</b> 50 Mph would be an acceptable change</p> <p>Travel change: <b>No</b></p>
(33) Local resident, (cholsey, the forty)	<p>20mph speed limit – <b>Object</b> 30mph speed limit is acceptable for the village. There is no need to reduce it down to 20mph.</p> <p>30mph speed limit – <b>Object</b> There is no need to reduce the speed limit on wallingford road.</p> <p>40mph speed limit – <b>Object</b> There is no need to reduce the speed limit on wallingford road.</p> <p>Travel change: <b>No</b></p>
(34) Local resident, (Cholsey, Villa Close)	<p>20mph speed limit – <b>Object</b> Other than the school areas where there is already controls there is no need to implement restrictive speed limits in the village</p>

	<p>30mph speed limit – <b>Object</b> There are no resident homes close enough to the road to apply this restriction to a main throughfare</p> <p>40mph speed limit – <b>Object</b> Current system is adequate- I have not seen compelling data on incidents to restrict the speed away from the Highway Code norms</p> <p>Travel change: <b>No</b></p>
(35) Local resident, (Cholsey, Wallingford road)	<p>20mph speed limit – <b>Object</b> The village suffers more from badly parked cars, at Tesco and numerous roads where cars are parked making it a single lane road.</p> <p>30mph speed limit – <b>Object</b> No evidence of accidents to make it necessary</p> <p>40mph speed limit – <b>Object</b> The only reason to reduce the speed would be for the 100s of potholes and dip by the bridge</p> <p>Travel change: <b>No</b></p>
(36) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>Object</b> 20 mph I am constantly watching speedo not the road. Get overtaken by cyclists. Do not know single person who is happy with 20 mph. Start concentrating on cyclists who are dangerous on the roads. Don't signal, go through red lights, make it difficult for cars to pass, causing motorists to take unnecessary risks. Start thinking of every road user and not just penalise car drivers. Most drivers are sensible and slow down near schools etc. It makes sense to have 20mph by schools and hospitals only.</p> <p>30mph speed limit – <b>Object</b> It's a straight road with virtually no housing from Capps Lane and a wide pavement for walkers. Can I also add, as you didn't ask why I will travel by car. Some of us have to commute to work and public transport and cycling are not an option.</p>

	<p>40mph speed limit – <b>Object</b> Straight road, virtually no housing and wide pavement.</p> <p>Travel change: <b>No</b></p>
(37) Local resident, (Cholsey, Abbots Mead)	<p>20mph speed limit – <b>Object</b> Money should be spent on fixing pot holes first</p> <p>30mph speed limit – <b>Object</b> Accidents caused by frustrated drivers over taking</p> <p>40mph speed limit – <b>Object</b> Accidents caused by frustrated drivers over taking</p> <p>Travel change: <b>No</b></p>
(38) Local resident, (Cholsey, Abbots Mead)	<p>20mph speed limit – <b>Object</b> Money should be spent on road repairs, parking, and verge management.</p> <p>30mph speed limit – <b>Object</b> No evidence that this would be of any benefit</p> <p>40mph speed limit – <b>Object</b> No evidence of improvement</p> <p>Travel change: <b>No</b></p>
(39) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Object</b> No need, 20mph roads are more dangerous than 30mph - please see Wales changing their limits back.</p> <p>30mph speed limit – <b>Object</b></p>

	<p>Absolutely no requirement to do this - unnecessary. Spending public money for no reason.</p> <p>40mph speed limit – <b>Object</b>          Absolutely no requirement to do this - unnecessary. Spending public money for no reason.</p> <p>Travel change: <b>No</b></p>
<p>(40) Local resident,          (Cholsey, Goldfinch Lane)</p>	<p>20mph speed limit – <b>Object</b>          20 MPH speed limit in cholsey.          It seems to me that people in authority follow each other like lemmings. Instigating that which is merely popular. Not really thinking if an action is desirable or likely to have the desired effect. To say that statistics “prove” “X,Y,Z” is not so. One can make numbers say what one wants.          Cholsey does not need a blanket 20mph speed limit. There are enough obstacles throughout Cholsey as to make a 20mph speed regulation, which would have to be Policed; superfluous. The 30 mph limit on the Wallingford road is on the perimeter of the built up area and therefore does not need extending. Speed humps further towards cholsey are already an obstacle to excessive speed. Vehicles then move into a series of bends on a road that is restricted by parked cars. In the centre of cholsey we have a cluster of roundabouts ,parked cars and often lorries. This arrangement again stifles speed. Virtually throughout the rest of Cholsey there are parked cars allowing only one car to pass at a time. This is no more true than in Church Road. Though safety must be paramount in that road. A 20mph limit is not going to improve the situation, traffic is already stifled with only one carriageway that is free from parked cars. Safety is a two way responsibility that requires the parents full attention.          The idea that a 20mph limit will appreciably force travellers out of their cars is not going to happen, the distances driven are too great often without viable alternatives. Keeping the hedge trimmed along the Wallingford Road would do more to encourage people to cycle to Wallingford and the surrounding area. Without this maintenance, money that was spent making this route more suitable for cyclists is being wasted. Cutting long grass at the verges etc, preventing pedestrians from being forced into the raod would do more for their safety.          If the environment is being used as an excuse for this project; well 56mph is the optimal speed for a car.          Irrespective of where the money has come from the proposed project would be an absolute waste. There is so much more to be done.</p> <p>30mph speed limit – <b>Object</b>          Full text submitted above that explains</p> <p>40mph speed limit – <b>Object</b></p>

	<p>Out of built up area not necessary</p> <p>Travel change: <b>No</b></p>
(41) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Object</b> In terms of increasing road safety, the number of parked cars within the village mean that, in order to negotiate them, 20mph is rarely achieved. So reducing and placing 20mph signs within the village is a complete waste of time. In terms of road safety, a review of 'double yellow lines' areas makes more sense. For example cars parked adjacent to the Red Lion public house make over taking them on a blind right hand bend particularly hazardous. As for extending the 30 mph area on Wallingford Road, few people adhere to it as it is. The only way you will reduce the speed people travel at is to place 'traffic calming' bumps which extend across the road with no break. Either that or more speed monitoring cameras.</p> <p>30mph speed limit – <b>Object</b> The speed limit extension is unrealistic. The one in place now is rarely adhered to. All it will do is create a line of frustrated drivers travelling too close together thereby increasing the risk of accidents.</p> <p>40mph speed limit – <b>Object</b> See comments on Question 7</p> <p>Travel change: <b>No</b></p>
(42) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Object</b> The simplicity of safety on our roads is not going to be just reducing the potential impact speed of vehicles and pedestrians. The greatest impact would be to prevent situations that create potential danger. Abuse of the restrictions such as parking on double yellow areas to the extent that pedestrians and other road users are placed in potentially greater danger is not acceptable. For any authority to ignore and not enforce is complete negligence. The negligence is further evident in the deterioration of paths and roadside verges to the very obvious extent that safe passage of pedestrians and all other users of public paths and highways is compromised. Lives are placed in danger by the negligence of the authorities concerned. The distraction to a child by that dangerously parked vehicle as they try to cross the road as they go to school. The cyclists hidden from a drivers view on a bend where verges are not cut would be far safer if visible to others. The distraction to a driver trying to maintain a reduced speed limit takes away the concentration that should be completely made of the situations around them. An incident at reduced speed that resulted from a situation that should never have existed is one too many. We want safety for others not repeated lack of basic actions to prevent obvious dangers.</p>

	<p>30mph speed limit – <b>Object</b> Reducing the speed limit does not maintain the path alongside that right now is in a very dangerous state.</p> <p>40mph speed limit – <b>Object</b> Ditto</p> <p>Travel change: <b>No</b></p>
(43) Local resident, (Cholsey, Lapwing Lane)	<p>20mph speed limit – <b>Object</b> It is unnecessary, spend the money to actually fix the roads instead.</p> <p>30mph speed limit – <b>Object</b> Unnecessary</p> <p>40mph speed limit – <b>Object</b> Again, unnecessary</p> <p>Travel change: <b>No</b></p>
(44) Local resident, (Cholsey, Panters Road)	<p>20mph speed limit – <b>Object</b> I disagree with the statement of reasons provided. Reducing the speed limit to 20mph will not encourage walking and cycling within the village. There's many other dangers within the village other than the speed of cars, such as parking issues that make crossing the road and cycling more risky. There's also the overgrown hedges forcing people to walk on the roads and the poor parking outside tesco, where people consistently park within metres of the roundabout making it very difficult to see. Compliance will be low, people find 20mph speed limits frustrating and I don't believe there's a road safety issue due to speed on the proposed 20mph roads, is there any evidence or complaints of excessive speeding? The money could be spent on more important issues such as parking, dedicated cycling lanes, hedge cutting.</p> <p>30mph speed limit – <b>Object</b> It won't encourage walking or cycling due the reasons highlighted previously. And it won't improve road safety. Dedicated cycle lanes and wider pavements will make people feel safer and more likely to cycle, not reduced speed limits.</p>

	<p>40mph speed limit – <b>Object</b> Dedicated cycle lanes and wider pavements will make people feel safer and more likely to cycle, not reduced speed limits.</p> <p>Travel change: <b>No</b></p>
(45) Member of public, (Cholsey, Papist way)	<p>20mph speed limit – <b>Object</b> Cholsey is already used as a race track and a missive car park and 20mph will not change cars racing through the village.</p> <p>30mph speed limit – <b>Object</b> Cars race through the village and this will make no difference.</p> <p>40mph speed limit – <b>Object</b> Again cars race through the village and no speed limit will change this.</p> <p>Travel change: <b>No</b></p>
(46) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Object</b> You cannot enforce the parking or the speed limits now. The 20mph woke fad simply means lower gears and higher revs which equals more CO2</p> <p>30mph speed limit – <b>Object</b> The implementation of a longer 30mph will increase the frustration and induce more overtaking thus making it more dangerous.</p> <p>40mph speed limit – <b>Object</b> See previous comment</p> <p>Travel change: <b>No</b></p>

<p>(47) Local resident, (Cholsey, Wallingford road)</p>	<p>20mph speed limit – <b>Object</b> No need for 20mph speed limits, need road repairs the state of the roads are dangerous not the speed, educate people on how to use the road correctly. Maybe before building a load of houses all over Oxfordshire the infrastructures should be looked at first. Absolute mess.</p> <p>30mph speed limit – <b>Object</b> No need, absolute waste of tax payers money, it's wasted enough as it is, we don't need anymore stupid ideas. The best thing you can do is fix the roads we already have, cut down on littering and provide more pedestrian crossings.</p> <p>40mph speed limit – <b>Object</b> No need, absolute waste of tax payers money, it's wasted enough as it is, we don't need anymore stupid ideas. The best thing you can do is fix the roads we already have, cut down on littering and provide more pedestrian crossings.</p> <p>Travel change: <b>No</b></p>
<p>(48) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Object</b> There is no need to reduce the limit further. There are speed bumps already to slow traffic down &amp; the vast majority of people drive through the village carefully due to the number of parked cars on the road &amp; the junctions which cause traffic to slow down. Also as far as I know there haven't been any accidents (I live on Wallingford Road)</p> <p>30mph speed limit – <b>Object</b> Again there is no need. It's a long straight road with excellent visibility &amp; I'm not aware of any accidents that have happened due to speeding.</p> <p>40mph speed limit – <b>Object</b> Exact same comments as above</p> <p>Travel change: <b>No</b></p>
<p>(49) Local resident, (Cholsey, West End)</p>	<p>20mph speed limit – <b>Object</b> The current speed limit isn't policed so I don't see why changing it will make a difference. Our money would be much better spent improving the crossings, state of the roads, verges and helping with the increasing crime levels.</p>

	<p>30mph speed limit – <b>Object</b> It won't make any difference if not policed</p> <p>40mph speed limit – <b>Object</b> It will make no difference if not policed</p> <p>Travel change: <b>No</b></p>
(50) Local resident, (Cholsey, Reading Road)	<p>20mph speed limit – <b>Object</b> The objection is that there are more important issues in Cholsey. Pavements, are not cleared and reduced due to plants and hedges impeding walking area, let alone push a pram.</p> <p>30mph speed limit – <b>Object</b> Again more important issues, and people will not adhere to the restriction</p> <p>40mph speed limit – <b>Partially support</b> Again waste of money as I live on a 40 mph and it is not adhered to.</p> <p>Travel change: <b>No</b></p>
(51) Local resident, (Cholsey, Wallingford Road)	<p>20mph speed limit – <b>Object</b> There is no history of road accident's caused by speeding motorists involving pedestrians on the village roads, therefore how can this improve safety? You are looking at the wrong metric clearly lowers speed will cause less injury IF a pedestrian is hit by a car, to the extent that very little harm will come to a pedestrian if they walk into a car doing "0" mph. However recent research conducted independently by Edinburgh, Cambridge and Belfast universities demonstrated there is no evidence that 20mph speed limits will reduce traffic incidents, with suggestions that the lower speed limits could cause more incidents as motorists spend more time focusing on their speedometer trying to maintain 20mph instead of keeping a close watch on the road in busy pedestrian areas. Also traffic noise and exhaust pollution will increase and more fossil fuels will be consumed as vehicles are forced to travel in lower gears, resulting in higher RPM and fuel consumption, with the slower transit times through built up areas prolonging the time to pass through by 50% whilst vehicles spew out noxious exhaust gasses and creating noise pollution.</p>

	<p>30mph speed limit – <b>Object</b> This makes no sense as the extended 30mph zone goes beyond the built up area of the village.</p> <p>40mph speed limit – <b>Partially support</b> 40mph on the Wallingford road is a reasonable speed limit on a poorly maintained and narrow highway</p> <p>Travel change: <b>No</b></p>
(52) Local resident, (Cholsey, Wallingford Road)	<p>20mph speed limit – <b>Object</b> I cannot see how this would improve road safety on the village roads when there is currently no history of traffic incidents involving the speed of vehicles and pedestrians. At a time when cars are safer than any time in the past with the introduction of new technologies , it makes no sense to waste my (taxpayers) money on a senseless change. If road safety is such a concern to the council (evidence suggests it isn't) then simple measures and better use of taxpayers money should be taken to improve the situation, by properly repairing the road surfaces and maintaining the verges to improve visibility and footpath accessibility thereby making roads and footpaths safer for motorists, cyclists and pedestrians alike.</p> <p>30mph speed limit – <b>Object</b> The proposed extension to the 30mph zone would extend beyond the built up boundary of the village and as such makes absolutely no sense</p> <p>40mph speed limit – <b>Partially support</b> A 40mph limit on the Wallingford Road makes some sense on a potentially dangerously unmaintained stretch of road where pedestrians are forced onto the road in places by the overgrown verges that cover the foot and (laughable) council designated cycle path. If the council are so concerned about pedestrian safety (there is no evidence to support this) then a priority has to be to keep the existing footpaths open and clear of weeds and vegetation so they can be used. The current condition of footpaths in the village and especially the well used Wallingford Road footpath are disgraceful and a clear indication that the council do not really care or understand the concept of pedestrians and road user safety, and are treating the taxpayers with utter contempt. Any accident that occurs as a result of this neglect should be highlighted with the council whose responsibility it is to maintain the highways held culpable</p>

	<p>Travel change: <b>No</b></p>
(53) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>Object</b> On the road to the school would be fine, but 20mph in the entire village is not at all necessary! What is the logic?</p> <p>30mph speed limit – <b>Object</b> Again, what is the logic, no one is crossing here because there is a pathway all the way up one side?</p> <p>40mph speed limit – <b>Partially support</b> If we have to have one in place, 40mph is fine for the reasons above</p> <p>Travel change: <b>No</b></p>
(54) Local resident, (Cholsey, Crescent way)	<p>20mph speed limit – <b>Object</b> Absolutely no solid evidence to justify the reduction. 20mph zones lead to an increase in vehicle emissions and can impede emergency vehicles</p> <p>30mph speed limit – <b>Object</b> Long straight road. Very few pedestrians.</p> <p>40mph speed limit – <b>Partially support</b> As above</p> <p>Travel change: <b>No</b></p>
(55) Local resident, (Cholsey, Rothwells Close)	<p>20mph speed limit – <b>Object</b> The 30mph is not enforced and drivers do not adhere to the speed limit. Changing it to 20mph will also be ignored and not enforced. New signage costs a lot of money in resources and labour and I object to my council tax being used on a pointless and expensive waste of resources.</p> <p>30mph speed limit – <b>Object</b></p>

	<p>No need to extend it if rest of Walli road is 40mph as per proposal below</p> <p>40mph speed limit – <b>Support</b> The Wallingford road is driven too fast by many motorists and cyclists and pedestrians are at risk of being killed along Wallingford Road. Buses travel too fast and come perilously close to pavement pedestrians/cyclists</p> <p>Travel change: <b>No</b></p>
(56) Local resident, (Cholsey, Wallingford Road)	<p>20mph speed limit – <b>Object</b> Totally unnecessary. Currently limits are adequate.</p> <p>30mph speed limit – <b>Object</b> Unnecessary</p> <p>40mph speed limit – <b>Support</b> Seems sensible. Lots of cyclists use this road, and pedestrians don't have much space on the pavement.</p> <p>Travel change: <b>No</b></p>
(57) Local resident, (Howell Court Cholsey, Reading Road)	<p>20mph speed limit – <b>Object</b> 20 mph is madness and the fact that Wales are now reversing their 20 mph limits indicates that it is totally unacceptable.</p> <p>30mph speed limit – <b>Object</b> Madness and no empirical evidence that it does anything besides reduce economic activity</p> <p>40mph speed limit – <b>Support</b> Makes good business and common sense</p> <p>Travel change: <b>Other</b> Avoid the area as much as possible and take my business elsewhere which will have a negative economic impact on the community</p>

<p>(58) Local resident, (Reading Road, Reading Road)</p>	<p><b>20mph speed limit – Object</b> I believe a blanket 20mph limit over long stretches of road is counter productive. Instead of being 100% attentive to your surroundings, being alert to everything that is happening on the pavement that could cause you to stop or take evasive action, you are staring at the speedometer. I believe this is far more dangerous than travelling at 30mph. I would support 20mph around the Forty and up to the school, but as explained above, for all or most of Cholsey to be 20mph would I believe be more likely to cause accidents.</p> <p><b>30mph speed limit – Object</b> Very little housing along this stretch, totally unnecessary. Far better to have an off road cycle lane between Wallingford and Cholsey.</p> <p><b>40mph speed limit – Support</b> Quite a short distance between end of 30mph and the roundabout at Winterbrook, so 40mph quite acceptable</p> <p><b>Travel change: Other</b> I regularly pop into Cholsey for pharmacy, butchers and hairdresser. Cycling is really dangerous along the Wallingford Road, so regardless of the traffic speed, I would not cycle. I would stop using the shops in Cholsey and likely drive to Didcot.</p>
<p>(59) Local resident, (Cholsey, Ilges lane)</p>	<p><b>20mph speed limit – Object</b> It is not the speed limit that is the problem, the village fills up with parked cars, all wanting to get on the train, creating a slalom course in the village, more zebra crossings will slow the traffic in key areas such as by the schools, train station, village shops ect.</p> <p><b>30mph speed limit – Partially support</b> Partially support : by the school,</p> <p><b>40mph speed limit – Object</b> The speed limit on this road is suitable, and has to many pot holes and uneven road surfaces to drive at a high speed</p> <p><b>Travel change: No</b></p>

<p>(60) Local resident, (Cholsey, Lapwing Lane)</p>	<p>20mph speed limit – <b>Object</b> 20mph zones are all well and good but who is going to police it??? More focus should be put on the dangerous parking throughout the village - this poses more of a threat to public safety than somebody driving at 30mph rather than 20mph.</p> <p>30mph speed limit – <b>Partially support</b> No information on how far north it is proposed to extend. That said, again who is going to police it? Nobody polices the current 30mph zone so it'll just be a pointless exercise</p> <p>40mph speed limit – <b>Object</b> Why? Most people do 40mph down that road anyway. It's a narrow road that doesn't need a speed limit - people should drive the appropriate speed to the road they're travelling on. Perhaps more focus should be on making the pavement safe for people to use and not allow hedges etc to overgrow. I don't know who agreed the path should be shared between pedestrians and cyclists but they're clearly neither a pedestrian or cyclist along that road.</p> <p>Travel change: <b>No</b></p>
<p>(61) Local resident, (Cholsey, Crescent Way)</p>	<p>20mph speed limit – <b>Object</b> With the poor road parking in the village and pot hole issues, most people drive between 20-30 anyway. I'd much rather the money be spent fixing potholes and putting in proper line marking to stop people parking in dangerous places on several of the village roads. Changing to a blanket 20mph - which won't stop the people who do speed already from doing that anyway - is just spending money on the wrong thing. Fix the parking on Wallingford Road, Church Road (especially at school times where it's so dangerous), parking near the Red Lion, amongst others, first.</p> <p>30mph speed limit – <b>Partially support</b> I think that zone is already long enough frankly</p> <p>40mph speed limit – <b>Partially support</b> Fix the path and overgrowth first to make it safer for people on the pavement, and the side of the road for drivers/cyclists</p> <p>Travel change: <b>No</b></p>

<p>(62) Local resident, (Cholsey, Hillside)</p>	<p>20mph speed limit – <b>Object</b> With the volumn of traffic and the number of parked cars in the village a 20mph speed limit is unnecessary. We would like to see better parking facilities and restricted parking on roads around the Forty, the station and the school. We believe that improved parking will increase safety in the village whereas a 20mph speed limit will cause congestion.</p> <p>30mph speed limit – <b>Support</b> Extending the 30mph speed limit on the Wallingford Road will save lives. The joint cycle land/footpath is too narrow and broken, thereby forcing pedestrians and cyclists onto the road. It is a dangerous road for all road users.</p> <p>40mph speed limit – <b>Support</b> See above. How will a new speed limit be enforced? Safety on the Wallingford road is essential. Better maintenance of the cycle/footpath will add to the safety of all road users.</p> <p>Travel change: <b>No</b></p>
<p>(63) Local resident, (Cholsey, Ipsden court)</p>	<p>20mph speed limit – <b>Object</b> Speed limits currently suitable</p> <p>30mph speed limit – <b>Support</b> Road is narrow</p> <p>40mph speed limit – <b>Support</b> 60 mph too fast for narrow road</p> <p>Travel change: <b>No</b></p>
<p>(64) Local resident, (Cholsey, Church Road)</p>	<p>20mph speed limit – <b>Partially support</b> I believe that in general a sensible speed limit is needed, particulaly outside the Primary School where 20 mph is appropriate . There are other areas on Wallingford Road with a good view ahead, where 30mph is adequate. However, no speed limit is useful withut some enforcement, and the present 30m.p.h limit is widely exceeded on frequent occasions, even outside the school during schools hours.</p>

	<p>30mph speed limit – <b>No objection</b> Beyond the Bellway Estate junction the view is clear, houses are on one side of the road only and the speed humps are adequate to give reasonable speed control.</p> <p>40mph speed limit – <b>No objection</b> My reasons are covered by previous answers.</p> <p>Travel change: <b>No</b></p>
(65) Local resident, (Cholsey, Hermitage Court)	<p>20mph speed limit – <b>Partially support</b> Reduced speed limits in the residential parts of the village may be sensible (although as with all limits, enforcement is the issue - anyone who routinely exceeds the existing limits is unlikely to respond to reduced limits). However, I do not support the proposed changes in relation to speed limits on Reading Road between Cholsey and the Winterbrook roundabouts. Heading north, the road past the Caps Lane junction has a good surface and good lines of sight, and the Winterbrook roundabouts are well signposted. In general I am in favour of the idea that the same stretch of road should not have multiple changes in speed limit where there is no obvious change in road conditions.</p> <p>30mph speed limit – <b>No objection</b> I have no strong views.</p> <p>40mph speed limit – <b>No objection</b> I have no strong views</p> <p>Travel change: <b>No</b></p>
(66) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Partially support</b> Support 20mph speed limit in close proximity to schools. Objections include drivers frustrated by several changes of speed within short distances and 20mph difficult to maintain. Often hassled by other drivers in 20mph areas.</p> <p>30mph speed limit – <b>No objection</b> Support 30mph extension on Wallingford Road. Road very narrow. Cyclists. Particularly important after dark.</p>

	<p>40mph speed limit – <b>No objection</b> As above</p> <p>Travel change: <b>No</b></p>
<p>(67) Local resident, (Cholsey, Chequers Place)</p>	<p>20mph speed limit – <b>Partially support</b> An all over 20mph limit throughout Cholsey is a bit over the top. Most of Cholsey struggles with parked cars and dangerously parked cars at junctions so you very rarely make it to 30 anyway. I do support the 20mph near the school at school pick up and drop off times or in its place a lollipop person to make it safe for children to cross.</p> <p>30mph speed limit – <b>No objection</b> Don't feel it's necessary but wouldn't oppose it.</p> <p>40mph speed limit – <b>No objection</b> Is it really needed??</p> <p>Travel change: <b>No</b></p>
<p>(68) Local resident, (Cholsey, Droverside)</p>	<p>20mph speed limit – <b>Partially support</b> A4130 severs the Bunk Line ROW from Cholsey to Wallingford. The Wallingford section of the A4130 is now essentially becoming a built-up area. There are no local safe crossings of the A4130 and the objective is to encourage cycling etc. Cholsey students wish to cycle safely to Wallingford. Wallingford residents wish to cycle safely to Cholsey Station. Safe crossings in a A4130 20 mph zone need to be provided. The A329 passes through a built-up area which severs Cholsey in half. Parents will not risk their children walking or cycling to school, as there are no safe crossings. Two are needed: for the Ilges Lane path and for Papist way. The speed limit should be 20mph in the A329 built up zone.</p> <p>30mph speed limit – <b>No objection</b> Wallingford Road is narrow and very straight. Speeding is therefore encouraged by that straightness, and as a driver it always feels unsafe. Cyclists do not use the single pathway as it is too narrow. When they use the road instead, they have speeding cars and lorries bearing down on them. The road roughly aligns East-West, and motorists can be dazzled at sunrise and sunset.</p>

	<p>40mph speed limit – <b>Object</b> As explained earlier. It does not meet the objectives and is still unsafe.</p> <p>Travel change: <b>No</b></p>
(69) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Partially support</b> I partially support because while reducing the speed limit to 20. This won't mean anything unless it is actually enforced will cameras be put in place?. Speed also isn't the only issue for road safety. Junction designs are also a factor. Visibility in both directions is key, not all junctions have this, e.g the Bellway development. Emphasis also needs to be placed on parking. Properties are typically designed with 2 spaces, however frequently households have more than this which leads to dangerous parking for visitors.</p> <p>30mph speed limit – <b>No objection</b> No comments</p> <p>40mph speed limit – <b>Partially support</b> No comments</p> <p>Travel change: <b>No</b></p>
(70) Local resident, (Cholsey, Hillside)	<p>20mph speed limit – <b>Partially support</b> Not all roads require the reduction. Some do however such as near the shops, school and train station</p> <p>30mph speed limit – <b>No objection</b> Make the road safer for longer especially with bus stops on the road</p> <p>40mph speed limit – <b>Support</b> Makes using the path safer and more enjoyable to walk to Wallingford. at present this feels dangerous with vehicles passing walkers and cyclists at 60mph</p> <p>Travel change: <b>No</b></p>

