

Divisions affected: *Kidlington South*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT –  
14 DECEMBER 2023**

**YARNTON: PROPOSED 20MPH & 30MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph & 30mph speed limits in Yarnton as advertised.

**Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Yarnton, along with a new 30mph speed limit on Sandy Lane – between the proposed new 20mph in Yarnton and the newly introduced 20mph in Kidlington, as shown in **Annex 1**.

**Financial Implications**

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

**Equality and Inclusion Implications**

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

**Sustainability Implications**

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

**Formal consultation**

6. Formal consultation was carried out between 21 September and 13 October 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators,

countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Yarnton parish council, and the local County Councillor representing the Kidlington South division.

### Statutory Consultee Responses:

- Thames Valley Police re-iterated views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. Yarnton Parish Council (who responded via the online survey) support the 20 mph and 30 mph proposals but do seek several extensions to the 20mph proposals namely on Rutten Lane and on several sections of Cassington Road.

### Other Responses:

- 37 additional online responses were received, all from local residents – except for two from members of the public, the latter both supportive of all proposals. Following analysis of responses stated as a concern, the levels of support and objection from all online responses to the proposals are summarised below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit	16 (43%)	4 (10%)	18 (47%)	-	38
30mph speed limit	8 (21%)	2 (5%)	27 (71%)	1 (3%)	38

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

View/Opinion	Number of responses
Unnecessary	10
Will increase pollution	4
Will not be respected	3
Just on residential roads and outside schools	3
Extend limits out beyond built-up areas (inc Parish Council)	2
Will not be enforced	2
Bus services will be compromised / Enforce existing limit instead / Place a lower speed limit on the A44 / A waste of money / Drivers distracted studying speedometer / Increased congestion /	1 each

- 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	3 (8%)
Yes – cycle more	6 (16%)
No	28 (74%)
Other	1 (2%)

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

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

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

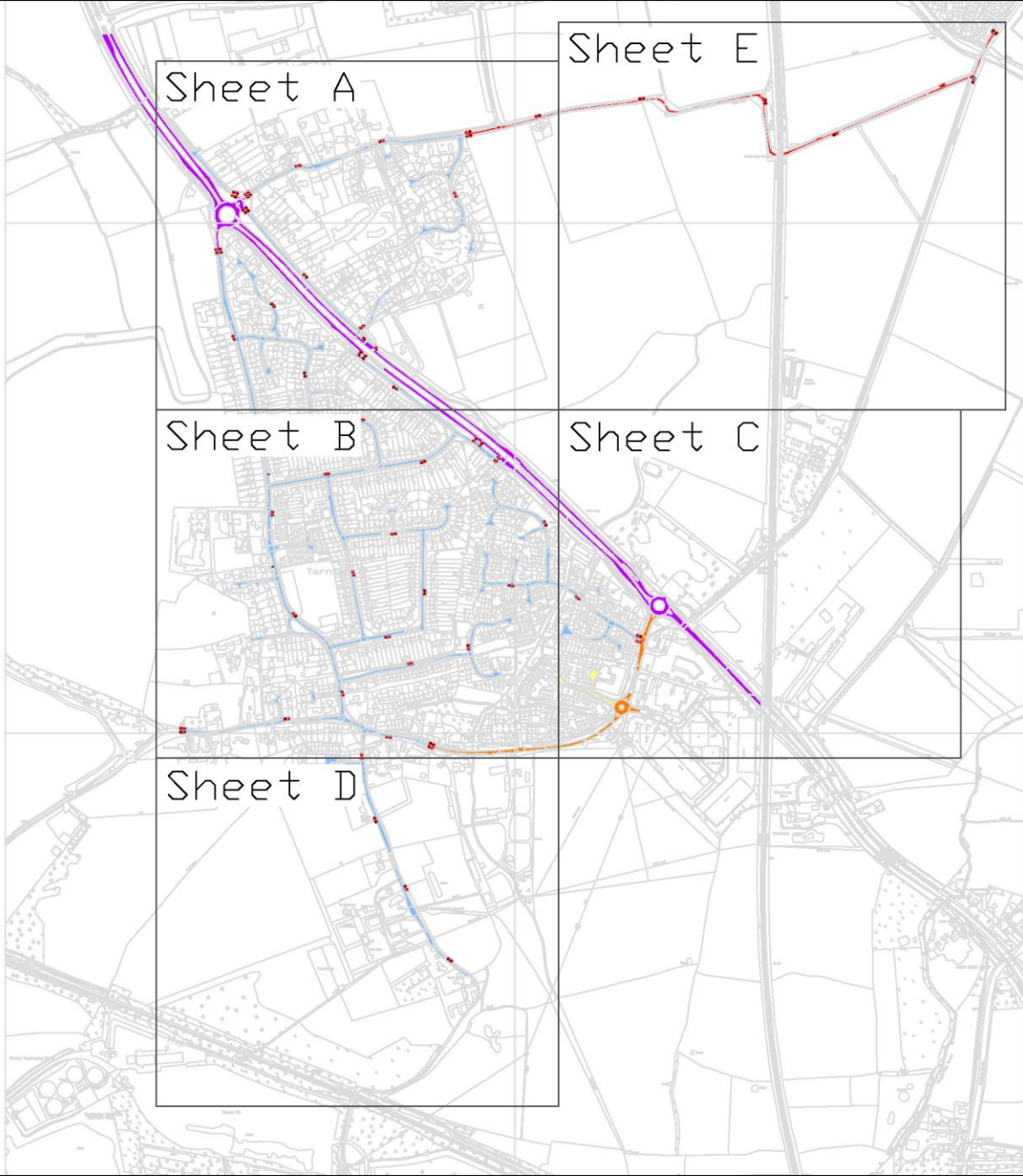
13. The 37 online respondents were evenly balanced between supporters and objectors in regard to the 20 mph proposals but the support for the proposed 30 mph limit on Sandy Lane was clearer. The Parish Council seek extensions to the 20 mph proposals in 3 locations; however, Officers believe the proposals reflect a reasonable balance while adhering to the spirit of the intended 20 mph limit policy. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                                  Annex 1: Consultation plan  
    Annex 2: Consultation responses