<p>(71) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Partially support</b> In general I support the proposals however extending the 20 zone past St Marys Church out towards Cholsey Hill and South Moreton seems to be excessive for a low population zone when a 30 is more suitable at this point.</p> <p>30mph speed limit – <b>No objection</b> No objection to this</p> <p>40mph speed limit – <b>Support</b> Whilst there is a footpath it is not wide and not suitable for both pedestrians and cyclists. As a cyclist I have felt unsafe on the Wallingford Road due to the speed of other vehicles.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(72) Local resident, (Cholsey, Abbots mead)</p>	<p>20mph speed limit – <b>Partially support</b> Yes to outside Schools and shopping areas. With the majority of road congested with parked cars the speed limit is self regulating already. Very few people exceed the limit and those that do will carry on regardless of a 20mph sign. With next to no chance of being caught speeding.</p> <p>30mph speed limit – <b>Object</b> It works fine as it is..</p> <p>40mph speed limit – <b>No objection</b> Ok</p> <p>Travel change: <b>No</b></p>
<p>(73) Local resident, (Cholsey, East End)</p>	<p>20mph speed limit – <b>Partially support</b> Traffic flow through the village centre is already impeded by parking issues, and lowering the speed limit could inadvertently exacerbate congestion. This is particularly true of Station Way, The Forty, and the section of Wallingford Rd by the Red Lion.</p> <p>30mph speed limit – <b>Object</b></p>

	<p>30mph is too slow for this road, where a 50mph limit is probably more appropriate. The footpath between cholsey and Wallingford is narrow and inadequate, and it is this rather than the road traffic speed that is problematic for greener transport</p> <p>40mph speed limit – <b>No objection</b> 40mph limit seems slow but is probably a fair balance. 30mph for a stretch of road with no housing is unnecessary</p> <p>Travel change: <b>No</b></p>
(74) Local resident, (Holsey, Amwell place)	<p>20mph speed limit – <b>Partially support</b> Slow as it is</p> <p>30mph speed limit – <b>Object</b> Does not need to be</p> <p>40mph speed limit – <b>Object</b> Does not need to be</p> <p>Travel change: <b>No</b></p>
(75) Local resident, (Cholsey, Honey lane)	<p>20mph speed limit – <b>Partially support</b> I support the speed limit around the school area. Everywhere else hasn't been an issue being 30mph</p> <p>30mph speed limit – <b>Object</b> Changing speed limit isn't going to stop me from driving.</p> <p>40mph speed limit – <b>Object</b> I cycle that route. It's a fast road. There is a footpath that is meant for pedestrians and cyclists, unable to use it due to the overgrown footpath.</p> <p>Travel change: <b>No</b></p>

<p>(76) Local resident, (Cholsey, Kentwood Close)</p>	<p>20mph speed limit – <b>Partially support</b> Cars are driving too fast down Station Road and the road by the Primary school, however i am not sure 20 mph limits will stop that behaviour. 30mph is a suitable speed limit on those roads if they are enforced. I don't see any need to reduce the speed limit on other roads in the village such as Papist way as its wide, large road where there is plenty of space of bikes, cars, buses etc. There have been very limited incidents in the village except on the two roads listed above due to speed. I think it's appropriate to have a reduced limit by the school and over the bridge towards the church due to the number of children walking and limited pavement space.</p> <p>30mph speed limit – <b>Object</b> When there are no houses and only the turn into the farm which is barely used, it is not required.</p> <p>40mph speed limit – <b>Object</b> There is no reason to reduce the speed limit on this road to 40mph. It's a wide road with a separate path and I feel safe cycling and walking down this road regardless of the limit being 60mph. We would be better suited having a speed highlighter or camera as the limit changes down to 30 mph instead.</p> <p>Travel change: <b>No</b></p>
<p>(77) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Partially support</b> I support 20 mph for the built-up central parts of the village, but object to the extended reduction towards Wallingford. It will lead to dangerous tailgating and overtaking by those ignoring the limit. Limits should be largely self policing and a law which many break is a bad law.</p> <p>30mph speed limit – <b>Object</b> See before</p> <p>40mph speed limit – <b>Object</b> See before</p> <p>Travel change: <b>No</b></p>

<p>(78) Local resident, (Cholsey, Rowland Road)</p>	<p>20mph speed limit – <b>Partially support</b> 20mph is needed around the school, the roundabouts, station road, ilges, panthers, papist way to ensure safety especially for children within the village. However, it is not needed additionally on Wallingford Road, what is needed there is a proper cycle way which is not overgrown.</p> <p>30mph speed limit – <b>Object</b> Not needed, people ignore it anyway so if you extend it will be totally ignored. What is needed is a decent cycle way.</p> <p>40mph speed limit – <b>Object</b> No not needed. Decent wide cycleway and footpath which are maintained are far more important.</p> <p>Travel change: <b>No</b></p>
<p>(79) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Partially support</b> I'm in favour of the 20 mph along Station Road because that's where i live and it's becoming a race track. The 40 mph into the village is pointless and how will it be policed ?</p> <p>30mph speed limit – <b>Object</b> What's the point of that ? No one would take any notice</p> <p>40mph speed limit – <b>Object</b> You need to concentrate on the village centre not the roads leading in or out</p> <p>Travel change: <b>No</b></p>
<p>(80) Local resident, (Cholsey, Wallingford road)</p>	<p>20mph speed limit – <b>Partially support</b> I understand why you would put a lower speed limit entering and through cholsey but people don't stick to the speed limit anyway so I don't see the point in it and also that was the reason for putting the speed humps down to reduce speed. People don't stick to the speed limit regardless so I don't see it would change anything. Also I don't think the Wallingford straight should change from a 60 to a 40, to me to have lived here all my life and it's always been a 60 I don't think it should be Changed ! What should change is the maintenance of the walking path and bushes along side the road !</p>

	<p>30mph speed limit – <b>Object</b>          People don't stick to the speed limit anyway, it wont make a difference!          It's always been 30 plus humps were put in to reduce speed.</p> <p>40mph speed limit – <b>Object</b>          It's always has been a 60 not had many issues . I've always lived in cholsey , I don't see why it should change, if people are going to drive irresponsible the speed limit isn't going to change that!</p> <p>Travel change: <b>No</b></p>
(81) Local resident, (Cholsey, Wantage Road)	<p>20mph speed limit – <b>Partially support</b>          I object to the changes on Station Road, Wallingford road, Papist Way and Reading road.          I support the proposals in residential roads e.g. Crescent Way.          Reasons for objections:          1) Will cause an impact on journey times.          Station road and Wallingford road are a thoroughfares for local and non-local residents. The roads are not subject to heavy traffic or do they have traffic lights, hence the statistics for cities that show 20mph cause little impact to journey times are not applicable. Hence a maximum speed reduction of 33% will increase journey times through Cholsey significantly.          2) Not required on safety grounds. The records for the proposed 20mph zones have, in the preceding 10years, had no road incidents featuring a pedestrian or child.          3) A reduced speed limit will not change the behaviour of drivers who already exceed the current speed limit. If drivers are driving at excess speeds then speed limits will only affect those who are not a problem. Thus reduced speed limits for these roads through Cholsey stand to negatively impact the majority, whilst a minority will not change because of them.</p> <p>30mph speed limit – <b>Object</b>          1) Will not make a difference for perception of safety for cyclists and pedestrians as 30mph is still 3-5 times the speed of recreational cyclists and 10mph faster than the speed of hobby cyclists.          2) Will cause an impact on journey times.          Station road and Wallingford road are a thoroughfares for local and non-local residents. The roads are not subject to heavy traffic or do they have traffic lights, hence the statistics for cities that show 20mph cause little impact to journey times are not applicable. Hence a maximum speed reduction of 33% will increase journey times through Cholsey significantly.          3) Not required on safety grounds. The records for the proposed 20mph zones have, in the preceding 10years, had no road incidents featuring a pedestrian or child.</p>

	<p>4) A reduced speed limit will not change the behaviour of drivers who already exceed the current speed limit. If drivers are driving at excess speeds then speed limits will only affect those who are not a problem. Thus reduced speed limits for these roads through Cholsey stand to negatively impact the majority, whilst a minority will not change because of them.</p> <p>40mph speed limit – <b>Object</b></p> <p>1) Will not make a difference for perception of safety for cyclists and pedestrians as 40mph is still 3-4 times the speed of recreational cyclists and double the speed of hobby cyclists.  2) Will cause an impact on journey times.  Station road and Wallingford road are a thoroughfares for local and non-local residents. The roads are not subject to heavy traffic or do they have traffic lights, hence the statistics for cities that show 20mph cause little impact to journey times are not applicable. Hence a maximum speed reduction of 33% will increase journey times through Cholsey significantly.  3) Not required on safety grounds. The records for the proposed 20mph zones have, in the preceding 10years, had no road incidents featuring a pedestrian or child.  4) A reduced speed limit will not change the behaviour of drivers who already exceed the current speed limit. If drivers are driving at excess speeds then speed limits will only affect those who are not a problem. Thus reduced speed limits for these roads through Cholsey stand to negatively impact the majority, whilst a minority will not change because of them.</p> <p>Travel change: <b>No</b></p>
(82) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>Partially support</b>  In general support, but how will this be enforced? If it isn't enforced it is pointless.  Depends on the specific locations impacted, which wasn't clear - is this a blanket replacement of the existing boundary and cover all areas - how does this work in relation to the Fairmile?</p> <p>30mph speed limit – <b>Object</b>  Not needed - an excuse to not properly maintain the cycle/ pedestrian path</p> <p>40mph speed limit – <b>Object</b>  See above</p> <p>Travel change: <b>No</b></p>

<p>(83) Local resident, (Cholsey, Brookside)</p>	<p>20mph speed limit – <b>Partially support</b> While I think 20mph is good around Schools I don't see the need for a blanket covering all of the village.</p> <p>30mph speed limit – <b>Object</b> Why is this needed? Surely the 30 does it's job as it is.</p> <p>40mph speed limit – <b>Object</b> I think 50 mph would be a better option. The road is straight with excellent visibility. Cyclists need more encouragement to use the joint foot/cycle path.</p> <p>Travel change: <b>No</b></p>
<p>(84) Local resident, (Cholsey, Pound Lane)</p>	<p>20mph speed limit – <b>Partially support</b> Agree fir the reduced speed limit in the village but not the reduced limit on the wallingford road.</p> <p>30mph speed limit – <b>Object</b> I don't think think the reduction is needed outside the village</p> <p>40mph speed limit – <b>Object</b> Not required</p> <p>Travel change: <b>No</b></p>
<p>(85) Local resident, (Cholsey, Queens Road)</p>	<p>20mph speed limit – <b>Partially support</b> I fully understand the reasoning behind the proposed 20 mph speed limit and would wholeheartedly support it if it were confined to the village itself. I do not support the creeping legislation of limits to the national limits on other roads.</p> <p>30mph speed limit – <b>Object</b> The state of the bumps in the road are enough to limit my speed and I object to the creeping erosion of National speed limits on roads outside the village.</p> <p>40mph speed limit – <b>Object</b></p>

	<p>Same reasons as above.</p> <p>Travel change: <b>No</b></p>
(86) Local resident, (Moulsford, Moulsford)	<p>20mph speed limit – <b>Partially support</b> My concern would be that it may not be possible to over take a cyclist safely if max speed is 20 and the cycle is going along at say 15 mph which means effective speed limit may be unacceptably low.</p> <p>30mph speed limit – <b>Object</b> Same as above comments</p> <p>40mph speed limit – <b>Object</b> When required driver can still drive a little slower - ie if pedestrians around but when road is completely clear this seems an over - restrictive limit.</p> <p>Travel change: <b>No</b></p>
(87) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Partially support</b> Many cars have difficulty in operating in low gear which leads to more emissions. 20 mph is ridiculous and unnecessary. A compromise speed of 25 mph makes much more sense. It's a pity no one in high office had the wit to think of that?</p> <p>30mph speed limit – <b>Object</b> We are being treated as children. When will they decide that 20 mph is too high and lower it again. Treat us as adults, for Gods sake.</p> <p>40mph speed limit – <b>Partially support</b> See above</p> <p>Travel change: <b>No</b></p>
(88) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Partially support</b></p>

	<p>I believe there are roads within Cholsey which people speed along unnecessarily, these are the busier roads (Station Road, Wallingford Road) and improved focus on speed will be of benefit. I'm not sure about smaller roads, I believe these will already have slow speed traffic.</p> <p>30mph speed limit – <b>Object</b> The 30mph zone already covers the residential area, there is no requirement to limit the speed outside of this area.</p> <p>40mph speed limit – <b>Partially support</b> I don't believe Wallingford Road is the real problem. There isn't a long space to build up speed outside of 30mph zone, I wouldn't regularly travel much above 40mph on this stretch anyway.</p> <p>Travel change: <b>No</b></p>
(89) Local resident, (Cholsey, Station road)	<p>20mph speed limit – <b>Partially support</b> Station Road should be 20mph, it is dangerous especially with so many children around. Speed limits on the Reading Road should be enforced daily.</p> <p>30mph speed limit – <b>Object</b> Not required for safety in this section of road</p> <p>40mph speed limit – <b>Partially support</b> Support but only if it is enforced otherwise it will be ignored</p> <p>Travel change: <b>No</b></p>
(90) Local resident, (Cholsey, Schuster Close)	<p>20mph speed limit – <b>Partially support</b> I'm in support of the 20km limits in the higher traffic areas, especially in and around school (Church Road / Ilges lane) and smaller roads such as Ferry Lane especially)</p> <p>30mph speed limit – <b>Object</b> The current 30 / 40 / 50 / 30 limits along the road seem fine and have to be enforced more strictly, especially at the Winter Brook Roundabout. A pedestrian / cycling solution should be considered - this could include trimming hedges and maintaining better walkways and include a crossing for pedestrians and cyclists</p>

	<p>40mph speed limit – <b>Support</b> 40mph</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(91) Local resident, (Wallingford, Reading Road)</p>	<p>20mph speed limit – <b>Partially support</b> Agree with 20mph around the Forty and up to the school, but see no reason to restrict to 20mph all the other roads in Cholsey. Do not agree it is necessary to extend the 30mph on the Wallingford Road Cholsey to Wallingford, but happy with the 40mph up to the roundabout instead of 60mph.</p> <p>30mph speed limit – <b>Object</b> Very little residential property on this stretch, so 30mph extension not needed.</p> <p>40mph speed limit – <b>Support</b> Short stretch of road leading up to roundabout so 40mph is acceptable.</p> <p>Travel change: <b>No</b></p>
<p>(92) Local resident, (Cholsey, Ashfield Way)</p>	<p>20mph speed limit – <b>Partially support</b> I agree with the 60mph being reduced to 40mph. I think that it should be 20mph from The Forty out from each road until the station, church and caps lane.</p> <p>30mph speed limit – <b>Partially support</b> 40mph is better</p> <p>40mph speed limit – <b>No objection</b> N/A</p> <p>Travel change: <b>No</b></p>

<p>(93) Local resident, (Cholsey resident all my life, Goldfinch Lane)</p>	<p><b>20mph speed limit – Partially support</b> I believe 20 mile an hour should only be out side schools and nursing homes and Day Centre and elderly housing such as Merrymead. All of these are situated in Church Road Cholsey. The thought of 20 miles per hour anywhere else in Cholsey is ludicrous. More zebra crossing and and car restrictions would be received with a bigger response. Going slowly can cause accidents because people have to keep looking at the speedometer. More thought should have been taken when new builds were given the go ahead. People move here because of the railway station and they drive their cars and can't find parking, so park on the side of the road creating more hazards. I could go on but what's the point when you have made your minds up. Angry resident.</p> <p><b>30mph speed limit – Partially support</b> Wallingford Road. Because of the new development it has been made more dangerous. People speeding around the corner from the village and people speeding in from Wallingford even in a 30 mile limit people coming out of the development it all adds up to disaster. We have people dodging the car's and bikes to cross the road. There really isn't anything you can do to prevent someone being hurt except educate them on road safety. Good luck with that one.</p> <p><b>40mph speed limit – No objection</b> Wallingford Road should be safe for all. The hedges should be cut and verges cut for cycles and walker's. Make signs more visible and put a half Island just before the caps lane houses. This has helped on the Reading road.</p> <p>Travel change: <b>No</b></p>
<p>(94) Local resident, (Cholsey, Agatha Christie Way)</p>	<p><b>20mph speed limit – Partially support</b> A blanket change of speed in Cholsey is not required, this should be targeted outside schools and in the main shopping area. There is currently more of an issue with inappropriate and illegal activity parking near school and shop areas which are not enforced and pose a danger to road users and pedestrians, this also means that speed is rarely over 10mph in this area. Another issue is the maintenance of the road ways and walkways, again both presenting danger, the pathways are impassable in some areas as they are so overgrown that pedestrians have to walk in the road, including with HGV children in pushchairs. This is prevalent on the Wallingford Road and Reading Road, Papist Road areas. Regardless of speed limit these dangers need to be dealt with. Details of any enforcement of any changes to limits should be shared with local residents, and the use of interactive speed signage should be considered ahead of blanket speed changes to influence driver behaviour.</p>

	<p>30mph speed limit – <b>Partially support</b> The proposed 40mph speed limit on Wallingford Road needs to be justified, on what basis - if the pavement, which is a shared cycle route were correctly maintained such a low limit would not be required.</p> <p>40mph speed limit – <b>Object</b> The proposed 40mph speed limit on Wallingford Road needs to be justified, on what basis - if the pavement, which is a shared cycle route were correctly maintained such a low limit would not be required.</p> <p>Travel change: <b>No</b></p>
(95) Local resident, (Cholsey, Schuster Close)	<p>20mph speed limit – <b>Partially support</b> Certain roads in Cholsey need 20mph at certain times e.g. Church Road at school drop off/pick up.</p> <p>30mph speed limit – <b>Partially support</b> It depends how far this will extend. It does not need to be the whole road.</p> <p>40mph speed limit – <b>Partially support</b> It could be 50mph rather than 60mph on the less built up section.</p> <p>Travel change: <b>No</b></p>
(96) Local resident, (Cholsey, Ruttle close)	<p>20mph speed limit – <b>Partially support</b> The only reason I will partially support this is that people will now do 30 if it's changed to a 20mph limit instead of doing 40mph. I object that the reading road speed limit isn't going to change as we live near this road and the amount of people driving at least 50mph into this part of the village is crazy and dangerous. I won't allow my children to cross that road alone to get to school transport as there is no safe crossing for them to use. Something needs to be done so the youth and families of Cholsey meadows can feel safe getting to school and then village shops!</p> <p>30mph speed limit – <b>Partially support</b> I don't see it as an issue</p> <p>40mph speed limit – <b>Partially support</b> It's been fine the way it is for years</p>

	<p>Travel change: <b>No</b></p>
(97) Local resident, (Cholsey, Schuster)	<p>20mph speed limit – <b>Partially support</b> Why on earth is the Reading Road a329 not part of this. The path is narrow, lots of childten, dog walkers families etc use that pathway everyday and every time I walk along it people are speeding. The village itself isn't an issue bit The a329 needs a lower speed limit</p> <p>30mph speed limit – <b>Partially support</b> It seems unnecessary</p> <p>40mph speed limit – <b>Partially support</b> It seems unnecessary</p> <p>Travel change: <b>No</b></p>
(98) Local resident, (Cholsey, Papist Way)	<p>20mph speed limit – <b>Partially support</b> Having seen other 20mph limits implemented in other vilages it is more dangerous due to it not being enforced. I would suggest that keeping the current limits and actually enforcing these limits would be a better option. When 20 mph zones are introduced, for people like me who follow the speed limits, the speed that people come up behind you is dangerous. People are doing 40mph in the 30's, when changing to 20mph these people still do 40 and now the closing speed is 20mph which in my opinion is dangerous. I would be happy if the 30mph was enforced, I would be OK with it being dropped to 20mph as long as it is enforced. dont just drop the speed limit and leave it to be self managed as it makes it dangerous.</p> <p>30mph speed limit – <b>Partially support</b> I would not object to this, but i would highlight that there is a river bridge which has a bump on it which needs to be taken at about 30mph, not the national limit which it currently is.</p> <p>40mph speed limit – <b>Support</b> no objections, I think this would be good as the road is ok at national but would be safer at 40.</p> <p>Travel change: <b>Other</b></p>

	<p>No, I used to cycle a lot but the overall road safety has dropped since covid and reducing the speed to 20mph makes overtaking more difficult so I would probably be less likely to cycle. I can maintain 20mph+ on the bike, but this would not prevent people</p>
(99) Local resident, (Cholsey, Sandy Lane)	<p>20mph speed limit – <b>Partially support</b> It's only the more main roads which are a problem so a whole village approach seems unenforceable?</p> <p>30mph speed limit – <b>Partially support</b> Would need speed camera</p> <p>40mph speed limit – <b>Support</b> Needs a speed camera or average speed check as no one will take any notice</p> <p>Travel change: <b>No</b></p>
(100) Local resident, (Cholsey, Station road)	<p>20mph speed limit – <b>Partially support</b> In theory a good idea. However as most motorists don't adhere to the 30mph, why would they take notice of 20mph. Enforcement and cameras throughout the village should be considered .</p> <p>30mph speed limit – <b>Support</b> Pavement is close to the road and quite narrow next to cars travelling 60+mph</p> <p>40mph speed limit – <b>Support</b> 40 is better than 60</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(101) Local resident, (Cholsey, Honey Lane)	<p>20mph speed limit – <b>No objection</b> Cars regularly speed down our road (Honey Lane) and I have seen many near misses, both here and by the Tesco. My main concern is for the children walking to and from school.</p> <p>30mph speed limit – <b>No objection</b></p>

	<p>You've cleared the village already the national speed limit sign so can't see need to extend</p> <p>40mph speed limit – <b>No objection</b> 40 seems reasonable, the condition of the road is bad there. fixing that should be the priority rather than changing the limit and cyclists should be able to go on the shared path (provided someone maintains the hedges)</p> <p>Travel change: <b>No</b></p>
(102) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>No objection</b> Safety reasons</p> <p>30mph speed limit – <b>No objection</b> Safety reasons</p> <p>40mph speed limit – <b>No objection</b> Safety reasons</p> <p>Travel change: <b>No</b></p>
(103) Local resident, (Cholsey, Goldfinch Lane)	<p>20mph speed limit – <b>No objection</b> My daughter walks past the bend by the red lion to get t the school bus. Cars race round that bend, I would feel she is safer with a 20mph limit.</p> <p>30mph speed limit – <b>No objection</b> Safety</p> <p>40mph speed limit – <b>Partially support</b> I don't understand what you are askign here, what 40mph extension?</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(104) Local resident, (Cholsey, West End)</p>	<p>20mph speed limit – <b>No objection</b> The areas that will be covered are very urban, where vehicles are hazards to walkers, cyclists, children etc. and most people are driving at less than the current 30 mph limit. There are roads, such as Station Road, where people currently exceeding the 30 mph making considerable a hih risk.</p> <p>30mph speed limit – <b>No objection</b> drivers are accelerating in anticipation of the 30 mph limit</p> <p>40mph speed limit – <b>Partially support</b> I feel that 40 is to low and 50 is more appropriate. However the foot pavement should have the hedges trimmed more frequently or further back from the edge of the road.</p> <p>Travel change: <b>No</b></p>
<p>(105) Local resident, (Cholsey, Hithercroft)</p>	<p>20mph speed limit – <b>No objection</b> 20 is plenty</p> <p>30mph speed limit – <b>No objection</b> Safe</p> <p>40mph speed limit – <b>Partially support</b> Will be difficult to enforce</p> <p>Travel change: <b>No</b></p>
<p>(106) Local resident, (Cholsey, Pound lane)</p>	<p>20mph speed limit – <b>No objection</b> It just makes sense,with parked cars,schools and shops,everything needs to slow down</p> <p>30mph speed limit – <b>Object</b> I think wallingford rd is OK as is.</p> <p>40mph speed limit – <b>Object</b></p>

	<p>I think it's fine as is</p> <p>Travel change: <b>No</b></p>
(107) Local resident, (Cholsey Meadows, Southby close)	<p>20mph speed limit – <b>No objection</b> In Cholsey itself, there is no need to travel more than 20mph.</p> <p>30mph speed limit – <b>Object</b> The road out to Wallingford has a 30mph up to a reasonable distance away from the village, there is no need to extend this further. You should look at reducing the speed limit on the a329 outside Cholsey meadows to 20mph.</p> <p>40mph speed limit – <b>Object</b> No need for it.</p> <p>Travel change: <b>No</b></p>
(108) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>No objection</b> Many road in the village centre are so choked up with parked cars that it is impossible to go above 20mph anyway and this would minimise risk to pedestrians crossing</p> <p>30mph speed limit – <b>Partially support</b> I support the extension as far as the end of the housing run, but past that there is no need for 30mph limit</p> <p>40mph speed limit – <b>Partially support</b> Where these are no buildings there is no need to reduce the speed limit</p> <p>Travel change: <b>No</b></p>
(109) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>No objection</b> The speed limit needs to change to 20mph in Cholsey, following on from other villages in the area. Cars travel too fast around the village , especially down Station Road, ensuring the safety of people and pets. Why this hasn't happened sooner I really don't know.</p>

	<p>30mph speed limit – <b>Support</b> It will be safer to walk and cycle</p> <p>40mph speed limit – <b>No objection</b> To make the road safer to cycle into wallingford</p> <p>Travel change: <b>Yes - cycle more</b></p>
(110) Local resident, (Cholsey, Church Road)	<p>20mph speed limit – <b>Support</b> Living near the centre of the village the reduced speed limits will make it safe for pedestrians trying to cross the road junctions. The current speed limit along the Wallingford road is too high but will be difficult to manage</p> <p>30mph speed limit – <b>No objection</b> No objection</p> <p>40mph speed limit – <b>No objection</b> No objection but have concerns how this will be managed</p> <p>Travel change: <b>No</b></p>
(111) Local resident, (Cholsey, Honey Lane)	<p>20mph speed limit – <b>Support</b> People drive way too quickly through the village</p> <p>30mph speed limit – <b>No objection</b> .</p> <p>40mph speed limit – <b>No objection</b> .</p> <p>Travel change: <b>No</b></p>

<p>(112) Local resident, (Cholsey, Ilges lane)</p>	<p>20mph speed limit – <b>Support</b> By reducing the speed limit it will provide a safer environment for our village for pedestrians and drivers</p> <p>30mph speed limit – <b>No objection</b> The 30 mile speed limit at present as drivers enter the village dose not slow down traffic in a majority of drivers and this needs addressing.</p> <p>40mph speed limit – <b>No objection</b> The road is narrow and the proposal would slow down traffic entering the village prior to a lower speed limit in the village</p> <p>Travel change: <b>No</b></p>
<p>(113) Local resident, (Cholsey, Ilges lane)</p>	<p>20mph speed limit – <b>Support</b> There are lots of children walking to school across heavy traffic in parts of the village, particularly the various roundabouts surrounding Tesco. There are no crossing patrols, pedestrian crossings or traffic lights to make this area safe. I have been concerned for years about a car vs pedestrian accident in this area</p> <p>30mph speed limit – <b>No objection</b> I'm not worried about this part of the village. The roads are straight with minimal parking and good visibility</p> <p>40mph speed limit – <b>No objection</b> There are cyclists and pedestrians</p> <p>Travel change: <b>No</b></p>
<p>(114) Local resident, (Cholsey, Old Timber Yard)</p>	<p>20mph speed limit – <b>Support</b> There is constant speeding in Cholsey and a serious accident is waiting to happen. Papist Way and Reading Road have constant speeding around 40mph. It is not safe for children and must be changed. It is vital that this is enforced with police speed watches and speed cameras.</p> <p>30mph speed limit – <b>No objection</b> This does not impact me.</p>

	<p>40mph speed limit – <b>No objection</b> This does not impact me.</p> <p>Travel change: <b>No</b></p>
(115) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Support</b> Reducing the limit to 20mph through the village might actually mean that some drivers reduce their speed to 30mph. A limit of 20mph through the more pedestrian heavy areas of the village - Station Road, Papist Way might make for a safer environment for mixed road users too. Not to mention safer for our pets.</p> <p>30mph speed limit – <b>No objection</b> No further comments</p> <p>40mph speed limit – <b>No objection</b> The village feels less safe at the moment - increased cars, removal of enforced parking restrictions on Station Road have seen an increase in non-resident parking - more noticeable cars driving at speed; I advocate for a safer community</p> <p>Travel change: <b>No</b></p>
(116) Local resident, (Cholsey, Abbots Mead)	<p>20mph speed limit – <b>Support</b> Safety</p> <p>30mph speed limit – <b>No objection</b> Safety</p> <p>40mph speed limit – <b>No objection</b> Safety</p> <p>Travel change: <b>No</b></p>