Contact Officers:                        Geoff Barrell (Team Leader – Traffic and Road Safety)

December 2023



Drawing No.		revision			
Notes:					
<span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black;"></span>	Proposed 20mph limit				
<span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span>	Existing 20mph limit				
<span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></span>	Existing 30mph limit				
<span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span>	Proposed 30mph limit				
<span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black;"></span>	Existing 50mph limit				
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;">             Bill Cotton              Director of              Communities Operations              Oxfordshire County Council              County Hall              New Road              Oxford              OX1 1ND              Tel: 0845 310 1111         </div>					
Project title					
Yarnton 20mph					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
	ER	GJB	GJB		
Date drawn	Date checked	Date approved			
29/08/23	29/08/23	29/08/23			
Oxfordshire Project No. & File Ref					
Drawing No.				Revision	

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

	<ul style="list-style-type: none"> <li>• existing traffic speeds</li> <li>• road environment</li> </ul> <p>However, I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20mph 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) Yarnton Parish Council	<p>20mph speed limit – <b>Concerns</b></p> <p>Yarnton Parish Council supports the introduction of a 20mph speed limit throughout the village The slower speed limit of 20mph around the village will not only make it a safer place for residents, but also a pleasanter place - giving the village roads back to residents. Yarnton Parish Council would however like to recommend some amendments to the proposed plan:</p> <ol style="list-style-type: none"> <li>1. Rutten Lane: At the northern end of Rutten Lane, the first 50 yards, it is currently proposed that this should remain at 50mph from the A44 roundabout to the points marked as A22/23. We recommend that this be changed to 20mph from the roundabout because the footpath/cycle track that runs alongside the A44 crosses Rutten Lane at this point and there is no precautionary sign or road marking giving attention to this crossing. Also there is tendency for vehicles to speed up again however much they may have slowed to negotiate the roundabout; and a high proportion of vehicles (44.9% in 2023) now enter the village at that point, having passed the 30mph sign at speeds in excess of 30mph. Also this stretch of road is soon to have a major new junction onto the new housing development, and slowing the traffic at this point is essential.</li> <li>2. Cassington Road: There is a stretch of the Cassington Road, between the Pixey Close junction and the Turnpike roundabout on the A44, that is within the current 30 mph zone, but is not included in the new 20mph zone. This must be included. It is in part a very busy section of road and in part the most dangerous piece of road in the village. This stretch of the Cassington Road comprises two parts.</li> </ol>

2.(a) The stretch between the A44 roundabout and the smaller roundabout at the junction with the Industrial Park on the south side of the road - a stretch of 193metres - has three junctions to industrial sites on the south and two junctions to residential areas on the north sides. The industrial sites attract some very large vehicles often with trailers while the residential roads, Great Close Road and Cresswell Close, service large groups of residential houses as well as the sheltered accommodation of Erdington House which has many residents with limited mobility. Not only this there are much-used bus stops on both sides of the road so buses invariably stop there, and people walk across the road without the safety of crossing points. The time difference between 20 and 30 mph for this section is less than seven seconds.

2 (b) The second stretch of the Cassington Road that has been left at 30mph runs from the smaller roundabout westwards to Exeter Farm buildings, some 390metres. This stretch of road is already judged to need reduction below 30mph because it has speed bumps. It is the only stretch of road in the village that has no footpath beside it, and not only that it has no verges so pedestrians have no refuge from motorists. Apart from private houses along the road there is the commercial premises of Charletts Garage where people take their cars for repairs, and the only way in or out if you leave your car for maintenance is to walk along the road; there is neither pavement nor grass verge. In addition to this this stretch of road is frequently crossed by pedestrians as the village's only glass recycling bins are in the layby on the south side, and the fields on the south side are a popular walking area, and the residential areas are on the north side. Time difference between 20 and 30 mph is less than fifteen seconds.

Given the speed bumps, the traffic, the roundabout, the bus-stops and the lack of pavements or verges, there seems every reason to include these stretches of road within the 20mph zone. Yarnton Parish Council recommends this most strongly.

3. A44: Although not a part of this scheme, it should be noted that the speed limits on the A44 are due to be reduced to 40mph when the new road works are in place.

Travel change: **No**

30mph speed limit – **Support**

Yarnton Parish Council supports the introduction of a 30mph speed limit along Sandy Lane between Yarnton and Kidlington. This route would be an ideal one between Kidlington and Yarnton for cyclists if the speed limit was lower. The current 60mph is dangerous especially with the state of the road surface in places and with the sharp bends. A lower speed limit would therefore support the active travel aspirations. The lower speed limit would also encourage drivers to be at lower speeds once they reached the residential areas of Kidlington and Yarnton.

(3) Local resident, (Yarnton, Rutten Lane)	<p>20mph speed limit – <b>Object</b>          You spend more time checking your speed rather than having eyes on the road. More emissions driving in lower gear; use more fuel so not cost effective for the driver. Teach pedestrians to be more traffic aware instead of always putting the onus on drivers.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>No opinion</b>          Can't imagine it is possible to drive at 60mph along Sandy Lane. Does this mean Sandy Lane will be remaining open? Closing it will cause huge delays along the A44.</p>
(4) Local resident, (Yarnton, Merton Way)	<p>20mph speed limit – <b>Object</b>          restrictions around schools are fine, not elsewhere, we are not at war with motor traffic</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Object</b>          this is the main route between the villages, it should not be impeded. there safe alternative cycle routes for cyclist and pedestrians, why do you not maintain them?</p>
(5) Local resident, (Yarnton, Merton Way)	<p>20mph speed limit – <b>Object</b>          30 is low enough</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Object</b>          Sandy Lane just needs more signage for the sharp bends. To make road users aware</p>