<p>(117) Local resident, (Cholsey, Agatha Christie Way)</p>	<p>20mph speed limit – <b>Support</b> Speeding is notorious around Cholsey. Inconsiderate parking (Tesco area, Memories of Bengal restaurant etc) creates dangerous situations - lowering speed limit will help reducing the risk on the streets of Cholsey</p> <p>30mph speed limit – <b>No objection</b> NA</p> <p>40mph speed limit – <b>No objection</b> NA</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(118) Local resident, (Cholsey, C)</p>	<p>20mph speed limit – <b>Support</b> I have young children, safety reason</p> <p>30mph speed limit – <b>No objection</b> C</p> <p>40mph speed limit – <b>No objection</b> C</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(119) As part of a group/organisation, (Family worker at St Mary's Church Cholsey, Church rd)</p>	<p>20mph speed limit – <b>Support</b> I do feel the traffic in Cholsey goes too fast so anything we can do too slow it down is a good thing. As the family worker for St Mary's and a cyclist I see on a daily basis speeding putting young lives in danger.</p> <p>30mph speed limit – <b>No objection</b> the shared cycle path is too narrow and usually too overgrown to use. The traffic speed up as soon as it passes the current 30 MPH sign. I am slightly better off being on a trike but for 2 heeled bikes it is a nightmare. I feel with the cuts in buss passes more young people will be cycling this dangerously sped road.</p>

	<p>40mph speed limit – <b>No objection</b> 40 is better than current but i prefer 30 ... we all know people go faster than the limit</p> <p>Travel change: <b>Yes - cycle more</b></p>
(120) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Support</b> The village has relatively narrow roads with lots of parked cars and low visibility. There are lots of young families who walk around, including children walking to school. There is no need to be doing more than 20 mph through the village - the improvements to safety and air quality will be well worth it.</p> <p>30mph speed limit – <b>No objection</b> I fully support reduced speeds in the village, but the current location of the start of the 30 zone is outside of the residential area and I think that people are more likely to comply with a 20mph limit in the village if they know they can travel quicker outside of the built up area (ie target the measures where they will have biggest impact to maximise compliance).</p> <p>40mph speed limit – <b>Object</b> I fully support reduced speeds in the village, but the 60 zone is outside of the residential area on a dead straight road with good visibility and very rarely parked cars etc. I think that people are more likely to comply with a 20mph limit in the village if they know they can travel quicker outside of the built up area (ie target the measures where they will have biggest impact to maximise compliance)</p> <p>Travel change: <b>No</b></p>
(121) Local resident, (Cholsey, Papist way)	<p>20mph speed limit – <b>Support</b> For the safety of the children in the village.</p> <p>30mph speed limit – <b>No objection</b> Safety.</p> <p>40mph speed limit – <b>Object</b> Safety.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(122) Local resident, (Cholsey, Sandy Lane)	<p>20mph speed limit – <b>Support</b> Speeding in the village has become ridiculous. The wallingford Road despite speed bumps still has fast and dangerous drivers. 20mph will help but won't stop bad driving.</p> <p>30mph speed limit – <b>No objection</b> I thought wallingford Road already was 30mph. There needs to be speed cameras there</p> <p>40mph speed limit – <b>Object</b> 40mph - too fast</p> <p>Travel change: <b>No</b></p>
(123) Member of public, (Weston village, Bath, N/a)	<p>20mph speed limit – <b>Support</b> I am planning on moving to Cholsey in the next 2 months. I am moving from Bath where all the local residential roads have a 20 mile limit. Whilst initially sceptical it is far more relaxing to walk and drive in the area &amp; generally feels safer.</p> <p>30mph speed limit – <b>No objection</b> Safer for all road users.</p> <p>40mph speed limit – <b>Object</b> Safer for road users</p> <p>Travel change: <b>No</b></p>
(124) Local resident, (Cholsey, Caps Lane)	<p>20mph speed limit – <b>Support</b> I fully support the proposals to lower the speed limits in Cholsey and the surrounding roads. Is it possible to change the proposed 20mph limit to 25mph? DfT surveys have shown a large percentage of drivers (49%) exceed the 20mph limit. 20mph is difficult to maintain as you are constantly looking at the speedometer rather than the road! Most seasoned drivers can sense that they are travelling at 30mph without constantly checking the speedometer. A 25mph limit is not too much of</p>

	<p>a stretch to adjust to. A 25mph limit would achieve a reduction in injuries to pedestrians and cyclists which is the reason for the proposals. Manufacturers should make their cars capable of using cruise control at 20mph.  How will the proposal be enforced?  Will the council do any before/after research to show the proposals have had the desired effect?  What other proposals are the council looking at to reduce accidents/injuries to road users/pedestrians</p> <p>30mph speed limit – <b>No objection</b>  The location of the 30mph limit seems to me to be arbitrary so moving it a few metres doesn't make much difference.</p> <p>40mph speed limit – <b>Partially support</b>  The hedge along the Wallingford Road must be maintained as pedestrians have to step into the road to pass cyclists, mothers with pushchairs etc. Getting hit by a car or bus at 40mph rather than 60mph won't make much difference to your outcome.</p> <p>Travel change: <b>No</b></p>
(125) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Support</b>  The roads are narrow and often have cars parked down one side. A 20mph limit will make the village safer.</p> <p>30mph speed limit – <b>No objection</b>  I'd rather have lower speed limits than more hideous speed bumps.</p> <p>40mph speed limit – <b>Support</b>  While Wallingford Road is in the terrible state it's currently in, it's unsafe to drive faster than 40mph anyway! Please make this road safer by fixing the potholes quickly, and remediating the subsided sections on either side of the culvert!</p> <p>Travel change: <b>Yes - cycle more</b></p>
(126) Local resident, (Cholsey, Honey lane)	<p>20mph speed limit – <b>Support</b>  I think lots of roads can't support cars speeding and it puts a lot of people's lives at risk</p> <p>30mph speed limit – <b>No objection</b>  I don't think it's necessary but don't mind it being in place</p>

	<p>40mph speed limit – <b>Support</b>          Being a cyclist on that road is really scary because cars zoom pasts and don't give enough room</p> <p>Travel change: <b>No</b></p>
(127) Local resident, (Cholsey, Papist way)	<p>20mph speed limit – <b>Support</b>          Speed of traffic in the village as still ignoring 30mph</p> <p>30mph speed limit – <b>No objection</b>          Doesn't seem to make a lot of sense but wouldn't object either.</p> <p>40mph speed limit – <b>Support</b>          Feels dangerous for cyclists and pedestrians along that road</p> <p>Travel change: <b>No</b></p>
(128) Local resident, (Cholsey, Station road)	<p>20mph speed limit – <b>Support</b>          Currently there is dangerous driving and speeding, particularly down Station Road and Church Road. This is made worse by the parked cars and there are near misses every day. It is dangerous for school children to cross the road. A 20 mph limit would help this.          Further parking restrictions also need to be brought in.</p> <p>30mph speed limit – <b>No objection</b>          I don't see any problem with where the 30 mph zone currently stops, although many drivers have already sped up before it ends.</p> <p>40mph speed limit – <b>Support</b>          This road is narrow, and buses, tractors and lorries use it. Especially in winter there are often pot holes down both sides. Also, the pavement is narrow and there are many people who use it to walk or cycle on.          I think a 40 mph limit would make this road safer and more comfortable for all users.          60 mph is often not safe on this road.</p>

	<p>Travel change: <b>No</b></p>
(129) Local resident, (Cholsey, Brentford close)	<p>20mph speed limit – <b>Support</b> Don't feel whole of village needs to be 20mph</p> <p>30mph speed limit – <b>Object</b> Not needed</p> <p>40mph speed limit – <b>No objection</b> Not needed</p> <p>Travel change: <b>No</b></p>
(130) Local resident, (Cholsey, Goldfinch lane)	<p>20mph speed limit – <b>Support</b> Due to the significant level of parked cars around the village people drive too fast in order to 'get past' before they meet other traffic and get held up. I believe this would improve with a reduced speed limit. This is particularly problematic around the school, on honey lane, station road and towards the red lion pub</p> <p>30mph speed limit – <b>Object</b> This is not a built up area and has minimal traffic and therefore a reduced limit is not required</p> <p>40mph speed limit – <b>Object</b> As above, this is not a built up area so reduced limits are not necessary</p> <p>Travel change: <b>No</b></p>
(131) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Support</b> Safety reasons inside the village. Especially at school times and as regards the bad parking in the village. However, I believe it's essential that the 20mph limit does NOT extend halfway up Wallingford Road or Reading Road to where the present 30mile and hour signs are that It starts in the village e.g. to begin near the Red Lion and at the entrance to the top of Papist Way.</p>

	<p>If it starts too far along the road, people will not take notice of them. Very much as happens in North Stoke near the railway bridge, people do not go 20mph until they get to the actual village there.</p> <p>30mph speed limit – <b>Object</b> If it's for the whole length of Wallingford Rd I object strongly. If it's to keep the 30mph sign where it is I would support</p> <p>40mph speed limit – <b>Object</b> If it's for the whole length of Wallingford Rd I object strongly. If it's to keep the 30mph sign where it is I would support</p> <p>Travel change: <b>No</b></p>
(132) Local resident, (Cholsey, West End)	<p>20mph speed limit – <b>Support</b> It might slow down some of the cars that race through the village</p> <p>30mph speed limit – <b>Object</b> The present 30 speed limit goes beyond all but one house, so can see no need to extend it.</p> <p>40mph speed limit – <b>Object</b> This is an open road mainly flanked by fields and it has a cycle path. I can see no reason to lower the limit.</p> <p>Travel change: <b>No</b></p>
(133) Local resident, (Cholsey, Chelsea place)	<p>20mph speed limit – <b>Support</b> Cars driving over 30mph in the village, especially where there are parked cars, near the school etc</p> <p>30mph speed limit – <b>Object</b> No need</p> <p>40mph speed limit – <b>Object</b> No need</p>

	<p>Travel change: <b>No</b></p>
<p>(134) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Support</b> I live on Station Road it's like a race track. We need a speed camera or a your speed indicator sign (SAM)</p> <p>30mph speed limit – <b>Object</b> Waste of money nobody will take any notice of it</p> <p>40mph speed limit – <b>Object</b> Waste of money nobody will pay any attention to it</p> <p>Travel change: <b>No</b></p>
<p>(135) Local resident, (Cholsey, West end)</p>	<p>20mph speed limit – <b>Support</b> The village is extremely busy with a lot of traffic; parked cars; children on scooters etc so a lower speed limit should calm traffic down a little to improve safety.</p> <p>30mph speed limit – <b>Object</b> Drivers will not adhere to this change. The limit is fine where it currently stands which is where you enter the most busy part of the village</p> <p>40mph speed limit – <b>Partially support</b> A lower speed limit would make it safer for cyclists which deters many people from cycling into Wallingford however the lower limits in the entire area at 40 are making journey times increase which is a frustration for motorists, particularly the ridiculous 40 between Didcot and Wallingford. This road should be 50 still.</p> <p>Travel change: <b>No</b></p>
<p>(136) Local resident, (Cholsey, Buckthorn Lane)</p>	<p>20mph speed limit – <b>Support</b> The roads in Cholsey are too small and busy for 30 mph. I have small children and feel 20mph would be safer for them</p>

	<p>30mph speed limit – <b>Object</b> The current 30mph zone extends to the end of where houses are I not see a reason for it to go beyond that</p> <p>40mph speed limit – <b>Partially support</b> The current speed limit feels unsafe for cyclists. I would prefer 50mph. However, I think we need an actual cycle path along the road as no matter the speed limit some drivers will not give cyclists the appropriate and safe amount of space</p> <p>Travel change: <b>No</b></p>
(137) Local resident, (Cholsey, Newlands Way)	<p>20mph speed limit – <b>Support</b> Lack of sensible driving in the village</p> <p>30mph speed limit – <b>Object</b> Lack of houses or reasons for reducing the limit</p> <p>40mph speed limit – <b>Partially support</b> It's is reasonable</p> <p>Travel change: <b>Other</b> Drive more slowlu</p>
(138) Local resident, (Cholsey Meadows, Newlands Way)	<p>20mph speed limit – <b>Support</b> Traffic calming is essential so sake on kids walking and cycling to and from school</p> <p>30mph speed limit – <b>Object</b> No change needed</p> <p>40mph speed limit – <b>Partially support</b> Can be a rat run in 50mph stretch</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(139) Local resident, (Cholsey, Brentford Close)</p>	<p>20mph speed limit – <b>Support</b> Parked cars and busy station carpark traffic</p> <p>30mph speed limit – <b>Object</b> I'd rather have the 40 limit</p> <p>40mph speed limit – <b>Support</b> Narrow road and busy traffic</p> <p>Travel change: <b>No</b></p>
<p>(140) Local resident, (Cholsey, The Forty)</p>	<p>20mph speed limit – <b>Support</b> Having driven in the village regularly, as a resident, for a number of years, it is clear that that the combination of street-parked cars, residential side roads and pedestrians make 20mph a sensible speed for safety.</p> <p>30mph speed limit – <b>Object</b> I think the current 30mph boundary is a sensible one.</p> <p>40mph speed limit – <b>Support</b> The road is narrow and also used by pedestrians, the surface is uneven, 40mph is a sensible limit after the 30mph boundary.</p> <p>Travel change: <b>No</b></p>
<p>(141) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Support</b> Congestion and v bad parking particularly round Tesco express and Ilges Lane coupled with drivers going too fast .</p> <p>30mph speed limit – <b>Object</b> The long straight has good visibility and no obvious problems.</p> <p>40mph speed limit – <b>Support</b> Adequate limit on this road</p>

	<p>Travel change: <b>No</b></p>
(142) Local resident, (Cholsey, Wallingford Road)	<p>20mph speed limit – <b>Support</b> As a Cholsey resident and a parent of children at Cholsey school I have witnessed countless peering cars and many near misses involving both vehicles and pedestrians. Taking my children through the village on their bikes is can feel very unsafe.</p> <p>30mph speed limit – <b>Partially support</b> I feel this would make pedestrians and cyclists feel safer</p> <p>40mph speed limit – <b>No objection</b> The road surface to the sides of this road are in a bad state so traffic often drives towards the middle of the road and I think this is more of an issue than the current 60mph limit</p> <p>Travel change: <b>Yes - cycle more</b></p>
(143) Local resident, (Cholsey, downside)	<p>20mph speed limit – <b>Support</b> Roads are busy plus parking along most. Some roads have narrow paths. No crossings in village. Excess speed to and from station</p> <p>30mph speed limit – <b>Partially support</b> x</p> <p>40mph speed limit – <b>Partially support</b> x</p> <p>Travel change: <b>No</b></p>
(144) Local resident, (cholsey, papist way)	<p>20mph speed limit – <b>Support</b> traffic is busy and too fast</p>

	<p>30mph speed limit – <b>Partially support</b> x</p> <p>40mph speed limit – <b>Partially support</b> x</p> <p>Travel change: <b>No</b></p>
(145) Local resident, (Cholsey, Pound Lane)	<p>20mph speed limit – <b>Support</b> With Cholsey being a very vibrant village with young &amp; old using the roads on bicycles &amp; foot - it is sad to see though that a lot of through traffic uses the village at speeds at or most of the time over the speed limit. Especially with the unique double round about in centre &amp; the popularity of Tesco express &amp; Pound shops these speeds are not only dangerous for pedestrians but vehicle collisions due to the added congestion caused by limited parking &amp; ill use of sidewalks for parking space. The train station in the edge of the village also means a lot of non residential traffic &amp; with limit to blind view down the road it makes joining into the road a hazard - the village development has left a lot of areas of the roads in blind spot approach due to constriction of way from parked vehicles down Wallingford Road, Station Road, Pappist Road &amp; Church Road the four main through roads of the village For the ages of residents the delivery service from Amazon has truly made lockdown manageable, but with this trend still used mostly in the village the delivery drivers truly struggle to manage their speed in &amp; around their delivery areas. Not only is speed limit a concern, but the load on all the roads for parked cars &amp; very long stretches then caused to be single way use only.</p> <p>30mph speed limit – <b>Partially support</b> However the 30mph limit only starts on the edge of the village the reduction of speed by some vehicles only being managed later down the road well into buildup area</p> <p>40mph speed limit – <b>Partially support</b> The current 60mph limit in the straight road is excessive &amp; with most cyclist &amp; even pedestrians using the road to travel to &amp; from Wallingford; have great risk of being badly injured or even killed by the speeds some vehicles end-up reaching.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(146) Local resident, (Cholsey, The Forty)</p>	<p><b>20mph speed limit – Support</b> Unfortunately I can't see many drivers respecting or sticking to the new limit, many don't respect the law or road safety as it is so it's unlikely the new imposed limit will have an effect unless other more robust methods of enforcement infrastructure is added to the existing roads. This will have far more effect to reduce collision related injury's and air quality.</p> <p><b>30mph speed limit – Partially support</b> Whilst a good idea in principal I think the behaviour of many drivers would take more risks to overtake and putting lives at rush unless appropriate enforcement infastructure is considered alongside</p> <p><b>40mph speed limit – Partially support</b> Same reasons as stated above Whilst a good idea in principal I think the behaviour of many drivers would take more risks to overtake at lower speeds and exceed the limit and putting lives at rush unless appropriate enforcement infastructure is considered alongside</p> <p>Travel change: <b>Other</b> No as I have no need to travel above 20mph within the village and as well as drive I also use moped alongside cycling, both motor vehicles are electric and the primary reason for this is to reduce particle emissions. Unfortunatly 20 mph for combustion veh</p>
<p>(147) Local resident, (Cholsey, Ashfield Way)</p>	<p><b>20mph speed limit – Support</b> I have no issue with reducing the speed limit in sensitive areas, Cholsey in my opinion is one of those, especially around the central area where the shops are and down the road to south moreton. Cars/parents included are guilty of ignoring most of the regulations, people just do as they please regardless. What is the point though if there is never anyone enforcing it? We don't see the police because they are reactionary and lazy to do the paperwork. Traffic wardens, only ever seen one at the primary school but if honest, I think it is a gentleman wearing a costume.and he is part of a local amdram group. The whole of cholsey needs a good looking at, the bigger issue is reckless parking by Tesco's</p> <p><b>30mph speed limit – Partially support</b> It is one thing to reduce the speed but another to consider the impact on the general populace. People have schedules and time constraints on their work like local ocal buses for example</p> <p><b>40mph speed limit – Partially support</b></p>

	<p>A better option</p> <p>Travel change: <b>Other</b></p> <p>I already limit my use of the car, only in bad weather</p>
(148) Local resident, (Cholsey, Wallingford Road)	<p>20mph speed limit – <b>Support</b></p> <p>Roads are busier with new developments.</p> <p>30mph speed limit – <b>Partially support</b></p> <p>Wallingford road should be 20mph past the houses. Speed bumps need to be a proper size to enable compliance.</p> <p>40mph speed limit – <b>Partially support</b></p> <p>The only benefit to reducing speed here is to those using footpath and cyclists. A better method of making the route safe would be to implement a proper dedicated footpath and separate cycle path off the road. The current "cycle path" is little more than a pavement that doesn't allow people to pass and is frequently overgrown with hedgerow. With children from Cholsey not getting places on the school bus, this is an essential infrastructure investment to make. Changing the speed limit here does not make it safer.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(149) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Support</b></p> <p>With the increase of housing, there is an increase of Cholsey residents. Meaning more pedestrians and more motorists, it would be much safer for cars to drive through Cholsey at 20mph.</p> <p>30mph speed limit – <b>Partially support</b></p> <p>I feel 40mph is more practical. However, a safer option for pedestrians should be created, it is quite unpleasant walking down the Wallingford road.</p> <p>40mph speed limit – <b>Support</b></p> <p>40mph is more reasonable for drivers, however there should be a safer option for pedestrians</p> <p>Travel change: <b>No</b></p>

<p>(150) Local resident, (cholsey, fairfield)</p>	<p>20mph speed limit – <b>Support</b> Because the pavements are so narrow, driving at 30mph or often higher is too dangerous for those of us who wish to cycle or walk and for our children to be able to walk independently around the village</p> <p>30mph speed limit – <b>Partially support</b> Because at present I never chose to cycle/run/walk along there as it's too dangerous with a narrow path and cars travelling so fast and i'd like my children to be safe to do this and would like to myself</p> <p>40mph speed limit – <b>Support</b> Because at present I never chose to cycle/run/walk along there as it's too dangerous with a narrow path and cars travelling so fast and i'd like my children to be safe to do this and would like to myself</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(151) Local resident, (Cholsey, Queens Road)</p>	<p>20mph speed limit – <b>Support</b> Lots of children in village</p> <p>30mph speed limit – <b>Partially support</b> Narrow road but maybe 40</p> <p>40mph speed limit – <b>Support</b> Narrow road</p> <p>Travel change: <b>No</b></p>
<p>(152) Local resident, (Cholsey, Sandy Lane)</p>	<p>20mph speed limit – <b>Support</b> I strongly support this proposal. We have a 7 year old daughter at Cholsey Primary School, and the walk to and from school along Station Road would be much safer and more pleasant if traffic were to be slowed down — particularly during rainy weather when large puddles can accumulate at the side of the road. Given the absence of pedestrian crossings in the centre of the village, I believe it would also make crossing the road much safer for children and families. In addition, there have been a number of road accidents at the tricky junction between Station Road and Papist Way, and this would surely be improved by a lower speed limit.</p>

	<p>30mph speed limit – <b>Partially support</b> I would support a lowering of the speed limit on this stretch of road, though I feel that 40 mph would probably be adequate.</p> <p>40mph speed limit – <b>Support</b> Cars often drive very fast down this straight stretch of road, and as a result, I feel much less safe both as a pedestrian and as a cyclist. I have cycled this stretch with our young daughter several times, but the speed of the traffic makes the experience quite unpleasant. If we want people to feel safe cycling and walking from Cholsey to Wallingford and back, I believe a lower speed limit is essential.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(153) Local resident, (Cholsey, Ilges lane)	<p>20mph speed limit – <b>Support</b> In many places it isn't safe to go faster than that and yet people do. Oddly especially where there are parked cars and narrow roads. I makes crossing a lot of the roads whether adult or child dangerous and challenging.</p> <p>30mph speed limit – <b>Partially support</b> The 30mph zone already goes quite far and it's noticeable a lot of vehicles do not adhere to it already. I support trying to get vehicles to stick to the limit, but I'm not sure extending this zone will assist with that.</p> <p>40mph speed limit – <b>Support</b> As the cycle lane provision is inadequate on this road (shared footpath that is not wide enough for cycle traffic in both directions plus pedestrians), slower traffic on this road will encourage a lot more people to cycle into Wallingford as using the "cycle path" is generally not practical.</p> <p>Travel change: <b>No</b></p>
(154) Local resident, (Cholsey, Brookside)	<p>20mph speed limit – <b>Support</b> Danger due to parked cars making moving cars less visible.</p> <p>30mph speed limit – <b>Support</b> Less dangerous for cyclists.</p>

	<p>40mph speed limit – <b>No objection</b> It should be 30 all the way up for the safety of cyclists and path users.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(155) Local resident, (Cholsey, Fairfield)	<p>20mph speed limit – <b>Support</b> The present 30mph restriction is regularly exceeded in Station Road. Perhaps with a 20mph restriction drivers will be more careful.</p> <p>30mph speed limit – <b>Support</b> It will help to slow traffic when approaching the 20mph zone</p> <p>40mph speed limit – <b>No objection</b> I think a 50mph restriction is more sensible and more likely to adhered to.</p> <p>Travel change: <b>No</b></p>
(156) Local resident, (Cholsey, Cross Road)	<p>20mph speed limit – <b>Support</b> There are a lot of children in the village and a 20mph limit would be much safer.</p> <p>30mph speed limit – <b>Support</b> I think extending the zone past Caps Lane and the cottages near it would make it a much safer junction.</p> <p>40mph speed limit – <b>Object</b> I see no reason for this to be implemented. As an avid road cyclist, I have never found this stretch of road to be an issue.</p> <p>Travel change: <b>No</b></p>
(157) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Support</b> Inadequate provision for pedestrian and/or cycle travel between Cholsey and Wallingford. Wallingford Road is a long straight fast road for the most part without refuge for non-motor travel.</p>

	<p>30mph speed limit – <b>Support</b> As above</p> <p>40mph speed limit – <b>Object</b> At 30mph, 1 mile is covered in 2 minutes. Increasing to 40 mph saves the motorist 30 seconds. The 30 second advantage to motorists is no reason to allow an increase in risk and intimidatory effect to non-motor traffic over a short stretch of road. In addition, traffic calming might be considered.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(158) Local resident, (Cholsey, Schuster close)	<p>20mph speed limit – <b>Support</b> I see drivers speeding around Cholsey and Cholsey meadows all the time. It's dangerous for the residents and animals. Additional measures such as speed bumps, cameras and neighbourhood speed watch need to be enforced. Reading road should also be subject to further speed restrictions as it passes through Cholsey. I regularly see cars driving on that section with 40-50 mph.</p> <p>30mph speed limit – <b>Support</b> I regularly see motorists speeding, and it's dangerous for people and animals.</p> <p>40mph speed limit – <b>Object</b> It should be down to 30mph all the way to Wallingford</p> <p>Travel change: <b>No</b></p>
(159) Local resident, (Cholsey, Wallingford Road)	<p>20mph speed limit – <b>Support</b> There's often a lot of cars speeding down Wallingford Road which is rather worrying!</p> <p>30mph speed limit – <b>Support</b> As mentioned cars typically speed down Wallingford making it unsafe.</p> <p>40mph speed limit – <b>Object</b> This should be lowered</p>

	<p>Travel change: <b>No</b></p>
<p>(160) Local resident, (Cholsey, Celsea Place)</p>	<p>20mph speed limit – <b>Support</b> The roads near my house are like a racetrack- Papist Way &amp; Celsea Place- plenty of children living in the area and seen too many near misses but also my own son when he was younger was hit by a speeding car as he was safely crossing the road. The roads around the station are also very dangerous and I've nearly been hit by speeding cars as I know many others have. But we need average speed cameras otherwise the speeding limits won't stop them.</p> <p>30mph speed limit – <b>Support</b> Many children use the paths nearby to walk to school, especially with the new housing estate (minstronsity) there</p> <p>40mph speed limit – <b>Object</b> Too fast, the difference can literally be life &amp; death by being hit by a car doing 30 or 40 mph!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(161) Local resident, (Cholsey, Papist Way)</p>	<p>20mph speed limit – <b>Support</b> Living on Papist Way, I witness reckless speeding on a daily basis. The 20mph limit will be a good step.</p> <p>30mph speed limit – <b>Support</b> N/a</p> <p>40mph speed limit – <b>Object</b> I don't see any safety benefit for the proposed 40mph change</p> <p>Travel change: <b>No</b></p>
<p>(162) Local resident, (Cholsey Honey I, Honey lane)</p>	<p>20mph speed limit – <b>Support</b> People drive too fast through village.</p>

	<p>30mph speed limit – <b>Support</b> Because people are walking &amp; cycling on the road as well as cars</p> <p>40mph speed limit – <b>Object</b> Too fast.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(163) Local resident, (Cholsey, Celsea Place)	<p>20mph speed limit – <b>Support</b> I believe that in many areas of the village traffic moves at far too fast a speed. I also believe that although it is bound to be unpopular attempts should be made to regulate speeds.</p> <p>30mph speed limit – <b>Support</b> Traffic along the main stretch of Wallingford is fast. At the point where Wallingford Road enters the village there are various things that should cause drivers to lessen their speed - it becomes increasingly built up, there are entries and exits to the new estates and then, by the Red Bull there is frequently flooding where houses and pedestrians are left at risk of wash from drivers going too fast. In addition, the pavements along that road are exceptionally narrow and it feels very dangerous to use them traffic is travelling at high speeds.</p> <p>40mph speed limit – <b>Partially support</b> If it were decided that 30 mph is insufficient for Wallingford Road, would it be possible to have a shorter section of the road - the part that does not impinge on residential areas and pedestrians.</p> <p>Travel change: <b>No</b></p>
(164) Local resident, (Cholsey, Cross rd)	<p>20mph speed limit – <b>Support</b> People drive far too fast through the village causing noise pollution and more importantly safety concerns for young and old alike. There are 2 school in the village and a day centre.</p> <p>30mph speed limit – <b>Support</b> Fully support as it will certainly encourage me and hopefully others, especially young people to cycle between wallingford and cholsey and not fear for their life whilst doing so.</p>