<p>(6) Local resident, (Yarnton, Paddocks)</p>	<p>20mph speed limit – <b>Object</b> As a cyclist and a motorist I am unconvinced in the merits</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Object</b> This is again unnecessary. There is limited space to travel at that speed anyway. 40 mph makes more sense</p>
<p>(7) Local resident, (Yarnton, Rutten Lane)</p>	<p>20mph speed limit – <b>Object</b> It is too slow. People not adhering to 30mph limit will not pay any attention to 20mph</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Object</b> Not required. They are closing this road.</p>
<p>(8) Local resident, (Yarnton, Spencer Avenue)</p>	<p>20mph speed limit – <b>Object</b> I have scanned the documents attached to the consultation but before I look to decide what my view is and to consider my comments in the proposal, I feel I am not able to take a view on the aim “our built environments safer and more attractive places to walk and cycle”</p> <p>I am looking at the proposal from several viewpoints, as I am a person who walks, runs, cycles, drives, uses buses and trains etc..... for these changes to work the public need to support it and I'm not sure the support is there? So there are several Yarnton plans with speed limit changes, the words seem to imply one order incorporating all but I am unclear if the maps suggest that the proposal is area by area consultation.</p> <p>My first concern is that this is just a tick box exercise and the “Council” will not change course, I recall the council lead on this, a year or two back on local TV, basically saying that the consultations will be looked at but the policy will remain unchanged. Hence my skepticism on any objections being properly considered.</p>

It used to be that traffic speed limits were only reduced when there was a significant volume of accidents. Has that changed? I am unaware of a high level of accidents, or any, in the “urban roads” of Yarnton. So, if I am mistaken it would be helpful to understand the level & type of any incidents per year.

I assume the parish traffic issue is the “Rat Run” traffic to /from Cassington/Kidlington. With everywhere having these limits imposed I don’t feel it will make any material deterrent.

My impression on traffic volumes is that apart from the handful of obvious roads in Yarnton there is little traffic and any measure to show an “improvement” will be very very subjective.

The mission statement is very aspirational and ideological no measurable objective appears set, the County Councils aim appears unmeasurable and unattainable whilst the majority of vehicles are Internal Combustion Engine (iCE) powered. The move to EVs is the only way that my vehicle emissions concerns, below, will be addressed if this consultation is implemented.

Pollution is likely to increase; These changes seem counterproductive to the governments and its subsidiary organization international agreements/commitments. How is that justified?

From a practical angle and my knowledge, having watched my wife’s car’s dashboard.

- At 30 it should be in 4th gear at around 1250 revs,
- At 20 its similar revs but in 3rd, so this change will, as the time taken to cover the same distance will increase by 50%, mean a 50% increase in ICE emissions.
- Also some car drivers may travel in an even lower gear / lower speed further increasing pollution emissions.

So to not make this worse before achieving the mission statement to improve the village environment, the council’s aim has to be to take around 50% of the vehicle journeys off the road. The economic downturn hardships haven’t achieved that and I don’t see why this will affect commuters or the school drop off or pick up traffic.

- So things only look likely to get worse.

I am concerned as a cyclist that when cars adhere to the 20-mph limit, they may trap cyclists in this increased pollution bubble as they all crawl along. Has that aspect been allowed for in the model? I personally prefer cars to get past me, when safe to do so, not sit on my rear cycle wheel, 20 may deter drivers from overtaking or if they overtake they would most likely exceed the new limits.

As a bus user, is it going to be harder for the bus timetable to be met, with such a low provision for Yarnton anyway, and 20 limits in many villages along the bus route, frequency may be reduced As bus journeys take longer, so not an encouragement to not use the car.

Emissions monitoring, other areas where this was implemented, I understand this was not a factor. I'm told the only comment, when raised, was just a promise to monitor, but no definition of what monitoring would mean and how the base line would be set. So the increase in pollution appears not a key factor for OCC?

Enforcement and compliance issues. I know that the police do not have resources to police 30mph zones let alone 20 zones. Some parishes may have teams with speed guns but they can't lead to enforcement and have no legal enforcement remit. Hence there will be no systematic legally enforceable management. From cycling today, it is clear in many 20 zones the vehicles drive at 30 not 20. The policy appears unaccepted months after those changes.

I have read recently that Whitehall is looking to reduce the implementation of these types of traffic control. Friends have told me they have heard this has cost mouthwatering sums in West Oxfordshire and I fear that soon these changes will need to be revisited and some reversed. So, I hope the council kept the 30mph signs.

Being pragmatic, based upon what I understand/see I can't see any measurable benefits materializing before EV dominates car travel in the mid 2030's. What makes the Council think it will work?

With regard to the reduction in the sandy lane speed limit from 60 to 30, I probably don't disagree with a reduction from 60, but 30 is too low. The County and District Councils are already pushing for this route to Kidlington to be closed and this seems just another tool to make it less important as a route for locals, I have to say I think 30 won't be observed, it won't be enforced and a lower limit would be more likely to be observed if it was reduced to 40. ICE vehicle run more efficiently at around 40, So going back to my wife's car, at 40, it's in 5th, around 1250 revs again and so covers the distance in 75% of the 30mph journey time, so less polluting.

Travel change: **No**

30mph speed limit – **Object**

I have scanned the documents attached to the consultation but before I look to decide what my view is and to consider my comments in the proposal, I feel I am not able to take a view on the aim "our built environments safer and more attractive places to walk and cycle"

I am looking at the proposal from several viewpoints, as I am a person who walks, runs, cycles, drives, uses buses and trains etc..... for these changes to work the public need to support it and I'm not sure the support is there? So there are several Yarnton plans with speed limit changes, the words seem to imply one order incorporating all but I am unclear if the maps suggest that the proposal is area by area consultation.

My first concern is that this is just a tick box exercise and the "Council" will not change course, I recall the council lead on this, a year or two back on local TV, basically saying that the consultations will be looked at but the policy will remain unchanged. Hence my skepticism on any objections being properly considered.

It used to be that traffic speed limits were only reduced when there was a significant volume of accidents. Has that changed? I am unaware of a high level of accidents, or any, in the "urban roads" of Yarnton. So, if I am mistaken it would be helpful to understand the level & type of any incidents per year.

I assume the parish traffic issue is the "Rat Run" traffic to /from Cassington/Kidlington. With everywhere having these limits imposed I don't feel it will make any material deterrent.

My impression on traffic volumes is that apart from the handful of obvious roads in Yarnton there is little traffic and any measure to show an "improvement" will be very very subjective.

The mission statement is very aspirational and ideological no measurable objective appears set, the County Councils aim appears unmeasurable and unattainable whilst the majority of vehicles are Internal Combustion Engine (iCE) powered. The move to EVs is the only way that my vehicle emissions concerns, below, will be addressed if this consultation is implemented.

Pollution is likely to increase; These changes seem counterproductive to the governments and its subsidiary organization international agreements/commitments. How is that justified?

From a practical angle and my knowledge, having watched my wife's car's dashboard.

- At 30 it should be in 4th gear at around 1250 revs,
  - At 20 its similar revs but in 3rd, so this change will, as the time taken to cover the same distance will increase by 50%, mean a 50% increase in ICE emissions.
  - Also some car drivers may travel in an even lower gear / lower speed further increasing pollution emissions.
- So to not make this worse before achieving the mission statement to improve the village environment, the council's aim has to be to take around 50% of the vehicle journeys off the road. The economic downturn hardships haven't achieved that and I don't see why this will affect commuters or the school drop off or pick up traffic.
- So things only look likely to get worse.

I am concerned as a cyclist that when cars adhere to the 20-mph limit, they may trap cyclists in this increased pollution bubble as they all crawl along. Has that aspect been allowed for in the model? I personally prefer cars to get past me, when safe to do so, not sit on my rear cycle wheel, 20 may deter drivers from overtaking or if they overtake they would most likely exceed the new limits.