	<p>40mph speed limit – <b>Partially support</b>  40 mph is definitely better/safer than the existing 60 mph but 30 I would fully support/would definitely encourage more cycling and walking.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(165) Local resident, (Cholsey, Hithercroft)	<p>20mph speed limit – <b>Support</b>  Safety</p> <p>30mph speed limit – <b>Support</b>  Safety</p> <p>40mph speed limit – <b>Partially support</b>  Why has no mention been made about the racetrack that is otherwise known as Hithercroft? Drivers roar along this road past our cottages and it's ridiculous that this road hasn't been included in this survey. This road is in the Parish of Cholsey too!</p> <p>Travel change: <b>No</b></p>
(166) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Support</b>  As a local resident I support lower speed limits in the village.</p> <p>30mph speed limit – <b>Support</b>  Happy to support extending the 30 mph.</p> <p>40mph speed limit – <b>Partially support</b>  There is less reason to have a lower speed limit here, as less residential.</p> <p>Travel change: <b>No</b></p>
(167) Local resident, (Cholsey, Station road)	<p>20mph speed limit – <b>Support</b></p>

	<p>Far to much speeding through &amp; around the village, the cars parking too near junctions &amp; blind corners increases the danger</p> <p>30mph speed limit – <b>Support</b> I have thought for many years that the whole length of Wallingford Road should have a 30 mph limit in the absence of a cycle path ( the so called cycle path we have is a joke, especially with the absence regular maintenance</p> <p>40mph speed limit – <b>Partially support</b> Prefer 30 mph the whole way</p> <p>Travel change: <b>Yes - cycle more</b></p>
(168) Local resident, (Cholsey, Wallingford road)	<p>20mph speed limit – <b>Support</b> Far too many people speed through the village, it's often dangerous and needs reinforcing.</p> <p>30mph speed limit – <b>Support</b> Support</p> <p>40mph speed limit – <b>Partially support</b> Partially support</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(169) Local resident, (Cholsey, Wallingford rd)	<p>20mph speed limit – <b>Support</b> Speed limit on the wallingford Road from the red lion to papist Rd should be 20 due to the parked cars on the road also Church Rd to the traffic lights again parking on the road Cars lorries force the way through in spite of traffic coming the other way cars racing for the train</p> <p>30mph speed limit – <b>Support</b> Line of sight from drives and roads due to hedges we try to keep our hedge cut back or trimed but it is very difficult during the nesting season</p> <p>40mph speed limit – <b>Partially support</b></p>

	<p>30 is fast enough over the hunt back bridge and the poor road surface again during to overgrown hedge people any bicycle are forced to walk near the road as risk from wing mirows</p> <p>Travel change: <b>Other</b> Due to limited mobility walking cycling are not an option</p>
(170) Local resident, (Cholsey, Fairfield)	<p>20mph speed limit – <b>Support</b> This is long, long overdue. Every time you walk around Cholsey people are driving far, far too fast on roads where pedestrians are walking and it's highly concerning. This is a residential area with children, parents with buggies, the elderly and pets regularly walking along the pavements and crossing the roads. I don't feel safe walking on honey lane, station road or papist way as I've witnessed people driving 50mph. I'm not sure why it's taken the Parish council this long to launch this consultation ..Cholsey is a lovely village, but it is blighted by people driving too fast and using it as a race track to get to where they're going. Sooner or later a hit and run will happen if this isn't addressed. Having a 20mph speed limit it couldn't come soon enough.</p> <p>30mph speed limit – <b>Support</b> This would make sense- people drive far too fast on this stretch and it's not safe to walk along that road..these speed limits will need to be monitored though and ensured</p> <p>40mph speed limit – <b>Partially support</b> It should be less - 30mph the whole stretch but failing that yes 40mph is an improvement</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(171) Local resident, (Cholsey, Papist Way)	<p>20mph speed limit – <b>Support</b> I fully support this proposal to limit the speed in Cholsey to 20mph. We and our children deserve to live somewhere where it is safe to cross the road - currently, I do not consider it safe to let my son walk to school alone or with friends as cars zoom through the village. We live on Papist Way and the road is often sped down with cars going well over the 30mph limit. It's pretty remarkable that there haven't been more collisions</p> <p>30mph speed limit – <b>Support</b> This road is very fast with cars and lorries thundering along</p>

	<p>40mph speed limit – <b>Partially support</b> Any speed restriction would be welcome</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(172) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>20mph speed limit – <b>Support</b> We support this speed limit reduction based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire’s policy of 20mph limits with community support and schemes designed to be 20 where the people are, which is how this proposal for Cholsey is designed. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p> <p>30mph speed limit – <b>Support</b> This is a small extension and we expect it is there to have a practical future 30mph zone.</p> <p>40mph speed limit – <b>Support</b> We support the reduction of speed on this road to 40mph. It is a key cycling route between Wallingford and Cholsey for people in Wallingford wanting to use the station, and people in Cholsey wanting to use the shops. It has a narrow, sub-standard shared pavement. However, its use, for cycling on the carriageway or shared pavement, or for walking is inhibited by motor traffic passing close by at 60mph (or so). Reducing this to 40mph (or so) would have significant benefits to actual and perceived safety.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(173) Local resident, (Cholsey, Agatha Christie Way)</p>	<p>20mph speed limit – <b>Support</b> Safety of pedestrians and particularly children using pavements and roads</p> <p>30mph speed limit – <b>Support</b> Safer roads, more pleasant for pedestrians and children</p>

	<p>40mph speed limit – <b>Support</b> See above</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(174) Local resident, (Cholsey, Amwell Place)	<p>20mph speed limit – <b>Support</b> My children walking and cycling in the area. Brings the average speed down.</p> <p>30mph speed limit – <b>Support</b> If it makes it safer to cycle from Cholsey into Wallingford and back</p> <p>40mph speed limit – <b>Support</b> If it makes it safer to cycle from Cholsey into Wallingford and back</p> <p>Travel change: <b>No</b></p>
(175) Local resident, (Cholsey, Cholsey Meadows)	<p>20mph speed limit – <b>Support</b> there are a lot of children around and also many parked cars on the streets so the reduction in speed limits makes sense</p> <p>30mph speed limit – <b>Support</b> the road can be dangerous with existing speed limit due to poor lighting and bikes that use road instead of narrow path.</p> <p>40mph speed limit – <b>Support</b> cars go too fast now so need to slow down as lighting is poor and dangerous</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(176) Local resident, (Cholsey, Church road)	<p>20mph speed limit – <b>Support</b> Cholsey is a large village with many visitors using its excellent facilities, by having a reduced speed limit will make it safer for all.</p> <p>30mph speed limit – <b>Support</b></p>

	<p>This will help reduce the risk to walkers and cyclists</p> <p>40mph speed limit – <b>Support</b> It is a very narrow road and vehicles driving that this speed is incredibly dangerous, lorries driving at this speed can pull walkers in to the road</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(177) Local resident, (Cholsey, Church Road)	<p>20mph speed limit – <b>Support</b> I think it will make our roads safer, and benefit the environment and people's health</p> <p>30mph speed limit – <b>Support</b> It will make our roads safe, reduced emissions which will improve health help fight climate change</p> <p>40mph speed limit – <b>Support</b> I fully support this and would actually reduce it further to encourage active transport</p> <p>Travel change: <b>Yes - cycle more</b></p>
(178) Local resident, (Cholsey, Cross Road)	<p>20mph speed limit – <b>Support</b> Safety for pedestrians and cyclists</p> <p>30mph speed limit – <b>Support</b> Safer for cyclists</p> <p>40mph speed limit – <b>Support</b> Safer for cyclists. I would use it more to cycle with my children</p> <p>Travel change: <b>Yes - cycle more</b></p>
(179) Local resident, (Cholsey, Cross Road)	<p>20mph speed limit – <b>Support</b></p>

	<p>I believe that if the speed limit is reduced to 20mph, there is a chance that people will drive more slowly through the village. At the moment, drivers are often well over the existing 30mph limit. At various times of day, there is a lot of traffic through the village and I have been afraid for myself and my grandchildren. Reducing the speed limit would also reduce noise. I live on Cross Road which is used as a cut through and some people drive along it at high speeds.</p> <p>30mph speed limit – <b>Support</b> Extending the 30mph limit would mean that people have slowed down by the time they get to the village.</p> <p>40mph speed limit – <b>Support</b> As above.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(180) Local resident, (Cholsey, Ferry Lane)	<p>20mph speed limit – <b>Support</b> I live on Ferry Lane with two small children. Cars race by. One day someone is going to hit a child. There's no need to go down there at 30mph.</p> <p>30mph speed limit – <b>Support</b> Cars go too fast.</p> <p>40mph speed limit – <b>Support</b> Cars go too fast</p> <p>Travel change: <b>No</b></p>
(181) Local resident, (Cholsey, Goldfinch Lane)	<p>20mph speed limit – <b>Support</b> I have a young family who will be walking in and around the village in the coming years. I would feel much better about their safety if I knew cars were travelling slower around the village. Also could a traffic calming measure be put on the Wallingford road like that on the Reading road side of Cholsey.</p> <p>30mph speed limit – <b>Support</b> See previous comment.</p>

	<p>40mph speed limit – <b>Support</b> The road is dangerous to walk besides into Wallingford.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(182) Local resident, (Cholsey, Hillside)	<p>20mph speed limit – <b>Support</b> For road safety on busy and fairly tight roads within the village centre.</p> <p>30mph speed limit – <b>Support</b> This section of road is used extensively by cyclists.</p> <p>40mph speed limit – <b>Support</b> This section of road is used extensively by cyclists. The footpath along this road (also well-used) is narrow and feels very unsafe and intimidating when cars rush by at up to 60mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(183) Local resident, (Cholsey, Hillside)	<p>20mph speed limit – <b>Support</b> A speed limit of 20mph in the village will increase the safety of walkers and cyclists who must share the road due to the poor infrastructure for alternative transportation in the area.</p> <p>30mph speed limit – <b>Support</b> A speed limit of 30mph on Wallingford Rd will increase the safety of walkers and cyclists who must share the road due to the poor infrastructure for alternative transportation in the area.</p> <p>40mph speed limit – <b>Support</b> A speed limit of 40mph on Wallingford Rd will increase the safety of walkers and cyclists who must share the road due to the poor infrastructure for alternative transportation in the area.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(184) Local resident, (Cholsey, Hillside)</p>	<p>20mph speed limit – <b>Support</b> Too many drivers go well over the current 30mph limit, sometimes driving very dangerously, a lower enforced limit would be a safer for other motorists and pedestrians.</p> <p>30mph speed limit – <b>Support</b> Cars currently accelerate to 60pmh once out of the 30mph zone, walking or cycling aside the road is very dangerous and an accident waiting to happen. It would make little difference to travelling times reducing it to 30mph over this short distance.</p> <p>40mph speed limit – <b>Support</b> Cars currently accelerate to 60pmh once out of the 30mph zone, walking or cycling aside the road is very dangerous and an accident waiting to happen. It would make little difference to travelling times reducing it to 40mph over this short distance.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(185) Local resident, (Cholsey, Honey Lane)</p>	<p>20mph speed limit – <b>Support</b> We live on Honey Lane which has seen a massive increase in traffic since the development of Cholsey meadows. This is now their main route into the village. The lane is narrow and cannot cope with the speed that people drive down it. It is of particular concern around rush hour and when children are walking to school. An increase in roadside parking for the train station is adding to the problem</p> <p>30mph speed limit – <b>Support</b> This would help the Caps Lane junction</p> <p>40mph speed limit – <b>Support</b> This would make cycling safer. The speed on this long straight by traffic makes me not want to use my bike on it</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(186) Local resident, (Cholsey, Honey Lane)</p>	<p><b>20mph speed limit – Support</b> We live on Honey Lane and there is a serious speeding issue on this road and in the village as whole. Over the years, I have witnessed an actual crash right outside our house, I've seen countless near misses, seen Lorry's as well as many cars doing over 40 on this narrow road, and our family cat was run over and killed right in front of our house by a speeder. Youths treat it as a racetrack and the extended village now use this lane as a shortcut to school and Tesco's. Youths aren't the only ones who speed here. Large SUV's with children being hurried to school by working parents are also repeat offenders. I fully support the proposal and I hope it will be enforced.</p> <p><b>30mph speed limit – Support</b> The whole village has a speeding issue, especially Honey Lane, Station Road, Church Road, and Wallingford Road. It is getting worse as the village expands as these are main routes to Tescos, the school and the station.</p> <p><b>40mph speed limit – Support</b> I walk down Wallingford road frequently and I have witnessed plenty of speeding there. Those speeds are frequently carried right into the 30 zone. It also makes using the narrow pavement dangerous</p> <p>Travel change: <b>Other</b> I already walk, train or cycle and only use the car when I need, so it will not cause me to change.</p>
<p>(187) Local resident, (Cholsey, Honey Lane)</p>	<p><b>20mph speed limit – Support</b> I have often witnessed vehicles doing more than 30 mph down Honey Lane and Wallingford Road. If there were to be an enforced 20 mph speed limit, maybe the roads in the village would be less dangerous.</p> <p><b>30mph speed limit – Support</b> Vehicles doing 60 mph enter the restricted 30 mph area at far more than 30 mph.</p> <p><b>40mph speed limit – Support</b> Some drivers are far too dangerous, traveling much too fast (illegally) in the 30 mph area. It's usually the same vehicles, but there is no enforcement.</p> <p>Travel change: <b>No</b></p>

<p>(188) Local resident, (Cholsey, Honey Lane)</p>	<p>20mph speed limit – <b>Support</b> To make the village safer for pedestrians and cyclists.</p> <p>30mph speed limit – <b>Support</b> It's a narrow road and a danger to cyclists, especially in the dark. Extending the speed limit would also make the road pleasanter for pedestrians.</p> <p>40mph speed limit – <b>Support</b> As above.</p> <p>Travel change: <b>No</b></p>
<p>(189) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Support</b> I'm in support as Cholsey is a busy village especially around Station Road, Ilges Lane and Tesco's, the schools. Children, the elderly and animals will have more a greater of surviving if hit by a car doing 20 miles per hour. Why do we need to go 30 miles an hour it's a village with narrow road, cars parked outside houses, cars are always being run over.</p> <p>30mph speed limit – <b>Support</b> Why do drivers need to go faster, it's a horrible road and it will be safer for all, what better reason than safety.</p> <p>40mph speed limit – <b>Support</b> Why do drivers need to go faster, it's a horrible road and it will be safer for all, what better reason than safety.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(190) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Support</b> As a parent of a school-age child in Cholsey I support anything which reduces the risk of injury to my child, and a speed limit of 20mph has been shown to reduce the frequency of traffic incidents and improve outcomes in the case of a collision (either with a pedestrian or another vehicle). Given the size of the village I can't see why this would have much of an adverse effect on motorists.</p> <p>30mph speed limit – <b>Support</b></p>

	<p>Wherever there are residences there are people who would be safer with a lower speed limit.</p> <p>40mph speed limit – <b>Support</b> This would make it safer to cycle between Cholsey and Wallingford, or even to walk along the pavement (since sometimes one needs to step into the road to avoid other pedestrians/runners or vegetation).</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(191) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Support</b> I wholly support for road safety reasons and to promote a quieter environment. As a parent of young children, and regular cyclist (with children on bikes too) this speed limit would improve our quality of life and protect us. Many drivers currently exceed 30mph speed limit.</p> <p>30mph speed limit – <b>Support</b> I wholly support. The Wallingford Road is currently a scary road for pedestrians and cyclists.</p> <p>40mph speed limit – <b>Support</b> I wholly support. This would encourage me and my family to walk and cycle more along the Wallingford Road which is currently really frightening; having an unprotected pavement/cycle path next to vehicles travelling at 60mph (and often more) feels like madness to me. It is our main route to the doctor and dentists, so we should be able to walk and cycle with peace of mind. Plus we often want to walk and cycle to Wallingford for leisure. I would be delighted if this change happened.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(192) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Support</b> Cars regularly speed past my house at all hours. Cats and children are needless risk from reckless drivers going too fast. Enforcement via speed cameras would also be great.</p> <p>30mph speed limit – <b>Support</b> Cycling is dangerous on the road because people drive too fast.</p> <p>40mph speed limit – <b>Support</b></p>

	<p>Cycling is dangerous on the road because people drive too fast.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(193) Local resident, (Cholsey, Kennedy Crescent)	<p>20mph speed limit – <b>Support</b> People drive too fast in our village, 20mph is a much safer speed given the high number of road users from cyclists to horse riders and children walking to school / bus stops</p> <p>30mph speed limit – <b>Support</b> Trying to cycling along the cycle path whilst the motorists whizz past at high speeds is terrifying. If they have to go slower sooner perhaps they'll respect the 20mph limit in the village</p> <p>40mph speed limit – <b>Support</b> Same as above</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(194) Local resident, (Cholsey, Larkfield)	<p>20mph speed limit – <b>Support</b> People frequently speed around Cholsey. This is a particular issue around school times when cars often appear almost out of nowhere as you are crossing the road. The roundabouts are a particularly issue as people rarely slow down. A slower speed limit would mean that traffic is much easier for pedestrians to manage and also make walking to and from school much safer. I really worry about my children walking alone in the village because of the speeds people drive at.</p> <p>30mph speed limit – <b>Support</b> I think this will help keep people to a lower speed within the village</p> <p>40mph speed limit – <b>Support</b> This will make walking along the Wallingford road safer and also hopefully discourage people from speeding through the village.</p> <p>Travel change: <b>No</b></p>

<p>(195) Local resident, (Cholsey, Newlands Way)</p>	<p>20mph speed limit – <b>Support</b> The village has become very busy and there is a proportion of drivers who drive very fast through the village, on the minor roads as well as the A329. It has become very difficult at busy times to cross the A329 both as a pedestrian and as a driver, especially at the Ferry Lane/ Papist way crossroads.</p> <p>30mph speed limit – <b>Support</b> I support the proposal because the stretch of road is used a lot by cyclists and pedestrians and a lower speed limit would make it safer.</p> <p>40mph speed limit – <b>Support</b> I support the proposal because the stretch of road is used a lot by cyclists and pedestrians and a lower speed limit would make it safer.</p> <p>Travel change: <b>No</b></p>
<p>(196) Local resident, (Cholsey, Newlands Way)</p>	<p>20mph speed limit – <b>Support</b> There is considerable speeding within the village which means the current 30 mph limits are flouted, so curtailment to 20 mph might mean we get closer to 30. Many of the inner village roads are really only fit for 20 mph what with numerous parked cars and narrow lanes.</p> <p>30mph speed limit – <b>Support</b> This is part of a long straight stretch, not that wide, and has a narrow (quite inadequate) foot and cycle path at its side. It is no fun being on the pavement when vehicles tear past so close.</p> <p>40mph speed limit – <b>Support</b> The same reason as for extending the 30mph zone.</p> <p>Travel change: <b>No</b></p>
<p>(197) Local resident, (Cholsey, Papist way)</p>	<p>20mph speed limit – <b>Support</b> It will make roads safer for pedestrians and pets</p>

	<p>30mph speed limit – <b>Support</b> Safety</p> <p>40mph speed limit – <b>Support</b> Safety</p> <p>Travel change: <b>No</b></p>
(198) Local resident, (Cholsey, Papist Way)	<p>20mph speed limit – <b>Support</b> We live on Papist Way which over the past few years has seen an increase in traffic and an increase in speed of traffic. This is further added to by an increase in on street parking reducing visibility and resulting in many near misses. School buses pickup and drop off from the west side of Papist Way requiring children to cross the street at busy times, whilst I am not naive to think people will actually go at 20, the 20mph will hopefully get them to drive below 30mph - whereas it often 'feels' like vehicles are driving faster this most days on Papist Way. Additionally as a runner navigating narrow pavements (which get really quite narrow as hedges grow) some areas in the village are concerning! Finally it would be nice for our children to be able to cycle to the shops or park but given Papist Way and Station Road speed and consideration of traffic it often feels like this is an un-necessary risk. In conclusion I am fully supportive of the proposed limit and attempting to make our village safer and more open to walking, cycling.</p> <p>30mph speed limit – <b>Support</b> We often walk/jog/cycle along the footpath and currently as soon as cars are through the chicane they increase their speeds which makes this somewhat dangerous and certainly less enjoyable. We also often walk to/from the river and cross the road near Caps Lane where cars/lorries appear out of nowhere!</p> <p>40mph speed limit – <b>Support</b> Less frequently we walk/jog/cycle along the footpath into Wallingford - however as you near the nursery the pavement narrows and makes this unpleasant and unsafe particularly with children - reducing the speeds at which cars/lorries pass you would make this somewhat more viable as an option,</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(199) Local resident, (Cholsey, Papist Way)	<p>20mph speed limit – <b>Support</b> To make walking and cycling safer and more appealing.</p>

	<p>30mph speed limit – <b>Support</b>  At present the Wallingford Road feels highly dangerous to cycle along. The shared used path is too narrow to allow two people to pass, even walking in some places. If cycling on this path it's necessary to leave the path if anyone is coming the other way, and speeding traffic makes this dangerous. If walking or cycling on the path then you have motorised traffic going past inches from your elbow at speeds often exceeding 60mph.</p> <p>40mph speed limit – <b>Support</b>  At present the Wallingford Road feels highly dangerous to cycle along. The shared used path is too narrow to allow two people to pass, even walking in some places. If cycling on this path it's necessary to leave the path if anyone is coming the other way, and speeding traffic makes this dangerous. If walking or cycling on the path then you have motorised traffic going past inches from your elbow at speeds often exceeding 60mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(200) Local resident, (Cholsey, Pound Lane)	<p>20mph speed limit – <b>Support</b>  Too many speed through Cholsey. Traffic needs slowing down but also needs camera deterrent</p> <p>30mph speed limit – <b>Support</b>  Traffic needs to slow down for everyone's safety</p> <p>40mph speed limit – <b>Support</b>  As above</p> <p>Travel change: <b>No</b></p>
(201) Local resident, (Cholsey, Rothwells Close)	<p>20mph speed limit – <b>Support</b>  We support the proposed new speed limits. An increased population has caused more traffic and parking. More consideration needs to be given to all road users, not just motor vehicles, so that pedestrians (adult and children) can go about the village in comfort and safety.</p> <p>30mph speed limit – <b>Support</b></p>

	<p>We support the proposed new speed limits. Currently its not comfortable walking along Wallingford Road on a narrow footpath with vehicles passing at speed.</p> <p>40mph speed limit – <b>Support</b> As above.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(202) Local resident, (Cholsey, Sandy lane)	<p>20mph speed limit – <b>Support</b> Far too many speeding motorists on the village. Particular dangerous points are by the forty, and also people spilling out from the station. The village has very poor pavements, decreasing vehicle speeds seems essential for road safety.</p> <p>30mph speed limit – <b>Support</b> Great idea. There are no safe cycle routes to wallingford. This will make accessible travel more achievable</p> <p>40mph speed limit – <b>Support</b> 60 is too fast, particularly in the winter, when the evening sun makes visibility dreadful</p> <p>Travel change: <b>Yes - cycle more</b></p>
(203) Local resident, (Cholsey, Sandy Lane)	<p>20mph speed limit – <b>Support</b> Safety and environmental reasons</p> <p>30mph speed limit – <b>Support</b> It's currently dangerous, particularly at night and for cyclists and pedestrians</p> <p>40mph speed limit – <b>Support</b> As above</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(204) As part of a group/organisation, (Cholsey, Skylark Way)</p>	<p>20mph speed limit – <b>Support</b> I work on behalf of residents of the Poppyfields development at Cholsey. They wish to see vehicles travelling at much lower speeds, as currently vehicles travel at faster speeds than 30mph which are a safety concern to pedestrians and cyclists</p> <p>30mph speed limit – <b>Support</b> This is based on feedback received from local residents I work with.</p> <p>40mph speed limit – <b>Support</b> This is based on feedback received from local residents I work with.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(205) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Support</b> With no speed bumps, the cars on station road can often speed excessively through the village. It can feel quite dangerous</p> <p>30mph speed limit – <b>Support</b> For safety</p> <p>40mph speed limit – <b>Support</b> For safety</p> <p>Travel change: <b>No</b></p>
<p>(206) Local resident, (Cholsey, The forty)</p>	<p>20mph speed limit – <b>Support</b> I fully support the 20mph in cholsey as I feel it is impossible to drive safely though the village at 30mph.</p> <p>30mph speed limit – <b>Support</b> It will make it safer</p> <p>40mph speed limit – <b>Support</b> It doesn't need to be 60mph</p>

	<p>Travel change: <b>No</b></p>
(207) Local resident, (Cholsey, The Rowans)	<p><b>20mph speed limit – Support</b> I generally support 20mph limits in built up areas. Cholsey in participate is a busy village with very poor pavements and lots of on road parking. There is no need to travel more than 20mph.</p> <p><b>30mph speed limit – Support</b> The pavement/cycle path is very narrow along the Wallingford road. Plenty of people walk and cycle out to Caps Lane so deserve to have cars going more slowly alongside them</p> <p><b>40mph speed limit – Support</b> This is a narrow road in poor condition, with a very narrow pavement/cycle path alongside. It is dangerous to drive much faster than 40 along this road anyway, but the fact that it is very straight encourages people to speed up enormously. Ideally this road would be made wider, with better walking and cycle provision, but in it's absence a 40mph limit makes sense</p> <p>Travel change: <b>No</b></p>
(208) Local resident, (Cholsey, Villa Close)	<p><b>20mph speed limit – Support</b> Most residential roads in Cholsey have a lot of on road parking and a lower speed limit will help make those roads safer for pedestrians and other road users.</p> <p><b>30mph speed limit – Support</b> Wallingford road is very narrow and has residential areas now further down towards the roundabout.</p> <p><b>40mph speed limit – Support</b> Wallingford road is very narrow and has residential areas now further down towards the roundabout.</p> <p>Travel change: <b>No</b></p>

<p>(209) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Support</b> Cars constantly speed on Wallingford road well above the 30mph limit. Reducing the limit to 20mph would help reduce the speed generally. People have been killed and injured on Wallingford Road - if nothing is done, this will happen again.</p> <p>30mph speed limit – <b>Support</b> As noted above, speeding on Wallingford Road has resulted in injury and death and will do so again if nothing is done. Reducing the speed limit would go a long way to reducing this risk.</p> <p>40mph speed limit – <b>Support</b> As noted above, speeding on Wallingford Road has resulted in injury and death and will do so again if nothing is done. Reducing the speed limit would go a long way to reducing this risk.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(210) Local resident, (CHOLSEY, WOODWARD)</p>	<p>20mph speed limit – <b>Support</b> Safety &amp; environmental reasons. And, it can be VERY scary to cycle in and around Cholsey, and the same applies to pedestrians who have to manoeuvre overgrown hedges and narrow sideways. I welcome SODCs efforts to help encourage people to consider adopting more environmentally friendly modes of transport (i.e walking and cycling).</p> <p>30mph speed limit – <b>Support</b> Safety &amp; environmental reasons. And, it can be VERY scary to cycle in and around Cholsey, and the same applies to pedestrians who have to manoeuvre overgrown hedges and narrow sideways. I welcome SODCs efforts to help encourage people to consider adopting more environmentally friendly modes of transport (i.e walking and cycling).</p> <p>40mph speed limit – <b>Support</b> Safety &amp; environmental reasons. And, it can be VERY scary to cycle in and around Cholsey, and the same applies to pedestrians who have to manoeuvre overgrown hedges and narrow sideways. I welcome SODCs efforts to help encourage people to consider adopting more environmentally friendly modes of transport (i.e walking and cycling).</p> <p>Travel change: <b>Other</b> Both cycling and walking.</p>