	<p>As a bus user, is it going to be harder for the bus timetable to be met, with such a low provision for Yarnton anyway, and 20 limits in many villages along the bus route, frequency may be reduced As bus journeys take longer, so not an encouragement to not use the car.</p> <p>Emissions monitoring, other areas where this was implemented, I understand this was not a factor. I'm told the only comment, when raised, was just a promise to monitor, but no definition of what monitoring would mean and how the base line would be set. So the increase in pollution appears not a key factor for OCC?</p> <p>Enforcement and compliance issues. I know that the police do not have resources to police 30mph zones let alone 20 zones. Some parishes may have teams with speed guns but they can't lead to enforcement and have no legal enforcement remit. Hence there will be no systematic legally enforceable management.</p> <p>From cycling today, it is clear in many 20 zones the vehicles drive at 30 not 20. The policy appears unaccepted months after those changes.</p> <p>I have read recently that Whitehall is looking to reduce the implementation of these types of traffic control. Friends have told me they have heard this has cost mouthwatering sums in West Oxfordshire and I fear that soon these changes will need to be revisited and some reversed. So, I hope the council kept the 30mph signs.</p> <p>Being pragmatic, based upon what I understand/see I can't see any measurable benefits materialising before EV dominates car travel in the mid 2030's. What makes the Council think it will work?</p> <p>With regard to the reduction in the sandy lane speed limit from 60 to 30, I probably don't disagree with a reduction from 60, but 30 is too low. The County and District Councils are already pushing for this route to Kidlington to be closed and this seems just another tool to make it less important as a route for locals, I have to say I think 30 won't be observed, it won't be enforced and a lower limit would be more likely to be observed if it was reduced to 40. ICE vehicle run more efficiently at around 40, So going back to my wife's car, at 40, it's in 5th, around 1250 revs again and so covers the distance in 75% of the 30mph journey time, so less polluting.</p>
(9) Local resident, (Yarnton)	<p>20mph speed limit – <b>Object</b></p> <p>There is no need to reduce the limit across the entire village, the only road that currently needs 20mph is Rutten Lane near the school which currently has lights and signs when the school is open.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Object</b></p>

	<p>Please explain to me why I should have to put extra strain on my car engine and use more fuel to travel at a slower speed? Journeys will take longer, traffic jams will increase, along with pollution</p>
<p>(10) Local resident, (Yarnton)</p>	<p>20mph speed limit – <b>Object</b></p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Object</b></p>
<p>(11) Local resident, (Yarnton, Meadow Way)</p>	<p>20mph speed limit – <b>Object</b></p> <p>The 20mph limit is actually causing more pollution and a slower speed is not required, it requires better education and driving standards for all parties involved cars, cycles, pedestrians, etc. Why penalise only one group when there is a collective responsibility. Is there sufficient evidence of injuries/ fatalities within the village to support this decision.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Object</b></p> <p>If network rail are closing this road then what difference will it make as nobody will be using it to go to Kidlington</p>
<p>(12) Local resident, (Yarnton, Cassington Road)</p>	<p>20mph speed limit – <b>Object</b></p> <p>Unnecessary -- the school already has a 20mph zone when the lights flash. There are plenty of safe formal and informal crossing points in Yarnton such that pedestrians are not at risk, and the impact on cyclists of 20mph zones is unclear: cars will be around the cyclists for a longer period due to slower speeds, and should be taking due care anyway in 30mph zones.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b></p> <p>With the number of 90-degree turns, 30mph makes sense for this road. For anyone who doesn't know the area, the unrestricted speed limit could be misleading.</p>

<p>(13) Local resident, (Yarnton, Great Close Road)</p>	<p>20mph speed limit – <b>Object</b> It's unnecessary. Drive for the conditions and let adults make their judgement. We are regularly hassled for doing 20 mph in areas with these limits, with people aggressively tailgating or overtaking. Cycles overtake you too!</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> It's narrow and windy, difficult to see pedestrians and cyclists.</p>
<p>(14) Local resident, (Yarnton, Rutten Lane)</p>	<p>20mph speed limit – <b>Object</b> Realistically, the modern day car is not designed to travel at 20mph. enforcing 30 would be more effective - people tend to travel Rutten lane at 40mph plus, they will not slow down to 20.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> Cars travel comfortably at that speed, it should be further enforced so people stick to it</p>
<p>(15) Local resident, (Yarnton, Rutten Lane)</p>	<p>20mph speed limit – <b>Object</b> I do see a need for the 20 mph in neighbourhoods in the local housing estates. But along streets such as Rutten Lane, Sandy Lane and Cassington Road, there is no reason. I notice road rage happening while cars are waiting to pass parked cars on the opposite side of the road. They get too impatient waiting for you to pass, 20 mph is just too slow. Even making it at 25 mph would have been a compromise. 20 mph just adds to the congestion.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> There's no benefit to the 20 mph limit along the main streets of Yarnton or any other village. With the increase in housing in the area, the added pollution of going slow, I don't see the benefit!</p>