<p>(211) Local resident, (Cholsey, Amwell Place)</p>	<p>20mph speed limit – <b>Support</b> I support a 20 mph speed limit in residential areas, but reducing the speed on the short and narrow road between Cholsey and Wallingford is a higher priority</p> <p>30mph speed limit – <b>Support</b> It's sensible</p> <p>40mph speed limit – <b>Support</b> I cycle along this road most days. 60 mph is much too fast for it. I have been asking for a reduction in the speed limit for at least a decade. I know many people are afraid to cycle to Wallingford because of the traffic.</p> <p>Travel change: <b>No</b></p>
<p>(212) Local resident, (Cholsey, Cross Road)</p>	<p>20mph speed limit – <b>Support</b> cholsey is becoming a rat run with higher volumes of traffic and it feels like they are speeding through the village</p> <p>30mph speed limit – <b>Support</b> Same as before</p> <p>40mph speed limit – <b>Support</b> Same as above</p> <p>Travel change: <b>No</b></p>
<p>(213) Local resident, (Cholsey, East End)</p>	<p>20mph speed limit – <b>Support</b> Cars regularly speed in the village, especially on the Wallingford road. Also with the nber of cars parked on the road it is unsafe to drive at 30mph in most of the village and a lower speed limit will support safer spaces for all.road users and more importantly pedestrians.</p> <p>30mph speed limit – <b>Support</b></p>

	<p>As previous speeding cars on the wallingford road is constant so extending it and then having a 20mph zone will make it safer for everyone.</p> <p>40mph speed limit – <b>Support</b> Ss above</p> <p>Travel change: <b>No</b></p>
(214) Local resident, (Cholsey, East End)	<p>20mph speed limit – <b>Support</b> Many of the roads through Cholsey, particularly Station Rd, are used excessively for residential parking, making conflicting traffic movements a necessity. 20 mph will reduce the risk and impact of collisions, for drivers, pedestrians and animals.</p> <p>30mph speed limit – <b>Support</b> The narrow footpath and numerous junctions with Wallingford Road will be safer with enforced lower speed limits.</p> <p>40mph speed limit – <b>Support</b> A graded (40-30-20) speed limit into Cholsey will encourage motorists to approach the village at a safer speed, while a lower speed limit at the Wallingford end will allow them to better anticipate speeding drivers entering the roundabout from the right.</p> <p>Travel change: <b>No</b></p>
(215) Local resident, (Cholsey, Ilges Lane)	<p>20mph speed limit – <b>Support</b> To make village roads safer for children.</p> <p>30mph speed limit – <b>Support</b> Safer.</p> <p>40mph speed limit – <b>Support</b> Safer.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(216) Local resident, (Cholsey, Ilges Lane)</p>	<p>20mph speed limit – <b>Support</b> I would like to make the roads safer, so that my primary school age children can have a bit more independence when walking around the village. What I would really like to see is a pedestrian crossing outside Tesco - it's an extremely hazardous road for children to be crossing, especially at peak times when travelling to and from school. Cars park all along one side so visibility is limited when trying to cross on foot. A crossing there would potentially save a child's life.</p> <p>30mph speed limit – <b>Support</b> It would be great for people to be able to cycle safely between Cholsey and Wallingford on this road - currently it feels very unsafe.</p> <p>40mph speed limit – <b>Support</b> As above, it would be nice if this road was safer for cyclists and pedestrians travelling between Wallingford and Cholsey.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(217) Local resident, (Cholsey, Ilges laneo)</p>	<p>20mph speed limit – <b>Support</b> People drive to fast and this will help</p> <p>30mph speed limit – <b>Support</b> Safer for people on bikes</p> <p>40mph speed limit – <b>Support</b> Safer for all</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(218) Local resident, (Cholsey, Kentwood close)</p>	<p>20mph speed limit – <b>Support</b> As a resident it would make our roads safer and in line with other towns and villages locally</p> <p>30mph speed limit – <b>Support</b> New housing means this road is accessed by walkers and cyclists more so it would make it safer</p>

	<p>40mph speed limit – <b>Support</b> This isn't a long stretch of road so 40mph makes sense</p> <p>Travel change: <b>Other</b> No change as we walk or scoot around the village already</p>
(219) Local resident, (Cholsey, Papist way)	<p>20mph speed limit – <b>Support</b> Lots of children walking to school and would make the roads to the station less noisy and dangerous ( especially Papist Way)</p> <p>30mph speed limit – <b>Support</b> Wallingford road is very dangerous to cycle or walk with kids as cars go so fast</p> <p>40mph speed limit – <b>Support</b> As above</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(220) Local resident, (CHOLSEY, Queens road)	<p>20mph speed limit – <b>Support</b> Increase in local traffic, 30mph is not respected this is an increasing danger to pedestrians, especially around local school</p> <p>30mph speed limit – <b>Support</b> The danger to pedestrians</p> <p>40mph speed limit – <b>Support</b> Pollution from cars and especially large trucks</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(221) Local resident, (Cholsey, Reading Road)	<p>20mph speed limit – <b>Support</b> I support the introduction of a lower speed limit in the village, however I am concerned that drivers will increase their speed on joining the Reading Road. Can additional measures be introduced on the Reading Road to ensure drivers keep to the</p>

	<p>speed limit here? We frequently observe drivers travelling way in excess of the speed limit and it becomes more and more difficult to cross the road at this junction. The need to support sustainable travel should be encouraging people to walk and cycle and safe facilities are essential to support this.</p> <p>30mph speed limit – <b>Support</b> I am a great supporter of sustainable travel</p> <p>40mph speed limit – <b>Support</b> SAFE cycling facilities are desperately needed between Cholsey and Wallingford.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(222) Local resident, (Cholsey, Sandy Lane)	<p>20mph speed limit – <b>Support</b> We need to change the priorities on our roads making walking and cycling safer</p> <p>30mph speed limit – <b>Support</b> There is no safe route to walk and cycle to Wallingford - lower speed limits would help the narrow pavement feel a little less precarious.</p> <p>40mph speed limit – <b>Support</b> 60 is too fast when so many people walk down the narrow footway here.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(223) Local resident, (Cholsey, Station Road)	<p>20mph speed limit – <b>Support</b> We have small children and it is much safer to have a village with a lower speed limit. People can drive too fast through the village.</p> <p>30mph speed limit – <b>Support</b> Lower speed limits is always safer for cyclists</p> <p>40mph speed limit – <b>Support</b> Safer</p>

	<p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(224) Local resident, (Cholsey, Station Road)</p>	<p>20mph speed limit – <b>Support</b> The speed cars currently travel through the village makes me feel vulnerable as a pedestrian. There are many narrow pavements and places where the pavement moves from one side of the road to the other requiring those on foot to cross.</p> <p>30mph speed limit – <b>Support</b> It would help people turning onto and off the main road.</p> <p>40mph speed limit – <b>Support</b> The pavement is very narrow so pedestrians are vulnerable to vehicles passing at 60mph. It's also quite scary riding a bike along this stretch with vehicles travelling so fast.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(225) Local resident, (Cholsey, Wallingford Road)</p>	<p>20mph speed limit – <b>Support</b> The roads in Cholsey are busy and there are cars parked in the narrow streets. The bend in the road at the Red lion pub is dangerous and should not be negotiated at 30mph. Church road with both preschool and primary school should not be 30mph. Wallingford Riad is often sped on with cars doing 40-50mph, as it is a straight road. The speed bumps do nothing to slow cars down</p> <p>30mph speed limit – <b>Support</b> Wallingford Riad is straight and leading out of the village. People are often much faster than 30mph long before they exit the village and cars entering only slow down when they are well within the village</p> <p>40mph speed limit – <b>Support</b> People have been injured and killed over the past two decades and there is insufficient space for walking/cycling on the path. I would never cycle along this road for fear of being harmed by cars/vans/lorries going close to, or exceeding 60mph. It is the main reason for not cycling into Wallingford for me.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(226) Local resident, (Cholsey, West end)</p>	<p>20mph speed limit – <b>Support</b> Because people drive to fast around the village</p> <p>30mph speed limit – <b>Support</b> To slow traffic</p> <p>40mph speed limit – <b>Support</b> Again to slow the traffic and to make the road safe for cyclists</p> <p>Travel change: <b>No</b></p>
<p>(227) Local resident, (Cholsey, Wallingford, Cross Road)</p>	<p>20mph speed limit – <b>Support</b> Taking children to and from school can be very stressful with cars travelling at 30mph next to narrow footpaths. The rush hour traffic around the school in the morning feels too fast to be safe. Motorists regularly mount the kerbs to pass oncoming traffic around parked cars. Crossing the road with 3 young children can be difficult in fast moving traffic through the village.</p> <p>30mph speed limit – <b>Support</b> The road is too bumpy and narrow to travel much faster than this anyway.</p> <p>40mph speed limit – <b>Support</b> The road is too bumpy and narrow to safely travel much faster than 40mph anyway.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(228) Member of public, (Goring, Elvendon Road)</p>	<p>20mph speed limit – <b>Support</b> It will help make my journey safer.</p> <p>30mph speed limit – <b>Support</b> As a cyclist reduced traffic speed helps me feel safer on the road. K9</p> <p>40mph speed limit – <b>Support</b> As a cyclist reduced traffic speed helps me feel safer on the road.</p>

	Travel change: <b>Yes - cycle more</b>
(229) Local resident, (Wallingford, Kings Reeve Place)	<p>20mph speed limit – <b>Support</b> Safety and environment</p> <p>30mph speed limit – <b>Support</b> Improved road safety at reduced speed</p> <p>40mph speed limit – <b>Support</b> Improved road safety at reduced speed</p> <p>Travel change: <b>No</b></p>
(230) Local resident, (Cholsey)	<p><b>Object</b> – As a Cholsey resident and an avid bike rider I wanted to share my concerns about this proposal. Although the survey is closed on the lifecycle section of the project it says consultations are still open and contributions are accepted, therefore I hope that mine will still be accepted and considered.</p> <p>Firstly from the statement of reasons it says "Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle" if this is the case 20 mph roads are not the answer. I never wish to walk on the roads, when there are nice footpaths through some lovely scenery, however they are all over grown and not well kept so I'm unable to walk on footpaths so tend not to walk around here at all. I believe the money would be better spent on maintaining footpaths, ensuring they are not overgrown and making use of the off road space. Secondly, as a cyclist the roads are so dangerous in Oxfordshire and this is nothing to do with the speed limit, the state of the roads is horrific. There's a reason why everyone is getting bigger and bigger cars and it's to deal with the holes and dips in the road. Cycling around Cholsey and Oxfordshire you have to be alert to the road surface, the holes are big enough to dislodge you from your bike if you aren't careful, the camber on Westfield Road is so bad you have to cycle in the middle of the road which annoys both directions of traffic, but the camber is too dangerous to tackle and it's not with the direction on the road, it falls away from the road, the roads have rubble on and this is a slip / skid hazard on the bike. On Walli Ford road near the pub the poor surface Practical rattles your bones when you cycle over it, and has dislodge my drinks bottle from its cage before. And there is also that massive dip across the road further down that has no warnings about it on signs or on the road, and this is bad for car and bike users alike. Either almost dislodging the cyclist from the bike or bottoming out a car and causing damage. If you want people to cycle more give them confidence in the surface of the road. If it feels nice when you are in your car you will</p>

want to go out on your bike, if the car journey feels awful you won't feel safe on a bike. When you cycle you want to be able to enjoy the countryside not staring at the road checking its safe for each pedal stroke. Speed is irrelevant as a cyclist, cars will go past you at various speeds, there is enough road furniture and cars parked on the street and speed bumps in this area that not one unsafely passes you. If anything a car matching my speed at 20mph will feel very scary and like I'm being stalked, and if I'm behind one I'll end up breathing in all its fumes, so I would like the road speed to stay the same and the road surface quality to improve drastically and footpaths to be maintained with the money instead. As we all know changing the speed will cost a lot of money and it won't do anything. The funding from the government doesn't even include speed cameras so you'd have to pay for those. So why don't you just lay to fix the roads, make them level, remove the camber, no more holes just one smooth surface to drive and ride on.

Making more 30mph roads will not make a difference for perception of safety for cyclists and pedestrians as 30mph is still 3-5 times the speed of recreational cyclists and 10mph faster than the speed of hobby cyclist. There is no need to extend the 30mph zone, or turn the 60 to 40mph.

It will cause an impact on journey times.

Station road and Wallingford road are thoroughfares for local and non-local residents. The roads are not subject to heavy traffic or do they have traffic lights, hence the statistics for cities that show 20mph cause little impact to journey times are not applicable. Hence a maximum speed reduction of 33% will increase journey times through Cholsey significantly.

Not required on safety grounds. The records for the proposed 20mph zones have, in the preceding 10 years, had no road incidents featuring a pedestrian or child.

A reduced speed limit will not change the behaviour of drivers who already exceed the current speed limit. If drivers are driving at excess speeds then speed limits will only affect those who are not a problem. Thus reduced speed limits for these roads through Cholsey stand to negatively impact the majority, whilst a minority will not change because of them.

## ANNEX 3

Please reply to:  
Oxford Bus Company  
Cowley House  
Watlington Road  
Oxford  
OX4 6GA

22nd July 2024

**By email only: christian.mauz@oxfordshire.gov.uk**

**Attn: Christian Mauz**

Senior Officer (TRO and Schemes), Network Management

Director of Environment & Place  
Oxfordshire County  
Council County Hall  
New Road  
Oxford  
OX1 1ND

Dear Mr. Mauz,

### **STATUTORY CONSULTATION – Ref: CM/12.6.167 - Cholsey proposed 20mph Speed Limits**

Thank you for your consultation on this proposal. I refer to the proposed Traffic Regulation Order changes referenced above. Thames Travel (Wallingford) Limited (“Thames Travel”, “TTW”) finds itself in the position of having to make a **strong objection**.

**We consider the proposals unjustified, unjustifiable, and arbitrary, and will serve principally to make public bus services slower and less attractive, while in practice having a much more limited demonstrable safety impact in parts of the village, and none at all over extensive sections of currently entirely derestricted road. Where these sections are concerned, and on the approaches to the main village core, it is not credible to suggest drivers will consistently self-enforce, which lies at the heart of effectiveness of the 20mph policy.**

I note that a full set of Statutory documentation is appended to the consultation but that a separate consultation web-form is also involved. The language on the consultation portal does not make clear how far external input on the proposals is likely to influence the Council, but the questionnaire can reasonably be read as inviting prior comment on proposals that may or may not be taken forward by the Council. However, the entry of these amendments to the formal statutory process means that such a conclusion would be entirely erroneous, and that the Council is, in fact, committed to progressing these proposals as they stand. In fact, there is no mechanism existing that allows alteration of the proposals between publication by the Council, and final approval. At the very outset we must say that we consider that the Council is presenting the proposals in a manner that could reasonably be read as being intentionally deceitful and duplicitous.

The proposals are not in conformity with current formal Government guidance set out in the Department for Transport Local Transport Note 01/2013, revised and reissued in April 2024, that concerns the setting of local speed limits. This Guidance was expressly promulgated to clearly signal how Local Highway Authorities should seek to appropriately balance the flow and speed of all kinds of traffic, having regard to both the nature of specific roads, and their purpose, to properly discharge their Traffic Management Duty. This is set out at Section 16 (1) of the Traffic Management Act 2004. This plainly states that:

*“It is the duty of a local traffic authority [or a strategic highways company (“the network management authority”)] to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—*

- (a) securing the expeditious movement of traffic on the authority's road network;*
- and*
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.”*

The duty is mode agnostic. Thus, while the legislation elsewhere gives specific weight to the need to consider and properly provide for the needs of non-motorised users, it in no way endorses from first principles a view that facilitating safe and expeditious movement for non-motorised modes should in so doing, have little or no regard to any other mode as a matter of principle.

## **Background**

Thames Travel operates the 136 service that links Cholsey and the Fairmile redevelopment to Wallingford. It has always involved some level of financial support from the County Council. The entire budget for these services was withdrawn in Summer 2016 by the then Conservative administration, and it has not been reinstated since.

Recent residential development and the developer funding accompanying it largely explains how the current hourly core service can be sustained. It must be stressed that while long-standing, the service is highly marginal even with support, and its longer-term future at the point developer funding is exhausted is questionable, unless further funding sources can be identified.

While the core Monday to Saturday service runs hourly, at peak times an enhanced half-hourly frequency is offered, which is particularly useful to those Wallingford residents wishing to connect to and from services at Cholsey Station. Parking facilities at Cholsey are very limited. In fact, arguably the service has more relevance to Wallingford residents using the station than most Cholsey residents, though important peak links are provided from Cholsey to and from the Wallingford School. No Sunday service is provided.

At least as important to the ongoing sustainability of the service is that the relatively short route, when combined with the operating cycle of the 139 between Wallingford and Benson to date has comfortably allowed a single bus to provide an hourly service on both routes. This is very efficient and allows a simple relatively marketable and memorable timetable offer to be presented. This also allows for connections between regularly timetabled rail services. This also means that the service offers departures from the station until 1855h. The Benson service 139 by contrast ceases somewhat earlier.

The route runs through the village in large uni-directional loop, mainly to allow journeys between Fairmile and Wallingford to be provided. The route enters the village from the

southeast running along Papist Way and Station Road, to leave to the north via Wallingford Road.

## **The proposals**

The proposed order is unusual in that it covers a much more extensive area than the village, which it in itself one of the largest villages in the District. The village in effect also functionally is closely related to the major development that took place on the former Fairmile Hospital east of the A329 Reading Road.

The entire village that is currently subject to a 30mph limit will be posted as a signed only 20mph limit, over a distance of just under 2km. A small section on the Wallingford Road, where the existing 30mph zone commences in open countryside north of the village, will be extended a short distance further northwards to ensure that a full 300m is involved, in line with the guidance set out in LTN01/2013. The entire remaining length of Wallingford Road, as far as the Wallingford Bypass, is to be restricted to 40mph from its current derestricted status. This involves a further length of 1100m,

We would additionally highlight that an extensive 850m stretch of the A329 approaching the Papist Way junction is already posted at 30mph, despite having no frontage access and being outside a built-up area.

These proposals are under consultation concurrently with a set of more extensive 20mph application focused on bus routes within Wallingford, the previous already extensive 20mph scheme within the town and Crowmarsh Gifford already in place, and very extensive 20mph signed limits along the length of the 139 route within Benson.

The cumulative effect of this is to mean that the bulk of these rural service routes will be operable at 20mph, with small lengths of 30 mph, in a locality where until recently buses could make safe and appropriate progress within the previously posted speed limits.

In fact, the cumulative length of existing and proposed 20mph involves 2km within Cholsey, 3.3km within Wallingford and Crowmarsh Gifford, and 1.4km within Benson. The total round trip route length of 136 and 139 combined is about 25.6km. About 13.4km would be at 20mph: over half the total operated distance. Much of the remaining route is also intended to be operated at lower speed limits than today as part of these proposals. It should be entirely obvious to Council officers that, whatever the effects on driver behaviour and safety, these two services are therefore unlikely to be operable on something approaching the current pattern – a pattern which has already seen running times extended recently, which resulted in the breaking of certain links as the route was split into two distinct and separate services.

Opening out frequencies is the only way to maintain the service within the current one- bus cycles. Any other immediately achievable solution would double unit operating costs.

An irregular service on something like a 70/75-minute frequency would:

- Reduce the total number of journeys, and revenue potential
- Take remaining journeys off a simple and easy to remember clock- face timetable.
- Make it impossible to consistently effect connections with rail services.
- Make it potentially harder to incorporate the special school journeys without further reducing the number of round-trips available to the general public. This starts to pose some further difficult questions as to what links can be realistically retained.

The other identifiable solution would be to truncate the Benson service. It would be impossible to serve Benson, Ewelme and RAF Benson on the hourly cycle. However, there

is significant use to and from RAF Benson, due to this being the only bus route serving that settlement, which lies a considerable distance away from the A4074 inter-urban bus corridor. One solution might be to run the service “limited stop”, no longer observing the least well used stops on the line of route. Naturally this would have the effect of making the service greatly less convenient to use for many current customers, and would also diminish revenue and overall commerciality in a significant way.

### **The counter-proposals of Thames Travel**

Following several issues whereby a large number of 20mph proposals on key sections of bus routes in Oxfordshire were advanced by the county council following requests from parish councils, which generally had not involved any prior engagement with bus operators, we formally objected to several such schemes. This included the major scheme in Abingdon which affected a very large number of core bus routes.

After some discussions regarding the process being adopted by the County Council to move forward the “20’s plenty” policy, we agreed with the Council’s Highways Officers that both major bus operators would provide a list of settlements where the council had indicated that a 20mph scheme was planned, where the potential for serious adverse impacts on bus services within that settlement from injudicious blanket substitution of 20mph for existing 30 mph limits existed.

Such a list was provided by OBC and Thames Travel to OCC on 21st March 2023. Cholsey featured on this list, and prominently so.

We and other bus operators have repeatedly advised the Council that the cumulative effect of the blanket application on 20mph limits in this way on bus operations would be material. Across multiple substantial settlements, it cannot but have the effect of slowing buses to down to the point where timetables can be both no longer relevant to large sections of the population, and moreover are no longer operable within the current operating and financial resources.

We had been approached by the 20mph implementation team by email on 5th June 2024 with advance notification of these proposals for Cholsey, in line with the protocol agreed in March 2023 and restated earlier this year, that where material impacts of the policy were anticipated for bus services, we should be approached in advance. We duly and swiftly replied by e-mail on 7th June, to the effect that the draft proposals would have a needlessly severe impact on the operation of the 136 service (and by extension the 139 between Wallingford and Benson with which most 136 journeys inter-work). Accordingly we made clear that progression of the proposals in the form presented, would elicit an objection from us.

This input has been evidently set aside by officers as unworthy of further consideration, much less discussion, though we explicitly invited such a conversation with officers, to help arrive at a solution that appropriately balanced a range of mutually conflicting factors.

We nevertheless set out below, again, what we consider would represent an appropriate solution that achieves the vast majority of what the Council seeks to achieve without excessively negative impacts on the bus service. As the narrative below makes plain, we accept that any solution will unavoidably involve some substantial negative impacts on the operability of the 136/139. However, we consider it

is entirely proper and appropriate to seek to mitigate these and we believe that this is possible to do so, to a material extent, in the following ways:

- A 30mph is retained on the eastern extent of Papist Way, as far as possible, ideally to Honey Lane. Beyond that point 20mph is obviously appropriate and will be much more likely to be self-enforcing if only because of the width. We recognise that the road is quite narrow in places near its eastern end and there is plentiful driveway crossovers. Parts but not all will tend to support lower speeds. However west of Celsea Place width opens up and it is much harder to see 20mph being consistently self-enforcing.
- 30mph is retained on a portion of Wallingford Road. Here we can see that there will be understandable concern about where the appropriate balance should lie. We have an intermittent footway and some buildings quite tight to the highway at the southern end, plus a pub and the scout hut; thus 20mph looks to be much more justifiable south of Rothwell Close. North of that point the road is straight and of much more consistent width, and the presence of cushions indicates that 30mph has not consistently maintained by motorists. This being the case it is almost impossible to see that 20mph could be remotely self-enforcing. The safety case is thus not made, unless the Council is prepared to go beyond a “signed only” scheme and invest in comprehensive engineering to ensure that 20mph cannot realistically be exceeded.
- The current 30 extends on Wallingford Road substantially outside the built-up area, and we assume the reasons for this is to try and get traffic to start to slow down earlier from the currently derestricted stretch. As this will now be a 40mph (the self-enforcement of which frankly also being rather questionable) the need for this added 30 lead-in is obviated. We suggest that the 40 then extends in from 150m north of Capps Lane as far as where the current 20 is anticipated, at Old Blackalls Drive (total about 300m) where the limit would drop to 30mph, along the minimum length required by LTN 01/2013.
- The 30mph limit would then cover a further 300m to just north of East End; south of which the 20 would be applied. This is where side streets intersect and we can imagine a much greater use by pedestrians and cyclists to the south, as well as crossing movements.
- We would then urge that consideration is given to installing one or two full-width buildouts southbound on Wallingford Road, either end of the 30mph stretch we discuss above, forcing traffic entering the village to slow down and or wait for traffic exiting. This would have a clear beneficial impact on addressing existing and future speeding, without needlessly compromising the running time of the 136, which runs one-way northbound on this road.

Of the 1950m length of 20mph proposed on the 136 bus route through Cholsey, the suggestions we set out above would involve about 1400m, about 75% of the route and covering all the core of the village, being reduced to 20mph. The approach set out above is also much more likely to be self-enforcing along the extensive stretches concerned.

With respect to the 40mph limit proposed on Wallingford Road, our view is that this will have a further material deleterious impact on bus running speeds and the operability of the route, when assessed cumulatively with the wholesale implementation of a 20mph limit within the village. However, set against this, there is a clear enough safety benefit to justify this, set against the delaying effect on the service. The width of the road means that buses cannot very safely exceed about 45mph as it is; the impact is also reduced by the fact that the bus runs only in one direction on this stretch. This 40mph

limit would extend in covering some of the current 30mph limit posted on the approach to the village.

## Concluding Comments

Again, as we have repeatedly observed in the context of many other 20mph proposals, the stand-alone effects of the current consultation - very extensive though it is - might not be so great as to threaten the attractiveness of the bus offer or materially affect operating costs and revenues of the route group per se. That said, we would stress that **the nature of the Cholsey proposals is of considerably greater impact, on a stand-alone basis, than in almost any other village we have been presented with.**

**But this proposal must also be viewed in the context of a concurrently-proposed expansion of an already extensive 20mph within Wallingford as well as a similarly extensive scheme already implemented in Benson.** It is this cumulative impact that is seriously corrosive. **In fact, the compounded effects of all the 20mph proposals on the 136-139 route is among the most serious anywhere in the County.** It is for this reason among others, that we separately are raising strong objections concurrently to separate proposals under consultation for Wallingford.

The application of local speed limits, according to LTN, should have proper regard to the impact on traffic flow, including, explicit mention of bus journey times.

This increasingly arbitrary, ill-considered and unevidenced approach to the application of this policy on bus routes is a matter of high and rising concern to us, particularly in light of previous commitments made by the council regarding advance engagement with us on the limited number of 20mph schemes which we had identified as representing a risk to bus operation. The Council's officers have struggled to keep the commitments it made to us in April 2023, to undertake this pre-engagement. **In this case, while this did place, the evidence is clear that this was a simple procedural step undertaken by less senior officers that shows no sign that any input from us has, or even would be duly considered, or form the basis for further dialogue, as we offered.**

**At no point have we ever expected to Council's officers to agree with us on every point regarding the extent of 20mph limits on major traffic corridors and bus routes.**

We recognise not only the Council's prerogative as statutory custodian of the public highway, but also that bus passengers form just one part of the wider community of road users – though this is a constituency that the Council's own adopted policies set out in the Local Transport and Connectivity Plan (LTCP) state that it needs to radically enlarge, if it is to achieve its wider goal to greatly reduce car dependence and its negative consequences, as early as 2030.

Accordingly, we have always taken a pragmatic view with great respect for the Council's need to achieve a frequently difficult balance between conflicting objectives. We have made very large number of material compromises, even when we have considered that the overall outcome will serve to undermine the attractiveness and efficiency of bus services to a material extent, when we can see that there is a wider case to achieve greater benefits across other policy objectives, that positively weigh against our customer's and business' immediate interests.

These among a series of latest proposals, indicate that a sub-set of salaried officers within the active travel function clearly do not share these values, or a viewpoint that places a suitably high value on the need to arrive at a broadly based, considered and balanced view.

We see substantial and increasing evidence that a determined view exists, and is hardening within the relevant parts of the highways function, that the most dogmatic and simplistic approach to managing traffic speeds in built-up areas is the one that they will follow. This has regard neither to LTN 01/2013, nor considered input from ourselves, or for that matter,

the County Constabulary, which has consistently cautioned that the arbitrary blanket imposition of 20mph limits is generally unenforceable and without high levels of self-enforcement, will be ineffective, a principle that is also explicit within the LTN.

Within the last 3 months we have invited the Council's officers to re-engage with us, while we consider what prudent steps we should take as a business going forward. It would appear increasingly difficult to justify maintaining our generally optimistic, revenue growth-focused approach, in light of the behaviours currently being exhibited by this part of the Council's highways function. In fact, the positive outcome to such limited dialogue as we have had more recently, has been repeatedly betrayed by subsequent events.

In this light, we find it as troubling as it is regrettable that we have to remind the Council of its duties in Primary Legislation, as well as its contractual commitments in a Statutory Enhanced Partnership. We find it impossible to comprehend how so unbalanced and unevicenced an approach to local traffic regulation can be pursued by the Council when it runs seriously counter to the achievement of multiple other of its own transport policies concerning public transport, while having no demonstrable effect on car use and dependency. We find it equally perplexing that so arbitrary and absolutist an approach is being taken on these outer stretches of generally classified roads, which even taken on its own terms cannot credibly be expected to effective either in increasing active travel, nor on improving the safety of vulnerable road users, who are not in significant conflict with motor vehicles on the stretches concerned.

These are actually a tiny fraction of the entire length of public highway in any of the settlements concerned and thus cannot be considered to prejudice the wider achievement of the Council's safety and active travel goals.

So concerned are we that the Council is behaving in an irrational, ineffective, arbitrary and capricious manner, with profoundly damaging potential consequences for the short and longer term attractiveness and sustainability of the bus service offer, that we will be discussing formally through the Enhanced Partnership Board what steps we might need to take going forwards to help the Council return to a more properly considered approach to managing the highway used by bus services, not least to meet its own ambitious policy objectives to improve public transport, and secure the highest level of mode shift to bus ever achieved in the UK as soon as 2030.

The current situation is the culmination of a wider one that shows over at least the last 10 years, that the Council consistently struggles to appropriately govern and control its own internal affairs, discharge its statutory duties, properly work with external parties and stakeholders, or progress projects to delivery in a timely and cost-effective manner.

Where the 20mph policy is concerned, we consider that it is time to seriously consider involving suitable external parties and processes to arrive at an appropriate resolution that will have the effect that:

- The Council is properly and fully discharging its Network Management Duty in accordance with statute
- The Council properly has had regard to the Public Sector Equalities duty, in the promulgation of 20mph limits, given that cycling in particular is not accessible to large numbers of people with Protected Characteristics, while bus use is often their key and only means of mobility apart from walking. Promoting cycling in such an extreme and inappropriate manner, to the systematic, consistent, and material detriment of bus services is, we believe, a breach of that Duty.
- The Council is accountable to the contractual commitments into which it chose to enter in the Oxfordshire Statutory Enhanced Partnership, specifically those that involve making bus journeys faster and more reliable.

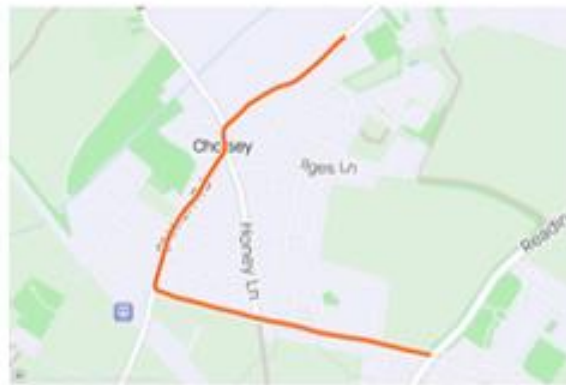
**We thus urge the Council to withdraw these current proposals and reconsider them, having careful regard to our suggested way forward.**

At least as important, we wish to sound a clear alarm that we see the Council needing to change its course, and in certain places, its very culture, to ensure that it best secures its policy goals at the least risk, and in the most propitious ways possible.

In closing, we reiterate - once again - our strongest and oft-stated ongoing support for the Council's current transport policy objectives in the round. As always, the current objection is raised not because we wish to in some way derail or obstruct the Council, but to try to ensure that in trying to achieve one objective in an overly simplistic and over-zealous way, other key policy outcomes are not jeopardised. It therefore could not be of greater regret to us that we find the need to make the points that we do and write in the tone that we have. We trust that we can find the Council's officers and members open to discussing the matters we raise above further, at the earliest reasonable opportunity.

Yours sincerely,

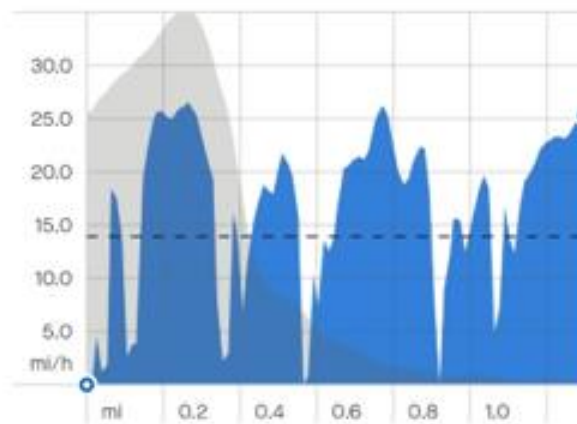
Managing Director



Distance	Elevation Gain
<b>1.32 mi</b>	<b>11 ft</b>
Moving Time	Avg Speed
<b>5:42</b>	<b>13.9 mi/h</b>
Max Elevation	Max Speed
<b>198 ft</b>	<b>26.5 mi/h</b>

Fig. 1 Recorded route plot

### Speed



Avg Speed	<b>13.9 mi/h</b>
Max Speed	<b>26.5 mi/h</b>
Moving Time	<b>5:42</b>
Elapsed Time	<b>8:25</b>

Fig. 2 Speed v distance along route

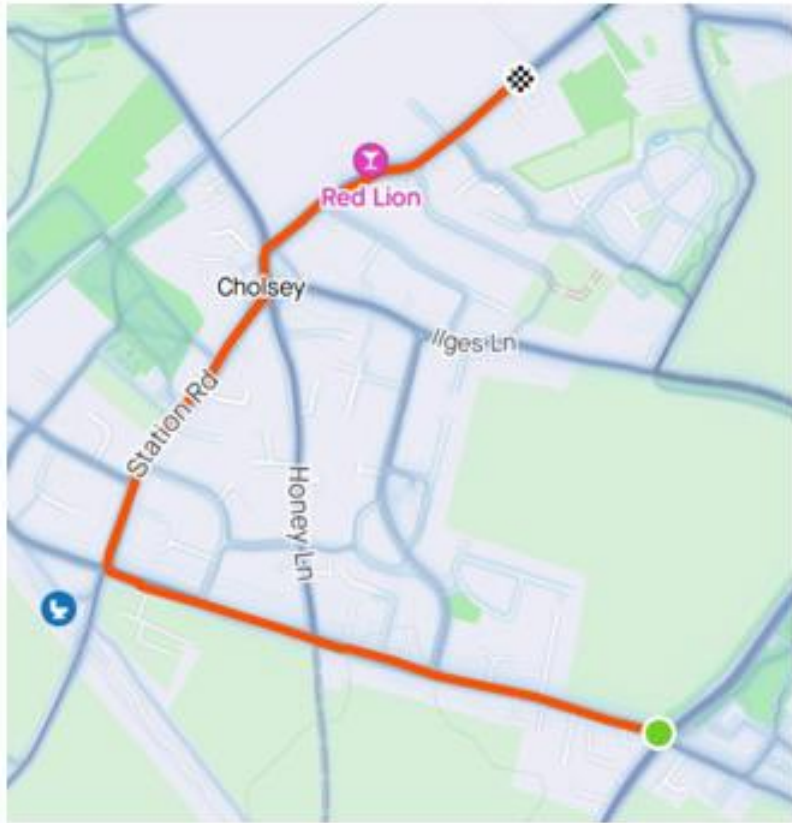
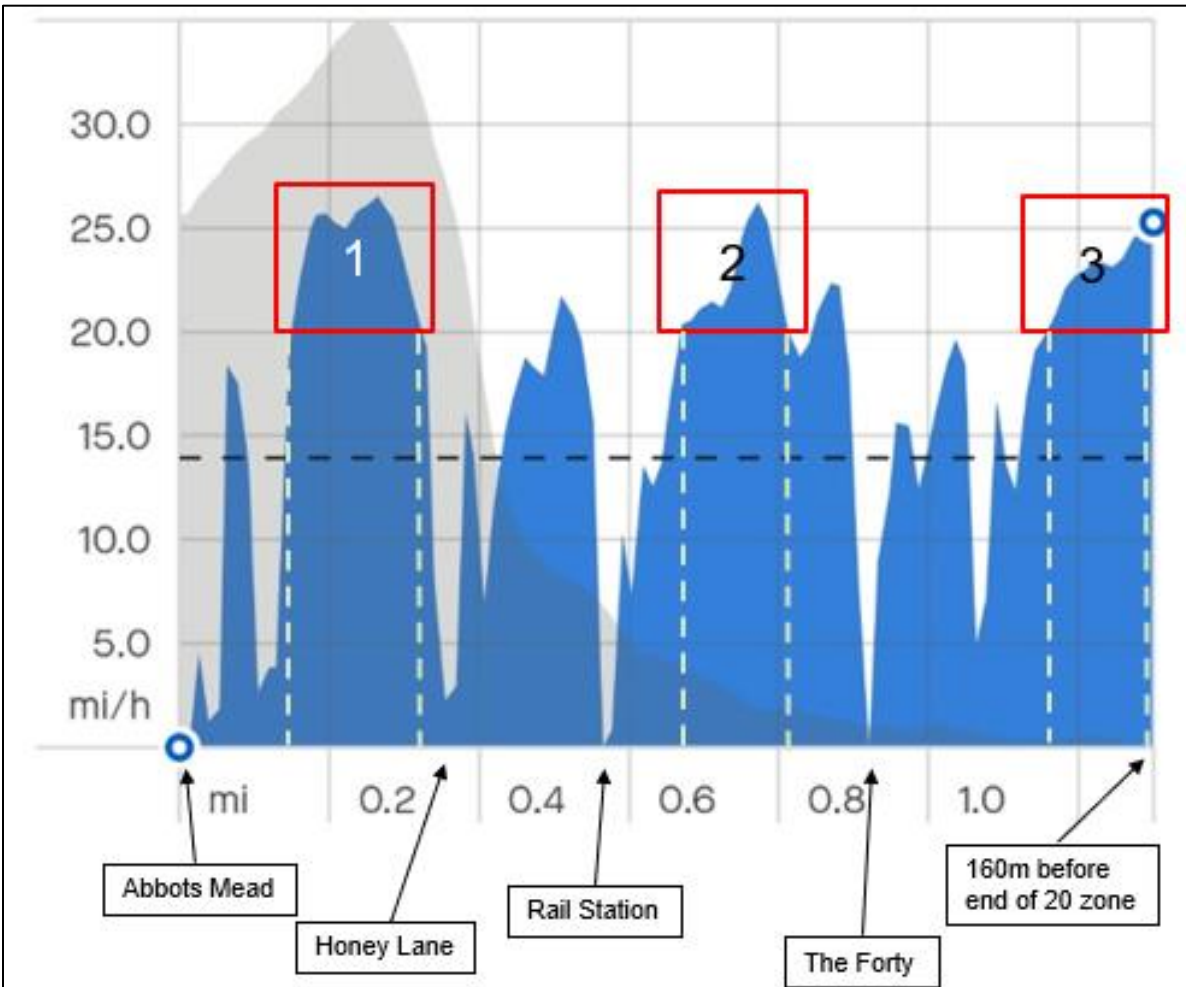


Fig. 3 Detail of route



Fig. 4 Distance check from Google Earth



Area 1

Approximate average speed = 24.0mph  
 Approximate distance covered = 0.17miles

Time taken at average speed =  $0.17/24.0 = 0.0071\text{hrs} = 26\text{secs.}$

Time taken at 20mph =  $0.17/20.0 = 0.0085\text{hrs} = 31\text{secs.}$

Area 2

Approximate average speed = 22.0mph  
 Approximate distance covered = 0.14miles

Time taken at average speed =  $0.14/22.0 = 0.0062\text{hrs} = 22\text{secs.}$

Time taken at 20mph =  $0.14/20.0 = 0.0069\text{hrs} = 25\text{secs.}$

### Area 3

Approximate average speed = 22.5mph  
Approximate distance covered = 0.14miles

Time taken at average speed =  $0.14/22.5 = 0.0061\text{hrs} = 22\text{secs.}$

Time taken at 20mph =  $0.14/20.0 = 0.0069\text{hrs} = 25\text{secs.}$

### Area 4

Approximate average speed = 27.0mph  
(Average speed estimated from projection of increasing speed over the 160m in the 30mph zone)

Approximate distance covered = 160m = 0.10miles

Time taken at average speed =  $0.10/27.0 = 0.0037\text{hrs} = 13\text{secs.}$

Time taken at 20mph =  $0.10/20.0 = 0.0050\text{hrs} = 18\text{secs.}$

### 20mph impact

Approximate additional time taken when limiting maximum speed to 20mph through Cholsey

= 5 (Area 1) + 3 (Area 2) + 3 (Area 3) + 5 (Area 4)

= 16 seconds

### 40mph impact

Approximate average speed = 45.0mph  
(Maximum value, as per Thames Travel submission)

Approximate distance covered = 1090m = 0.68miles

Time taken at average speed =  $0.68/45.0 = 0.0151\text{hrs} = 54\text{secs.}$

Time taken at 40mph =  $0.68/40.0 = 0.0170\text{hrs} = 61\text{secs.}$

Approximate additional time taken when limiting maximum speed to 40mph on the Wallingford Road

=  $61 - 54 = 7$  seconds

### Overall impact

The approximate total increase in duration along the bus route due to the imposition of the 20mph and 40mph speed limits (30mph being negligible)

=  $16 + 7 = 23$  seconds

Bus Service 136		Time	Moving time (secs.)	Stopped time (secs.)			Distance		Timetable
							(m)	(miles)	
Enter Papist Way (start of 20 zone)		12:11:30							
Abbots Mead	Stop	12:11:42	00:00:12			44	0.03	12:02:00	
	Start	12:12:10		00:00:28					
Honey Lane	Stop	12:13:35	00:01:25			521	0.32	12:04:00	
	Start	12:14:00		00:00:25					
Rail Station	Stop	12:15:00	00:01:00			361	0.22	12:06:00	
	Start	12:16:05		00:01:05					
The Forty	Stop	12:17:27	00:01:22			574	0.36	12:08:00	
	Start	12:18:12		00:00:45					
Goldfinch Lane	Stop								
	Start								
opp. No. 50 Wallingford Road (160m before end of 20 zone)		12:19:55	00:01:43			630	0.39	12:09:00	
Total		00:08:25	0:05:42	0:02:43	0:08:25	2130	1.32	00:07:00	

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Divisions affected: *Wroxton and Hook Norton*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **DRAYTON (BANBURY) - PROPOSED 20MPH SPEED LIMITS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Drayton, as advertised.**

#### **Executive Summary**

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

#### **Financial Implications**

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

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

#### **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 to encourage walking and cycling within Drayton by making them safer and more attractive.

## **Formal Consultation**

6. Formal consultation was carried out between 27 June and 19 July 2024. 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, local District Cllrs, Drayton Parish Council, and the local County Councillors representing the Wroxton & Hook Norton, and the Banbury Hardwick divisions.

## **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company raised concerns – despite not being the operator of the service corridor concerned – regarding the potential cumulative impact of the extensive application of 20mph limits in multiple villages, each involving what can be considerable lengths of classified road, that they felt could only be expected to have a substantial deleterious impact on bus running times, ultimately undermining its ongoing economic and practical sustainability.
9. Cherwell District Council queried whether the proposed 20mph at the southern end of the village possibly started/finished too far eastwards, i.e. it will be at a point when one has not yet entered/exited the village and may well lead to a lower level of compliance.

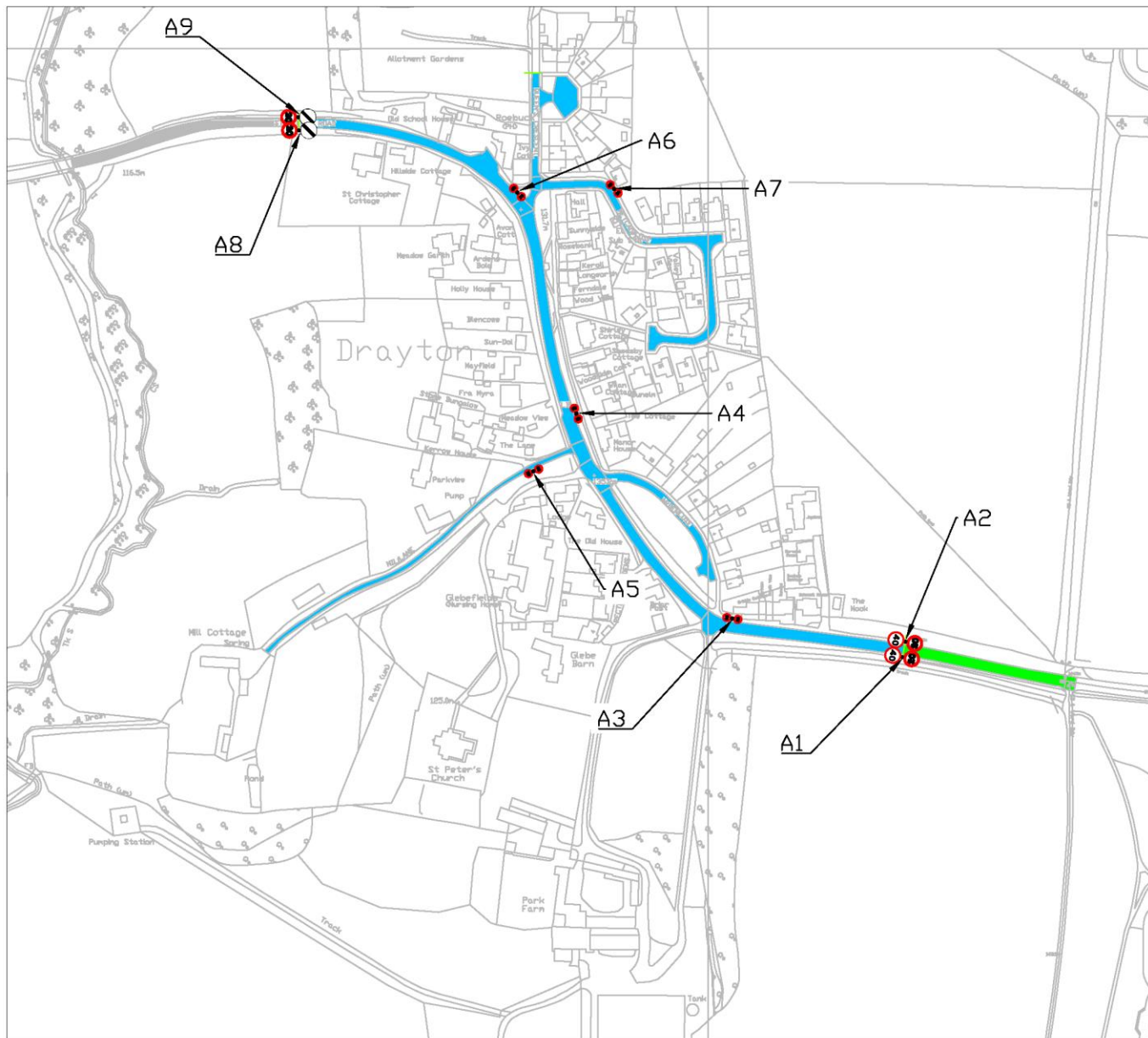
## **Other Responses:**

10. Twelve further responses were received via the online survey during the course of the formal consultation, comprising of five objections (42%), six in support (50%), and one partially supporting.
11. 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**

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





Drayton 20mph Revision 1.0

Legend	
Proposed 20	<span style="color: blue;">█</span>
Existing 40	<span style="color: green;">█</span>
Existing NSL	<span style="color: grey;">█</span>
Not Public Highway	<span style="color: black;">█</span>

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	28.02.24	First draft	C.W		

**OXFORDSHIRE COUNTY COUNCIL**  
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Project title: Drayton 20mph Scheme

Drawing title:  
 Drayton 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 28.02.24	Date checked:	Date approved:

Oxfordshire Project No. & File Ref	
Drawing No. 1.0	Revision 1.0

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><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) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>Concerns</b> – These proposals affect a major longer-distance bus corridor between Banbury and Stratford, serving a significant number of relatively remote communities, of which the village concerned is just one. The corridor runs with local authority financial support, including, I understand, a contribution from Warwickshire County Council.</p> <p>As we have consistently pointed out, the cumulative impact of extensive application of 20mph limits in multiple villages, each involving what can be considerable lengths of classified road, can only be expected to have a substantial deleterious impact on bus running times, ultimately undermining its ongoing economic and practical sustainability. Blanket arbitrary imposition of signed 20mph limits runs counter to formal Government policy and technical advice set out in DfT Circular 01/2013 “setting local speed limits” re-issued March 2024, explicitly for this reason, among many others. We note concurrent consultations for two other villages on this route corridor.</p> <p>We are not the operator of the service corridor concerned. While we are expressing “in-principle” concern, it is not appropriate in our view, to present a formal objection. Notwithstanding this, we trust the Council will pay due regard to its separate obligations under the Statutory Network Management Duty and any concerns and observations made regarding the impacts of these specific proposals by the bus operator concerned.</p>
(3) Cherwell District Council, (Development Management)	<p><b>Concerns</b> – Upon review of the information forming part of the consultation, we wonder whether the 20mph zone to the southern end of the village starts/finishes too far eastwards, i.e. it will be at a point when one has not yet entered/exited the village and may well lead to a lower level of compliance.</p>

	<p>Aside from the above, I confirm the local planning authority has no observations to make.</p>
<p>(4) Local resident, (Drayton, Rectory Gardens)</p>	<p><b>Object</b> – In my opinion, 20 mph speed limits are less safe than 30 mph. Modern cars are not designed to travel at speeds as slow as 20 mph, and the slightest touch on the accelerator pedal means that you are potentially exceeding the speed limit. As a consequence of this, I find that I need to constantly monitor the speedo, rather than focussing my attention on the road and surrounding area, as I would at a more sensible 30 mph. I am at a loss to see how enforcing this behaviour this can be making me a safer driver.</p> <p>I have lived in Drayton for 10 years, and during this time I am not aware of any official enforcement of the existing 30 mph speed limit. I walk my dogs through the village on a daily basis, and I would estimate that between 30% and 40% of vehicles activate the sign which flashes when the speed limit is being exceeded. Annoyingly this includes many of the tipper lorries heading to the Earthline quarry at Wroxton. At weekends we regularly have groups of motorcyclists who travel through the village at speeds between 60 to 70 mph, weaving in and out of the traffic obeying the 30 mph limit. Video of this has been supplied to the police at Banbury, and due to either lack of resources or other priorities, no action is ever taken. Without any enforcement, what will reducing the speed limit to 20 mph achieve? The 60% to 70% of drivers complying with the existing 30 mph limit will probably reduce slightly, and they in my opinion will not be driving as safely as they currently do. The 30% to 40% of drivers who currently ignore the 30 mph limit will certainly continue to ignore a reduced limit, so I cannot see any positive outcomes from making this change. I am 67 years old, and own a Peloton exercise bike and so know that I cycle at speeds greater than 20 mph, which in my opinion proves that this is far too slow a limit for modern vehicles with the raft of safety features now fitted as standard.</p> <p>Travel change: <b>No</b></p>
<p>(5) Local resident, (Drayton, Stratford Road)</p>	<p><b>Object</b> – The proposal of a 20mph speed limit is largely based on the excessive speed at which cars travel through the village currently. 30mph is an ample speed limit, if those that use the public highway throughout the village respect it. A speed strip was privately funded by the parish council highlighting that 30% of people who travel through the village speed. If traffic calming measure were implemented, albeit chicanes, speed bumps, occasional speed monitoring by police or fixed speed cameras, the speed at which people travel through the village would naturally greatly decrease. 20mph seems wholly unnecessary with a majority of houses in the village being set back from the road (mine not included). 20mph limits would be an acceptable alternative to other more tried and tested traffic calming solutions that are used elsewhere in the county. Once a 20mph limit is set, although speeds will slow, I feel that it won't stop speeding, as people still speed through Wroxton (the next village over) daily. The issue needs to be fully addressed rather than changed.</p>

	Travel change: <b>No</b>
(6) Local resident, (Drayton, Stratford Road)	<p><b>Object</b> – Bad for congestion and for the environment. Driving around in 2nd gear is terrible for fuel economy and co2 output.</p> <p>30mph is perfectly fine and safe, it has been for the last 50 odd years</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Drayton, Rectory Gardens)	<p><b>Object</b> – As living in the village the reduction to 20 mph will make no impact on cars travelling through the village. I also know this will not be monitored. Was told this at a parish council meeting.</p> <p>Travel change: <b>No</b></p>
(8) Member of public, (Ettington, Banbury Road)	<p><b>Object</b> – It's too slow for a main A road. There are no schools in Drayton. While I'm on it remove the one in Wroxton.</p> <p>Travel change: <b>No</b></p>
(9) Local resident, (Drayton, Queens Crescent)	<p><b>Partially support</b> – Drayton as a village has difficult road speed limits entering and exiting the village either direction. This leads to aggressive driving styles, speeding &amp; many accidents and near misses involving heavy goods vehicles, public service vehicles, motorists &amp; pedestrians.</p> <p>The current on road parking as you exit the village near Drayton Farm, is a very real danger &amp; risk. Although the A422 is double white lined here, vehicles travelling towards Banbury have to veer on the oncoming carriageway to avoid parked vehicles outside the cottages.</p> <p>Signage for speed limit in the village is very poor. 1x speed indicator electronic sign near Glebefields junction. Just 1 speed indicator sign Towards Stratford in centre of the village.</p> <p>As referred to initially speed into Drayton from Banbury is confusing. 20mph past NOA, then 40mph for 50yds, into 30mph for the village. Why not 20mph from Barley Mow traffic lights to and including Drayton?</p>

	<p>Travelling from Wroxton it's national speed limit, then on entering Drayton 30mph. Why? Progressive speed reduction could help road safety, noise pollution, and traffic flow? Why not 50 from Wroxton, as far the the Sor Brook road bridge, then 30mph, then 20mph in village. I think clearer road marking / painting should be budgeted for, as do I signage. Finally if funding is available a safe pedestrian crossing at Glebefields for residents mid village would be a big Strep forward. I hope these points are considered as part of the 20mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(10) Local resident, (Adderbury, Round Close Road)	<p><b>Support</b> – For the safety of cyclists and pedestrians.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(11) Local resident, (Drayton, Stratford Road)	<p><b>Support</b> – It is very dangerous crossing road with pram especially near the bend as cars can be upon you very quickly.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(12) Local resident, (Drayton, Stratford Road)	<p><b>Support</b> – Cars drive way faster than 30 at the moment and is really dangerous. Noise it causes and safety for walkers</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(13) Local resident, (Drayton, Stratford Road)	<p><b>Support</b> – Frequent speeding throughout village. Hopefully this may reduce speeds</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(14) Local resident, (Drayton, Metcalfe Close)	<p><b>Support</b> – The main road divides the village in half and we have houses both sides of the main road,</p> <p>Travel change: <b>No</b></p>

(15) Local resident,  
(Drayton, Stratford  
Road)

**Support** – The main road passes right through the middle of the middle of the village and it can be dangerous for pedestrians to cross because vehicles are traveling so fast.

Travel change: **No**

Divisions affected: *Berinsfield & Garsington*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **DRAYTON ST LEONARD - PROPOSED 20MPH SPEED LIMITS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Drayton St Leonard, as advertised.**

#### **Executive Summary**

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

#### **Financial Implications**

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

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

#### **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 to encourage walking and cycling within Drayton St Leonard by making them safer and more attractive.

## **Formal Consultation**

6. Formal consultation was carried out between 03 July and 26 July 2024. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, local District Cllrs, Drayton St Leonard Parish Council, and the local County Councillor representing the Berinsfield & Garsington division.

## **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection, citing that the proposals didn't affect any regularly scheduled bus routes.

## **Other Responses:**




9. 13 further responses were received via the online survey during the course of the formal consultation, comprising of one objection, 11 in support (85%), and one non-objection.
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

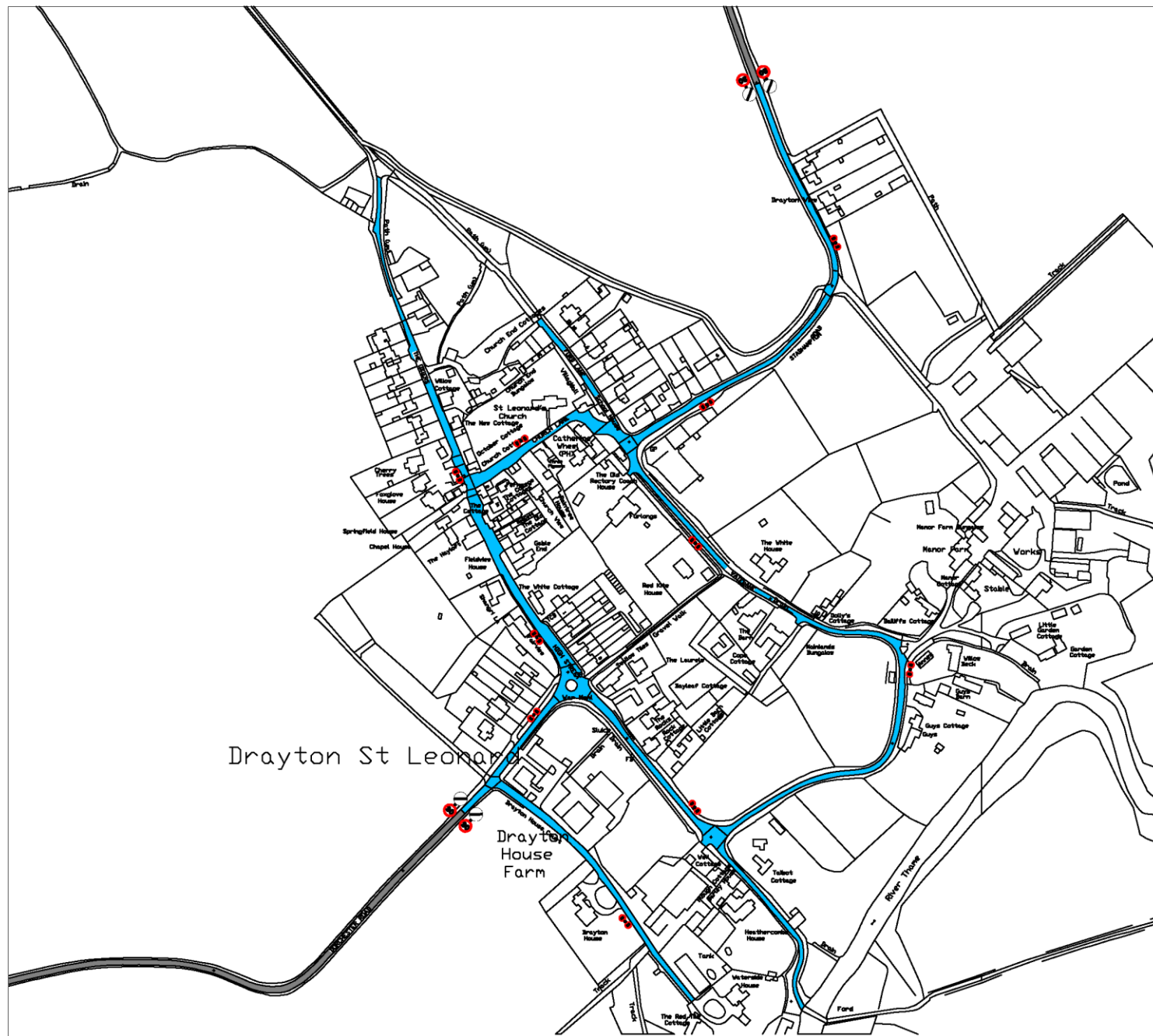
## **Officer Response to Objections/Concerns**

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Drayton St Leonard.
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments



Drayton St Leonard Overview

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	06.02.24	Proposal 2	C.R		

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 Director for  
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Project title: Drayton St Leonard 20mph Scheme

Drawing title:  
 Drayton St Leonard 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 06.02.24	Date checked: 06.02.24	Date approved: 06.02.24

Oxfordshire Project No. & File Ref  
 Drawing No. 1.0 Revision 1.0

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 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) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – I can confirm that these proposals affect no regularly scheduled bus routes.</p>
(3) Oxfordshire Cycling Network, (Abingdon, Bostock Road)	<p><b>Support</b> – We support this speed limit reduction based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire’s policy of 20mph limits with community support and schemes designed to be 20 where the people are, as applied in Drayton St Leonard.</p> <p>Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(4) Local resident, (Drayton St Leonard)	<p><b>Object</b> – In a village like this, the introduction of a 20mph speed limit (whilst I’m sure well-intentioned) seems to be a touch irrelevant and in addition a slightly bizzare application valuable of money and resource. I have rarely noted speeding to be an issue in the village, and, given the winding structure of the roads, I think the road network self-enforces a reasonable limit. I assume there would not be any speed cameras for the 20mph limit, which, coupled with the presumed absence of</p>

	<p>police speed traps, would make the change a touch academic. I'd recommend focusing resource elsewhere, such as fixing potholes or maintaining the greenery on the verges, which make visibility difficult.</p> <p>Travel change: <b>No</b></p>
(5) Local resident, (Drayton St Leonard, The Osiers)	<p><b>No objection</b> – Vehicles travel far too fast through the village which has no footpaths and it is dangerous for pedestrians, particularly children.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(6) Local resident, (Drayton St Leonard, Dorchester Road)	<p><b>Support</b> – There are no pavements, it's a safety thing. If it can be 20 in areas with large set back pavements and wide roads why wouldn't it be in a village with narrow roads and no pavements. I want my daughter to be safe walking around</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Drayton st Leonard, Dorchester Road)	<p><b>Support</b> – I am in support of 20mph through the village of Drayton st Leonard's but as I live on the same said road of Dorchester road but outside of the 30mph limit we/I have to put up with a 60mph speed limit and faster with some cars, motorcycle and lorries . It is more dangerous for us than the centre of the village so would it not be more prudent to extend the limit for the entirety of whole of the road therefore making the village and people much safer . I plus other would be able to walk into village at the moment and I cannot even get as far as the footpath safely it's far too dangerous. We have had so many crashes on this section of the road that it's becoming even dangerous to drive on this part of the road !</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(8) Local resident, (Drayton St Leonard, Gravel Walk)	<p><b>Support</b> – It is always risky walking along the road in the village as there are no footpaths and a lot of traffic using the road as a short cut from Berinsfield to Stadhampton and the M40, as well as local and delivery vehicles, many going above the speed limit . In the time we have lived here there have been many incidents involving near misses, some serious, and indeed I have been struck by wing mirror on a vehicle. Anything that can make things safer is welcome</p> <p>Travel change: <b>No</b></p>

<p>(9) Local resident, (Drayton St Leonard, High Street)</p>	<p><b>Support</b> – Living in the high street we see speeding drivers firsthand a lot of the time. Difficult to walk through the village safely, even on the bends, so many near-misses, the traffic is erratic. We have quiet times but when it gets busy, it gets dangerous</p> <p>Travel change: <b>No</b></p>
<p>(10) Local resident, (Drayton St Leonard, High Street)</p>	<p><b>Support</b> – We have no pavements or road markings in the majority of the village and many cars parked on the street. This makes walking around the village dangerous. Traffic travelling at 30mph dodges and weaves through the cars and around blind bends making it dangerous for pedestrians. Only this morning I was trying to cross the road and a car came a speed around the bend forcing me to jump out of the way. It feels very unsafe.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(11) Local resident, (Drayton St Leonard, High Street)</p>	<p><b>Support</b> – Narrow road through village with 5 blind bends. No footpath and parked cars mostly in High Street. Road used by lots of cyclists. Also used as a “rat run” by vehicles exceeding present speed limit.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(12) Local resident, (Drayton st Leonard, High Street)</p>	<p><b>Support</b> – Cars drive too fast through the village on our narrow lanes and blind corners</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(13) Local resident, (Drayton St Leonard, The Osiers)</p>	<p><b>Support</b> – The roads in Drayton St Leonard are narrow, have a number of sharp bends but have no footpaths. A lower speed limit is necessary to ensure the safety of pedestrians . Further work should also be done to discourage using DSL as a through route.</p> <p>Travel change: <b>No</b></p>

<p>(14) Local resident, (Drayton St Leonard, The Osiers)</p>	<p><b>Support</b> – Traffic travels far too fast on the roads approaching the village and whilst passing through making it extremely dangerous to all other road users. There are almost no pavements in the village.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(15) Local resident, (Drayton St Leonard, Water Lane)</p>	<p><b>Support</b> – The village is small, with tight bends and no pavements, putting pedestrians and vehicles in very close proximity. A 20 mph limit will make it safer.</p> <p>Travel change: <b>No</b></p>

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Divisions affected: *Deddington*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **DUNS TEW - PROPOSED 20MPH SPEED LIMITS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Duns Tew, as advertised.**

#### **Executive Summary**

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

#### **Financial Implications**

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

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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

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

#### **Sustainability Implications**

- The proposals would help to encourage walking and cycling within Duns Tew by making them safer and more attractive.

## Formal Consultation

- Formal consultation was carried out between 13 June and 05 July 2024. 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, local District Cllrs, Duns Tew Parish Council, and the local County Councillor representing the Deddington division.

### Statutory Consultee Responses:

- Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
- Oxford Bus Company offered no objection, citing that the village is not served by any current local bus services, nor had it been in the recent past.
- Cherwell District Council – as the local planning authority – offered no objection.

### Other Responses:

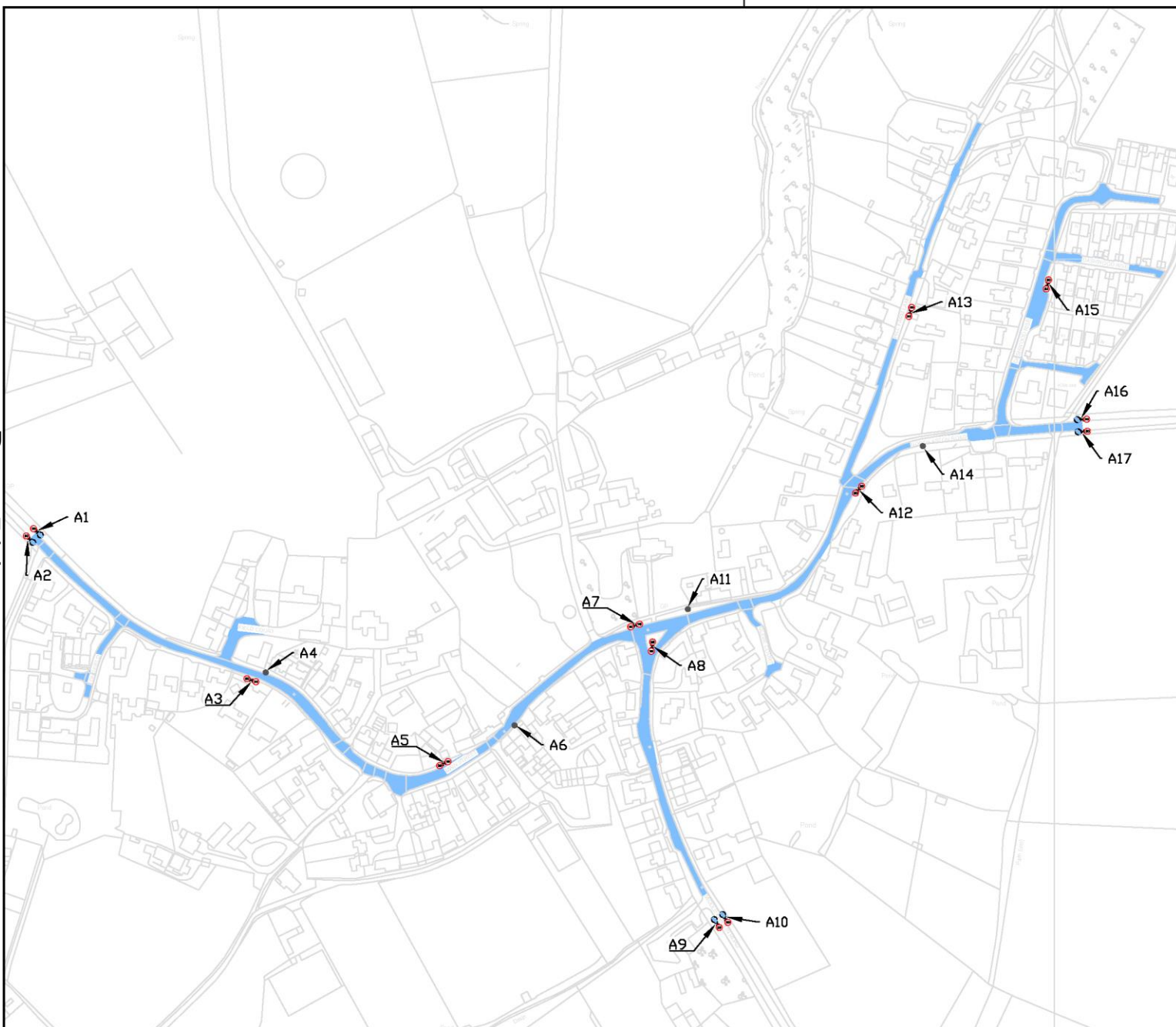
- 33 responses were also received via the online survey during the course of the formal consultation, comprising of one objection (3%), one partially supporting (3%), 30 in support (91%), and one non-objection (3%).
- Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	6 (18%)
Yes - cycle more	2 (6%)
No	22 (67%)
Other	3 (9%)

\* note – all percentages rounded up/down to nearest whole number.

- Additionally, two emails were received which objected to the proposals.
- The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.





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

Notes:

Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
 Bill Cotton  
 Director of  
 Communities Operations  
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Project title  
 Duns Tew 20mph

Drawing title  
 Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 11/08/23	Date checked 16/08/23	Date approved 16/08/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision

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 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) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – I confirm that the proposal referenced above has no impact on regular bus services.</p>
(3) Cherwell District Council, (Development Management)	<p><b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(4) Email response, (unknown)	<p><b>Object</b> – I would like to formally object to the imposition of a 20mph speed limit. This has been proposed on the basis of improving safety. If Oxfordshire County Council was actually interested in improving road safety in the village, there are a significant number of items that should be prioritised ahead of reducing the speed limit. These include:</p> <ul style="list-style-type: none"> <li>• The junction of North Aston road with the A4260. There have been a number of serious accidents and lots of near misses at this junction. This has been reported a number of times, but nothing has been done.</li> <li>• The subsidence on the North Aston road. Driving along North Aston Road at legal speeds is like riding a roller coaster, making it difficult to control vehicles. Tis should be fixed.</li> <li>• The trees on the high street opposite Hill Farm Lane overhang the road causing cars coming around the corner to drive in the middle of the road. I personally have had a number of near misses as a result of this.</li> </ul>

	<ul style="list-style-type: none"> <li>• Potholes and road edge erosion - these are terrible and not only damage cars, but pose a significant danger to cyclists and motorcyclists.</li> <li>• The Over Worton Road - The surface is so slippery that I have seen 2 cars buried in the hedges because they have skidded off the road</li> <li>• The Over Worton Road - the road surface at the junction with Flight Hill is so poor that it is dangerous to drive that way. I have seen better roads in third world countries.</li> </ul> <p>There is also an issue with people speeding through the village. The reduction of the speed limit will do nothing to alleviate this. If they speed through when the limit is 30, then reducing the limit to 20 will do nothing to put them off, it will just annoy the residents.</p> <p>I do not understand why Oxfordshire County Council continues to pursue this policy - I do not believe that there is any data to support the imposition of the reduced speed limit - how many incidents in rural villages would have been averted if the vehicle travelling at 30mph was travelling at 20mph. The policy was implemented in Wales and was then reversed, Oxfordshire should follow suit.</p>
(5) Local resident, (Duns Tew)	<p><b>Object</b> – Although we do have some speedy drivers, in reality, the safe drivers don't go too fast, as it is not very easy due to bends, etc.</p> <p>I am very anti all these 20 mph limits all over Oxfordshire. They are just an excuse for not mending the pot holes and more fines for motorists for rather petty misdemeanours.</p> <p>There is a place for them outside schools, but we don't have a school.</p>
(6) Local resident, (Duns Tew, Middle Barton Road)	<p><b>Object</b> – In theory, the introduction of the 20mph seems like a good idea, however, it is my view that measures are unnecessary and will have little/no impact to the village. I haven't seen any data in relation to the number of traffic collisions in the village, the injuries caused, and whether it was due to excess speed. I think it is important to have this on which to base our decision rather than national speculative data (e.g. about being more likely to survive if being hit by a car at 20mph than 30mph) - this general data is useful to a certain extent, however, it would be FAR more impactful to reduce our surrounding roads to 40mph if we are focussing on road safety (or reduce motorway speeds).</p>

By far, the main cause of road traffic collisions is driver error. It is extremely rare that speed alone causes injury/fatal collisions. People who are 'bad' drivers tend not to abide by road signs, either intentionally or deliberately. If drivers want to speed in a village, they will. Traffic calming measures and other persuasive signs can have an impact but someone is not going to abide by a 20mph sign if they're in a rush and regularly make the journey through the village at 30mph. In fact, there is an increased chance of drivers wanting to overtake driver abiding by the speed limit which can lead to an increase in reckless driving.

Duns Tew is a small village and it is often not possible to drive at 30mph through parts of it anyway. A good driver will know how to 'read the road' and adjust their speed accordingly. They do not need a sign telling them to slow down (this is similar to 'over-legislating' some crime).

It has been shown that a proportion of people who speed in villages are the residents themselves. This will not change in Duns Tew. There will be a group of people - residents - who appreciate the need to drive slowly. It is likely that they will drive at 20mph anyway. Other residents and visitors will treat the village as any other village and drive with caution (as they have been doing for all their lives).

It is widely accepted that the police will not be able to enforce the lower speed limit so the change will only be to persuade drivers to drive more slowly.

There will be times of the day (e.g. throughout the night) when 30mph is appropriate to drive through the village. Drivers at this time will be unduly slowed by a 20mph limit and is likely to be ignored.

There have been many issues with the introduction of the mandatory 20mph limit in Wales. This should be looked at the reasons discussed.

I have tried to research car crashes in Duns Tew and have only been able to find 2 in the last 25 years - one of which seems to have been due to the driver being intoxicated (again - user error that a reduced speed limit would not have prevented).

Finally, the speed limit has always been 30mph. Vehicles are, on the whole, safer these days and the number of RTCs has, in general, reduced over the years. (<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2022/reported-road-casualties-great-britain-annual-report-2022#overall-casualties-and-rates>)

In summary, I think it is clear that, although in theory a good idea, there is simply no need to reduce the speed limit in Duns Tew. There is a lack of accurate data for our village to show road speeds and number of RTCs, as well as national data to

	<p>really show the benefit. For other villages, an introduction may be appropriate but for the size and layout of our village, a blanket reduction in the speed limit seems unnecessary and is likely to frustrate residents more than anything else. I hope that all residents are listened to in relation to this proposal and their comments reviewed based on fact and real data. There are many other road safety measures that could be put in place in around the village but a reduction in the speed limit is not one of them.</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Duns Tew, Main Street)	<p><b>No objection</b> – Reduced speeds will make it safer to walk around the village especially were there is no pavement. Traffic volume's increasing all the time due to soho farmhouse.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
8() Local resident, (Duns Tew)	<p><b>Partially support</b> – Agree on some roads but not all of them. Unsure of evidence to demonstrate an actual benefit</p> <p>Travel change: <b>No</b></p>
(9) Local resident, (Duns Tew, Dashwood Rise)	<p><b>Support</b> – Fed up with people speeding through the village. This is more noticeable since the opening of Soho Farmhouse.</p> <p>Travel change: <b>No</b></p>
(10) Local resident, (Duns Tew, Field Court)	<p><b>Support</b> – The village has a bottle neck where the width of the road reduces - it's near the pub. Cars drive far too fast through the village and more often than not in the middle of the road. It's a regular occurrence for motorists to have to slam the brakes on where two cars are in the area at the same time.</p> <p>I walk through the village on average twice and day and sometimes you have to run to get over safely to the other side. God knows how people with pushchairs and/or young people or indeed elderly infirm people cope.</p> <p>Travel change: <b>No</b></p>

<p>(11) Local resident, (Duns Tew, Field Court)</p>	<p><b>Support</b> – Road and pedestrian safety especially where cars are parked and narrow width of roads within the village</p> <p>Travel change: <b>No</b></p>
<p>(12) Local resident, (Duns Tew, Field Court)</p>	<p><b>Support</b> – Road safety; too many cars are going too fast through the village</p> <p>Travel change: <b>Other</b> No but it will be safer when I or any others, (esp w children or on horseback) walk or cycle in/ through the village.</p>
<p>(13) Local resident, (Duns Tew, Field Court)</p>	<p><b>Support</b> – 20mph is completely sensible in view of the narrow streets accessible to local and through traffic in Duns Tew. In fact it is arguably still too high a limit but is probably the best ( lowest) speed limit that can be achieved.</p> <p>Travel change: <b>No</b></p>
<p>(14) Local resident, (Duns Tew, Field Court)</p>	<p><b>Support</b> – 20mph is a more than sufficient speed limit for the village</p> <p>Travel change: <b>No</b></p>
<p>(15) Local resident, (Duns Tew, Hill Farm Lane)</p>	<p><b>Support</b> – Totally support this, Duns Tew has a number of retired people , dog walkers and horses often on the streets - so 20 is plenty</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(16) Local resident, (Duns tew, Hill Farm Lane)</p>	<p><b>Support</b> – Drivers already abuse the 30mph limit - higher incidence of speeding cars since opening of Soho Farmhouse. And there are a couple of blind bends in the village road which are particularly dangerous.</p> <p>Travel change: <b>No</b></p>

<p>(17) Local resident, (Duns Tew, Main Road)</p>	<p><b>Support</b> – Fully support as I have a newborn and people drive way too quickly through the village.</p> <p>Travel change: <b>Other</b> No, I only drive if leaving the village</p>
<p>(18) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – Duns Tew’s road layout is windy with many areas of restricted view: around road bends, around parked vehicles and drive ways. I often face traffic coming on the wrong side of the road, which are navigating these problems. Many vehicles pass through the village on their way to other places ( ie: SoHo Farmhouse visitors, tourists etc. ), who may not be aware of the obstacles and drive at 30mph which proves excessive on many occasions.</p> <p>There are also some very narrow pavements where traffic can pass within inches of pedestrians.</p> <p>We also have a seemingly high number of horses, tractors and cyclists passing through the village who require extra precautions to share the road with safely.</p> <p>I would very much welcome a 20 mph speed limit in the village for these reasons.</p> <p>Travel change: <b>No</b></p>
<p>(19) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – Safer roads and lower pollution</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(20) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – We live in the village on Main St, it’s been wonderful seeing the 20mph implemented in Deddington locally. The data shows the chances of a recovery if a vehicle hits a pedestrian at 20mph over 30mph are monumental. Lowering speed limits saves life &amp; avoids accidents.</p> <p>Travel change: <b>No</b></p>
<p>(21) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – Slower speeds where people reside</p> <p>Travel change: <b>No</b></p>

<p>(22) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – When walking to my house from across the other side of the street, my house is on a bit of a blind bend with no footpath, would be peace of mind knowing cars are going 20 mph as sometimes i have to walk faster across the road as cars can't see me crossing.</p> <p>Travel change: <b>No</b></p>
<p>(23) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – I feel that a reduced speed limit would make the village safer for pedestrians particularly</p> <p>Travel change: <b>No</b></p>
<p>(24) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – There are limited, and non-contiguous, pavements through the village, requiring pedestrians to cross the road multiple times to get anywhere (church, play area, village hall, pub). This is a particular concern for children, especially given the various blind corners and extensive on-street parking</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(25) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – 20mph is plenty fast enough for traffic through the village.</p> <p>Travel change: <b>No</b></p>
<p>(26) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – The traffic speed through Duns Tew in recent years is alarming and no longer safe for me or my grandchildren to exit via my front access to the Main Street. Duns Tew has become a rat run for Soho Farmhouse and beyond. I wholeheartedly support the introduction of a 20mls speed limit for our village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(27) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – There are several blind bends on the main roads through Duns Tew with only a single car's width due to street parking. There are also often horses being ridden through the village and pedestrians in the road due to having no pavement available. Drivers often drive far too fast for the conditions, whizzing round blind corners, slamming on the</p>

	<p>brakes when they find oncoming traffic. A 20MPH limit - especially one backed by vehicle speed indicator signs - would be a great aid to road safety in the village.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(28) Local resident, (Duns Tew, Main Street)	<p><b>Support</b> – The roads in and around Duns Tew do not have pavements are very narrow and twisty. Over the years traffic has grown massively, from only a few cars through the village a day to constant traffic at excessive speeds. It really is waiting for a serious accident waiting to happen, to either a pedestrian a cyclist or a horse rider.</p> <p>Travel change: <b>No</b></p>
(29) Local resident, (Duns Tew, Main Street)	<p><b>Support</b> – Duns Tew village Main Street is a winding narrow road with many parked cars. I have witnessed vehicles obviously exceeding the 30 mph limit on many occasions and having to pull up swiftly to avoid a collision. I would, therefore, support a reduced speed limit to 20mph.</p> <p>Also, the road into the village from the B4260 is a narrow country lane with NO footpath and walkers must feel vulnerable with vehicles able to travel at 60mph. Many people walk this road and I feel the 60 limit, until one reaches the 30mph zone into the narrow Main Street, should be reduced to 40mph.</p> <p>Travel change: <b>No</b></p>
(30) Local resident, (Duns Tew, Main Street)	<p><b>Support</b> – Cars go too fast through the village: narrow roads, bends, lots of cars parked mean it's hazardous for pedestrians, children , pets crossing the road. Personally this affects me (I live in the village near the pub). Strongly support!</p> <p>Travel change: <b>No</b></p>
(31) Local resident, (Duns Tew, Main Street)	<p><b>Support</b> – Our village roads are too narrow in many places, especially with cars parked on one or both sides, for vehicles to safely travel faster than 20mph. But of course lots of drivers do. I've seen many near misses so anything that slows traffic has to be a good thing.</p> <p>Travel change: <b>Other</b> No, I already cycle for many of my local journeys but I might feel a bit safer.</p>

(32) Local Cllr (Duns Tew, Middle Barton Road)	<p><b>Support</b> – As a parish councillor I support the 20 mph limit in Duns Tew village, to slow down traffic that passes through our narrow roads, mainly for safety concerns. Many residents have already approached me to ask if the limit will be lowered. I suggest the limit should be applied within the village boundaries only, not the North Aston, Ledwell or Middle Barton Roads.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(33) Local resident, (Duns Tew, Middle Barton Road)	<p><b>Support</b> – We live on the Middle Barton Road where the speed of traffic is frightening at times! I think the culprits see the road as a race track.</p> <p>Travel change: <b>No</b></p>
(34) Local resident, (Duns Tew, Middle Barton Road)	<p><b>Support</b> – The village is used as a cut through and this will create a better safe environment for road use. Other villages have already done this and as a driver I believe it has a good impact on speed and safety awareness.</p> <p>Travel change: <b>No</b></p>
(35) Local resident, (Duns Tew, Middle Barton Road)	<p><b>Support</b> – Traffic has increased over the last few years and Duns Tew is narrow in places so 30 mph is no longer appropriate. 20 mph appears to have slowed traffic elsewhere where implemented. I also think there should be a chicane to slow traffic on all 3 routes into the village as it has become a cut-through for faster moving vehicles.</p> <p>Travel change: <b>No</b></p>
(36) Local resident, (Duns Tew, North Aston Road)	<p><b>Support</b> – I support lower speed limits as a fundamental part of reducing risk to residents and pedestrians in Duns Tew, as well as animals and pets, and creating a safer and more pleasant environment which better balances the needs of drivers and residents.</p>

	<p>Furthermore, as the occupant of the first house into the village on North Aston Road, I frequently experience vehicles either entering or leaving the village at excessive speed.</p> <p>Travel change: <b>No</b></p>
(37) Local resident, (Duns Tew, Longfield)	<p><b>Support</b> – On street parking and poor vision round bends means that cars travelling at 30 mph pose a risk to other road users. I have encountered too many cars travelling too fast for the circumstances. A 20 mph speed limit would limit the danger posed by inconsiderate road users. The roads are also too narrow in places for vehicles to pass safely if travelling at 30 mph</p> <p>Travel change: <b>No</b></p>
(38) Local resident, (Duns Tew)	<p><b>Support</b> – The main toad through Duns Tew is a narrow road frequently used by pedestrians, dog walkers, cyclists and horse riders. The volume of traffic has increased, particularly delivery vans and visitors to Soho Farmhouse. Speeding vehicles, particularly large ones case a serious danger to other road users and affects the quality of life for residents.</p> <p>Travel change: <b>Yes - cycle more</b></p>

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Divisions affected: *Carterton South & West*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **LANGFORD - PROPOSED 20MPH & 30MPH SPEED LIMITS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph and 30mph speed limits in Langford, as advertised.**

#### **Executive Summary**

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

#### **Financial Implications**

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

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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

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

#### **Sustainability Implications**

- The proposals would help to encourage walking and cycling within Langford by making them safer and more attractive.

## Formal Consultation

- Formal consultation was carried out between 24 July and 16 August 2024. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, local District Cllrs, Langford Parish Council, and the local County Councillor representing the Carterton South & West division.

### Statutory Consultee Responses:

- Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
- Oxford Bus Company offered no objection, stating that the proposals do not affect scheduled local bus services.

### Other Responses:

- A further four responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

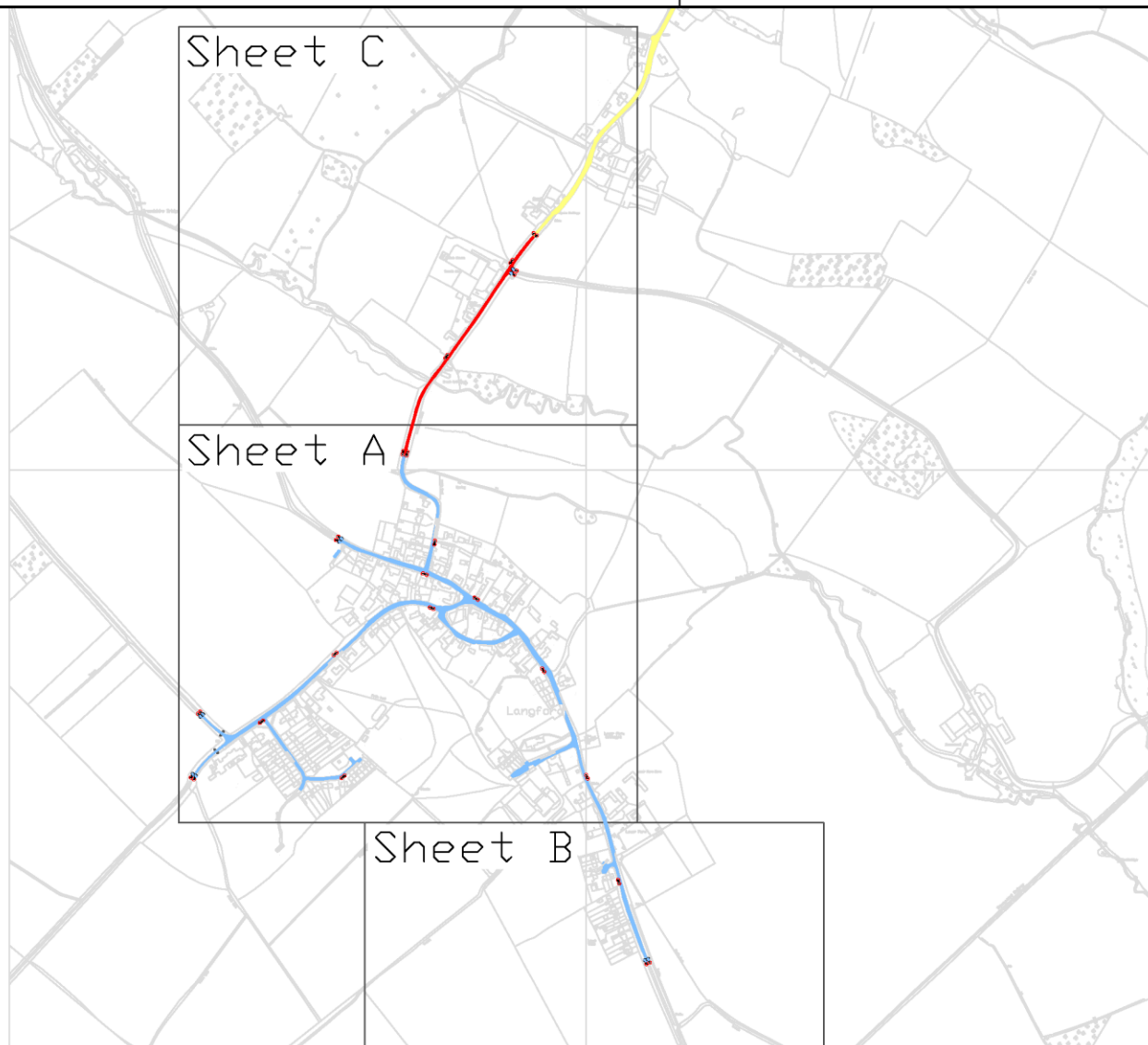
Proposal	Object	Partially support	Support	No opinion/ objection	Total
20mph in Langford	1 (25%)	-	3 (75%)	-	4
30mph on Broadwell Rd	1 (25%)	1 (25%)	2 (50%)	-	4

- An email was received from Broadwell Parish Meeting, expressing support for the initiative.
- 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

- 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





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

Notes:

- Existing 20mph limit  
(newly implemented)
- Proposed 20mph limit
- Proposed 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
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 Director of  
 Communities Operations  
 Oxfordshire County Council  
 County Hall  
 New Road  
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 OX1 1ND  
 Tel: 0845 310 1111

Project title  
 Langford 20mph

Drawing title  
 General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by AK	Approved by AK
	Date drawn 02/07/24	Date checked 02/07/24	Date approved 02/07/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision
-------------	----------

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b> – This response relates to all changes. 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) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	<p><b>No objection</b> – In line with our general practice I confirm that these proposals have no impact on regularly scheduled bus services and as such we present no objection.</p>
(3) Broadwell Parish Meeting	<p><b>Support</b> – I can confirm that having asked around extensively there is completely unanimous strong support for this initiative. Thanks very much.</p>
(4) Local resident, (Langford, Church Row)	<p><u>20mph within Langford:</u> <b>Object</b> –</p> <p>The roads in question have many bends and twists which should bring the speed down anyway. I don't believe that a 20 mph limit in this area would be beneficial or serve a useful purpose as no-one would stick to the limits proposed. It is just a measure to stop people driving in these areas. How does that help when there's no public transport which serves Langford? My feeling is that the main roads by Langford etc are in desperate need of resurfacing and the Council should be concentrating on this aspect instead of giving in to the Langford Parish Council (of which there are only three Councillors and all men) regarding changing the speed limit. The Road Traffic Act makes no provision for the fact that cars are more modern than they used to be. In the old days, cars did travel at lower speeds simply because they were not capable of going higher. I have seen vintage cars in the motorway and the A40 and their speed is nowhere near 70 mph, so most modern cars just sail past them. Either put an electronic speed indicator up to remind drivers to drive at 20 mph or introduce traffic calming measures (not speed bumps) in the area. Incidentally, the right hand turn out of Broadwell onto the main</p>

	<p>road is positively dangerous because the visibility of both sides is heavily restricted. There really needs to be traffic lights fitted there before a collision happens. My partner and I have had several near misses there.</p> <p><u>30mph on Broadwell Road: Partially support -</u> If the junction leading to the main road from Broadwell was improved by introducing traffic lights, it would be very beneficial. At the moment, the visibility from the junction is very restricted and I am astonished that there's been no collisions. For my part, I hate the junction in its present form, don't use it, and it is worth noting the speed limit is 30 mph along that stretch of main road anyway, until the national speed limit sign just past the junction to Broadwell. The proposals are not going to stop drivers speeding along that stretch unless calming measures (not speed bumps) are implemented or an electronic indicator is erected.</p> <p>Travel change: <b>Other.</b> Langford is not accessible except by car. It is three miles away from Carterton where we do our shopping and I can't cycle or walk far. How does the proposal help me and others like me who rely on their cars for transport. Is it both the Parish Council's and the County Council's intention to 'imprison' us in Langford?</p>
(5) Local resident, (Broadwell, Swan Lane)	<p><u>20mph within Langford: Support –</u> A noticeable number of people drive too fast in villages and this is dangerous for children, older people, pets etc.</p> <p><u>30mph on Broadwell Road: Support -</u> I don't think that people would follow a 20mph limit between the two villages.</p> <p>Travel change: <b>Yes</b></p>
(6) Member of public (Abingdon, Bostock Road)	<p><u>20mph within Langford: Support –</u> We support this speed limit reduction in Langford based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are, as it is applied here, with an additional 30mph section in the less populated part of the village. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy</p>

	<p>forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives. This is particularly important for the parts of the village with no pavement.</p> <p><u>30mph on Broadwell Road: Support -</u> Broadwell Road is less populated, but there are still some houses. 30mph seems a reasonable speed limit for this section.</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Langford, Church Row)	<p><u>20mph within Langford: Support –</u> I normally drive at 20 mph through Langford already and I agree that reducing the speed limit would make Langford safer.</p> <p><u>30mph on Broadwell Road: Object -</u> I think it should be set at 40 mph, which is how fast I drive along this road. I think the road is wide enough and rarely has pedestrians for 40 mph, but no faster.</p> <p>Travel change: <b>No</b></p>

Divisions Affected – All

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **BUS SUPPORT CONTRACTS – MARCH 2025**

**Report by Director for Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- (a) **Approve a procurement process to secure new and continued bus service provision following the expiry of 17 existing contracts, 3 of which require a Key Decision;**
- (b) **Approve use of surplus ENCTS and LABSG for new contracts as detailed in Exempt Annex A;**
- (c) **Approve the business case for the spend set out in this Report and to delegate authority to the Director of Environment & Highways in consultation with the Head of Legal & Deputy Monitoring Officer and the Head of Procurement & Contract Management to:**

**Commence procurement processes to secure the services outlined below;**

**Carry out the selection of the winning tenderers in accordance with the selection criteria set out in any procurement documentation and within the budget envelope for the respective services, and award the contracts to those providers;**

**Negotiate and conclude the terms of any contractual arrangements required to deliver the services including entering into all necessary legal documentation; and**

**Take any further steps necessary to ensure that continuity of services can be achieved should any further commercial routes be withdrawn or reduced.**

## **Executive Summary**

2. The Transport Policy team plan and implement regular bus contract tender processes to ensure delivery of the Council's strategic objectives. There is a requirement to procure 17 contracts for bus routes across Oxfordshire in order to secure the continuity of existing services.
3. Three of these contracts are expected to exceed £500,000 in value, and therefore these require a Key Decision and approval from the Cabinet Member for Transport Management.
4. In 2022, the Council was required to step in and provide funding for a number of services which were no longer commercially viable following a reduction in post-Covid passenger numbers, a reduction in financial support from Government and a significant increase in operating costs.
5. Many of these contracts expired in August 2024. At the time these contracts were due for procurement, it was expected that the traffic filter trial scheme would commence in November 2024 and therefore short-term arrangements were put in place until March 2025 in order to identify what effects the scheme would have on patronage, revenue and commercial viability of these services.
6. However, Network Rail's continuing closure of Botley Road has necessitated a delay to introduction of the traffic filter trial scheme and therefore a further extension to these contracts is required.
7. At the same time, services funded through the Council's Bus Service Improvement Plan (BSIP) are also due to end in March 2025 with the conclusion of the Government's BSIP funding period, and initial trial rural services funded by the Council's new rural and community transport budget are also due for renewal.
8. Continued approval is sought to use expected surplus from the English National Concessionary Travel Scheme (ENCTS) budget and held grant income from the Local Authority Bus Subsidy Grant (LABSG) to maintain these services, and others at the Council's discretion.

## **Introduction**

9. The Council has undertaken significant work in recent years to maintain and improve Oxfordshire's bus network. Unprecedented challenges for the bus industry arising from the Covid-19 pandemic has resulted in the large-scale withdrawal of commercial services and necessitated the use of contracts to keep key services in operation.
10. In addition, the Council has secured funding from the Government's National Bus Strategy programme to implement various elements of our Bus Service Improvement Plan (BSIP). In total, the Council has been awarded £5.9m in revenue funding for enhancements to services, fares reductions and journey planning initiatives over the period to March 2025.

11. In 2023/24, Council created new ongoing budget allocations for rural and community transport services, travel information and Park & Ride fare discounts.
12. In order to ensure that funds for bus service support can be spent in a timely manner, the Council utilises a mixture of competitive tenders through a Dynamic Purchasing System (DPS) and direct awards pursuant to the Council's powers to subsidise passenger transport services as permitted by the Transport Act 1985 (as amended) and its enabling Regulations.
13. Competitive tendering arrangements are utilised where values are high and/or there may be interest from more than one operator. In this way the Council can ensure it has secured best value for the service to be provided.
14. The Council's Constitution mandates that contracts with a value in excess of £500,000 are subject to the Key Decision process. Therefore, the Cabinet Member for Transport Management is requested to approve the business case for the spend set out in this Report and to delegate authority to the Director of Environment & Highways in consultation with the Head of Legal & Deputy Monitoring Officer and the Head of Procurement & Contract Management to:
  - (a) commence procurement processes to secure the services outlined below;
  - (b) carry out the selection of the winning tenderers in accordance with the selection criteria set out in any procurement documentation and within the budget envelope for the respective services, and award the contracts to those providers;
  - (c) negotiate and conclude the terms of any contractual arrangements required to deliver the services including entering into all necessary legal documentation; and
  - (d) take any further steps necessary to ensure that continuity of services can be achieved should any further commercial routes be withdrawn or reduced.
15. Officers also seek approval to utilise held funds and surplus budget on a variety of smaller-value contracts detailed in this report, as well as delegation of contract award approval to the Director of Environment & Highways.
16. Annex A is exempt from disclosure as it contains financial information related to potential future contracts. Disclosure would distort the proper process of open competition and would prejudice the position of the authority in the process of the transaction and the Council's standing generally in relation to such transactions in future, to the detriment of the Council's ability properly to discharge its fiduciary and other duties as a public authority.

## Tender Proposals (>£500k value)

17. The Council intends to tender for three contracts which are expected to be in excess of £500,000 in value:
- Service 68 between Faringdon, Longcot, Uffington and Wantage;
  - Service 108 between Bicester, Forest Hill and Oxford; and
  - Service 500 between Brackley and Bicester.

18. Each of these is described further below.

### Services 68 and 108

19. In 2023/24, Cabinet allocated £1.2m of new funding per annum to improve rural and community transport in Oxfordshire. This was the first time some of the Council's own budget was allocated for the provision of bus services since the decision to remove subsidies in 2016.
20. Withdrawal of subsidy in 2016 led to many settlements losing access to bus services as routes were withdrawn. This disproportionately affected more rural areas where the number of passengers travelling was lower and the viability of running bus services without council subsidy correspondingly lower. The community transport sector expanded to fill some of the gaps, but coverage was reliant on people being willing to set up and run services. As a result, many rural villages have had no access to bus services for several years.
21. The priority for the new funding was for the provision of new routes provided by the community transport sector. Following extensive discussions with interested parties, it became clear the community transport sector was not able to respond to the provision of this new funding in the timeframes hoped.
22. To ensure the budget was used for its original aims, new trial services were devised and procured as conventional bus services through the council's existing DPS.
23. It remains an aspiration that these new services be delivered by the community transport sector in the future, however this is not possible at present. Therefore it is proposed to retender these trial services through the public bus DPS as conventional bus services again, for a longer contract period.
24. Both service 68 and 108 were introduced at the end of November 2023 with contracts running for one year and four months until the end of March 2025.
25. It is proposed to retender these routes for a longer period of three years, with an optional extension for a further one year. This contract length will allow appropriate time for the routes to become established and for people to gain confidence in planning their journeys to make use of them. This contract length will also be attractive to potential operators, helping them to justify investment and encourage competitive tender prices.

26. Service 68 reconnects several villages between Faringdon and Wantage to bus network that had been without public bus services for many years. This includes Childrey, Fernham, Kingston Lisle, Letcombe Bassett, Letcombe Regis, Longcot, Sparsholt, Uffington and Westcot, providing journey opportunities to both Wantage and Faringdon for all villages.
27. The route operates Monday to Saturday and includes peak time journeys for Wantage. It is currently operated by Pulhams Coaches at a cost of £196,488 per annum.
28. Service 108 reconnects several Otmoor area villages to the bus network that had been without services for many years. This included Beckley, Blackthorn, Forest Hill, Horton-cum-Studley, Piddington and Stanton St John.
29. The route operates Monday to Saturday and includes peak time journeys for Oxford from most of the villages. The service is currently operated by Oxford Bus Company at a cost of £206,244 per annum.

#### Service 500

30. Service 500 provides a key cross-border inter-urban link between Bicester in Oxfordshire and Brackley in neighbouring West Northamptonshire.
31. The former Northamptonshire County Council introduced a service between Brackley and Bicester in January 2020 using S106 developer funding; this initially ran hourly but was reduced in frequency during the pandemic to around eight journeys per day Monday to Saturday. Prior to the introduction of this route, there was no direct public transport link between Brackley and Bicester.
32. The service – plus service E1 between Elmsbrook and Bicester – was facing withdrawal due to the exhaustion of the S106 funding it, and was included in Oxfordshire's BSIP as a key cross-border route for development.
33. A contract for an hourly service was tendered which began in June 2023. Stagecoach won the tender and operate the route as an extension of their existing service between Banbury and Brackley (service 500), providing a through route between Banbury and Bicester via Brackley.
34. The service also serves the Elmsbrook development in Bicester, following the end of the developer's obligation to provide a service themselves (route E1).
35. The current contract ends at the end of March 2025, which is the end of the BSIP grant funding period. It is proposed to retender a one-year contract, funded with underspend from the original BSIP grant, with an optional extension for a further year to be funded from ENCTS underspend or held LABSG funds as appropriate.

36. It is hoped that the Government's longer term funding plans for buses will become known during the initial contract period, allowing a longer-term arrangement to be put in place after the initial one-year contract period.
37. In addition, two significant developments are in planning along the route; a substantial employment site near M40 J10 and a large tourist attraction elsewhere on the route in Oxfordshire. Both offer the potential for future S106 funds to pump-prime the cost of the route and enable further frequency enhancements, leading hopefully to commercial operation in time.
38. The current contract costs £273,480 per annum.

### **Tender Proposals (<£500k value)**

39. Contracts for a further 14 supported services finish at the end of March 2025. A list of these contracts and estimated values can be found in Exempt Annex A. These can be categorised as follows:
  - **BSIP services:** services which are currently funded by Oxfordshire's BSIP grant would be continued using underspend to continue for at least a further year, pending clarity on future government funding for bus services;
  - **Previously commercial services:** services funded with held LABSG and surplus from the ENCTS budget to maintain routes withdrawn in 2022, which are services that are no longer commercially viable since the pandemic. It is proposed to continue to fund these services for at least a further year in the same way; and
  - **Rural services:** contracts funded by the Council's rural and community transport budget. As for services 68 and 108 mentioned previously, it is proposed to tender three-year contracts with a one-year optional extension for these contracts.
40. The total cost of these contracts is expected to be c.£3,651,456. **It is emphasised that this represents continuation of existing arrangements and not new provision.**
41. Exempt Annex A provides full details of proposed funding sources and contract durations / optional extensions.
42. Further support requests may come from other operators during the 2024/25 financial year. Should this be the case, officers request that approval is given for the Director of Transport & Infrastructure to authorise such awards subject to:
  - (1) a suitable case being made for service retention;
  - (2) suitable funds being available;

- (3) the usual procurement processes being undertaken where necessary; and
  - (4) an end date no later than 31 March 2026.
43. The availability of LABSG and ENCTS funding to cover these contracts is covered in “Financial and Staff Implications” below. **It is emphasised that the availability of budgets will be part of the standard tender evaluation and award process by the Finance team and are confirmed at that time.**

## Consultation

44. The Council does not routinely consult on bus service tender processes, because time constraints associated with the securing of services often precludes this.
45. However, parish councils have been consulted on routes being retendered with long-term contracts which are funded by the Council’s own funds. The services are:
- Service 68 (Faringdon to Wantage);
  - Service 108 (Bicester to Oxford via Otmoor);
  - Services 122-127 (Watlington to Thame/Reading); and
  - Service 320 (Chinnor to Princes Risborough).
46. These consultation responses are due back shortly and will be considered when the specifications for the services are drawn up. However, the Council has been clear that proposals which are likely to incur significant spend are unlikely to be implemented.

## Corporate Policies and Priorities

47. The proposals are fully compliant with a range of Council policies, primarily the Strategic Plan, the Local Transport & Connectivity Plan and the Bus Service Improvement Plan.
48. Priority 5 of the Council’s strategic priorities is to “*invest in an inclusive, integrated and sustainable transport network*”. The proposals also support other strategic priorities including tackling the climate emergency and inequalities.
49. Failure to proceed with a tender process for these services may either place their long-term continuance at risk, with a succession of short-term arrangements likely to result.

## Financial and Staff Implications

50. The contracts expected to be awarded following approval of this tender exercise have an estimated combined value of **£5,809,344** (including extension periods).

51. It is intended that these will be funded as follows:

- Section 106 Agreements:
  - Bicester and Chesterton: £337,793
  - Wheatley: £84,942
  - Harwell/Didcot: £92,615
  - Carterton: £204,624
  - **Total: £719,974**
- Local Authority Bus Subsidy Grant/ENCTS budget underspend:
  - Year 1: £1,175,975
  - Year 2: £1,157,266
  - **Total: £2,333,241**
- BSIP:
  - **Year 1: £483,617**
- Rural and community transport budget:
  - Annual spend Years 1-4: £568,128
  - **Total: £2,272,512**

**Total £5,809,344**

#### Section 106

52. At the time of writing this report, the Council holds £646,776 of Section 106 funds related to the sites above and a further £225,000 is secured, with a payments expected in October 2024 and October 2025.
53. The contracts will be part-funded by Section 106, with balances from LABSG/ENCTS surplus and/or BSIP underspends as explained in Exempt Annex A.
54. The Director of Economy & Place has confirmed the availability of funds secured and held for the purposes of this exercise.

#### LABSG/ENCTS

55. The Council currently holds a balance of £3,543,846 in LABSG.
56. Because of reductions in concessionary travel, the anticipated surplus in the ENCTS budget is £900,000 per annum. Existing commitments and expected spend from this budget for other contracts not included in this review for 2025/26 and 2026/27 is £945,000 per annum.

57. The standard approach is to utilise ENCTS budget surplus for bus service contracts and then to draw down additional requirements from LABSG., which would be £45,000 per annum without the contracts in this review.
58. The expected cost of these contracts in 2025/26 to be met by the ENCTS budget/held LABSG is c.£1,175,975, and in 2026/27 c.£1,157,266.
59. Consequently, the balance of ENCTS surplus and held LABSG is sufficient to fund existing commitments, expected spend and the contracts in this review.

#### BSIP underspend

60. The Council have submitted a forecast to the Department for Transport which indicates a current revenue underspend of £483,617. This is intended to be utilised on the contracts for services 63, 94/94A and 500.

#### Rural and community transport budget

61. In 2025/26 and 2026/27 the rural and community transport budget is expected to be restored to its previous value, following a one-off reduction in 2024/25. The value of the budget is c.£1.2m.
62. Committed and expected annual spend without the contracts included in the review is £207,000. The total annual value of the contracts in this review is expected to be c.£568,128 and therefore can be accommodated within the budget.
63. The Council's business intelligence suggests that prices received may be lower than current, because of greater market understanding of revenue accrued on new contracts. There is also the possibility that the Government may provide additional bus funding to replace the existing BSIP programme, although that will not be understood until later this year.
64. Approval to award contracts will be subject to the Council's usual processes, which includes financial risk review of successful bidders as well as sign-off by senior procurement and financial officers.
65. Subject to approval, officers will commence work on the tender documents immediately. There are no other staff implications and costs will be met from existing staff budgets.

Comments checked by:

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## **Legal Implications**

66. Legal implications of the proposals are as follows:

The Council will comply with the Public Contract Regulations 2015 (“PCR 2015”) as well as the Transport Act 1985 in procuring services for all the contracts. As stated above, the Council utilises a mix of competitive tenders (through a PCR 2015 compliant Dynamic Purchasing System (DPS)); and direct awards made pursuant to the Council’s powers to subsidise passenger transport services under the Transport Act 1985 (as amended).

Comments checked by:

Busola Akande, Solicitor (Contracts Team)  
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## **Equality & Inclusion Implications**

67. The tender process will deliver local bus services which will maintain (and in some communities enhance) public transport connectivity to rural communities and some areas known to suffer from higher levels of deprivation than the Oxfordshire average.
68. It will also provide continued provision for orbital travel around Oxford, where travel by car will be less attractive as a result of the traffic filters trial scheme.
69. It is not considered that any protected groups would be disadvantaged by the proposals, as the intention is to retain and/or improve bus services for local residents.

## **Sustainability Implications**

70. The bus services to be delivered through this tender process will lead to higher levels of public transport use than would otherwise have been the case, leading to a reduction in traffic and congestion.
71. This is particularly the case in Oxford, where improved bus services will have a major supporting role in the traffic filters trial scheme to make travel easier between the major district centres and employment areas.
72. Fewer car journeys will reduce traffic emissions, contributing to improved air quality and reducing the impact on climate change. These are fully aligned with the Council’s strategic policies.

## **Risk Management**

73. The principal risks associated with the tender process are:
  - delayed approval to commence the process may lead to loss of service continuity and/or provision of short-term arrangements at higher cost to the Council;

- there may be insufficient interest in the services to be tendered to be able to provide the required level of coverage;
- prices may be unaffordable; and
- operators of contracted services may cease trading during the contract period or may terminate contracts early because of poor financial performance.

74. These risks can be mitigated by:

- approval of the recommendations in this report;
- providing a sufficient mobilisation period both for tender returns and for the period between award and contract start date, to maximise the level of potential interest;
- offering contracts for longer periods of time (as set out in this report);
- undertaking risk assessments of successful tenderers to ensure as far as possible that companies providing the services are robust, bearing in mind the current state of the bus market; and
- ensuring that contract conditions make provisions for suppliers to be paid in arrears, to minimise financial risk to the Council.

**Paul Fermer**  
**Director for Environment and Highways**

Background papers: Nil

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October 2024

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
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