(16) Local resident, (Yarnton, Woodstock Road)	<p>20mph speed limit – <b>Concerns</b> These are residential streets, not long enough for anyone to get to 30 mph. Only concern might be Rutten Lane</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Concerns</b> 40 mph might be a sufficient reduction But the A44 should also be reduced to 30 or 40.</p>
(17) Local resident, (Yarnton, Bartholomew Avenue)	<p>20mph speed limit – <b>Concerns</b> Pedestrians will find it harder to judge speeds before crossing. Actually more pollution Too slow for some roads. It is not warranted</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> It has a high volume of traffic and many pedestrians at certain points but it is a wide road and can sustain 30mph</p>
(18) Local resident, (Yarnton, Dashwood Avenue)	<p>20mph speed limit – <b>Concerns</b> Apart from OCC wishing to make Yarnton a safer and more pleasant area for walkers and cyclists where is the justification for doing so.</p> <p>What evidence is considered to support such a speed reduction. Who will be charged with enforcing the new speed limit. Setting reduced speed limits is easy, enforcing them is not. Will OCC be making any contribution to speed enforcement or will the police be expected to manage rules imposed by those who have no responsibility for there application.</p>



	<p>In the proposed area of change, how many successful prosecutions were achieved with the existing speed limit of 30 mph in the year 2022. Based on this figure, how can it be expected that a reduced speed will bring about more successful prosecutions. Do the numbers justify the reduction.</p> <p>I fully support local and national safety initiatives but they need to be fully justified with evidence that the end goal is realistic, achievable, cost effective and manageable. Simply imposing the speed reduction because it has been introduced in other areas is not a sound reason for doing so.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b>  My main concern is that the proposed new speed limit will prove to be unenforceable as is the existing 30mph. Setting regulations that cannot be enforced is a waste of time and money. It is generally accepted by the public that the 30mph is exceeded in such restricted areas, reducing the speed to 20mph will not change the view that the speed will be exceeded</p>
<p>(19) Local resident,  (Yarnton, Pixey Close)</p>	<p>20mph speed limit – <b>Concerns</b>  I support the proposal to introduce 20 mph speed limits to the village and the 30 mph on Sandy Lane from the outskirts of Yarnton to Kidlington. I would like to extend the proposed 20 mph area in two places: 1. Northern tip of Rutten Lane which is proposed to remain at 50mph. Crossing this part of Rutten Lane as a pedestrian or cyclist using the A44 path/cycle path is a perilous affair as cars come fast off the roundabout and it is a bit of a blind spot. 2. the Eastern stretch of Cassington Road which is proposed to remain as 30 mph. I argue that it should also convert to 20mph because - there are houses along this stretch; as there is no footpath it is dangerous to walk with cars frequently going faster than 30mph; it is also dangerous as a cyclist; many people cross the Cassington Road to access footpaths in the opposite fields; and the two bus stops are heavily used.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b>  60mph is too fast especially where there are several bends - I find it quite scary on my bike. A reduced speed limit would also signal to drivers that they are close to residential areas and need to be mindful about their driving speeds.</p>

<p>(20) Local resident, (Yarnton, The Garth)</p>	<p>20mph speed limit – <b>Concerns</b> Blanket 20mph limits for the sake of it don't work and no one sticks to it anyway. Much better to have 20mph where it is necessary (schools, old peoples homes etc) when mire drivers would take note</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> This road is narrow and bendy and 30mph us appropriate</p>
<p>(21) Local resident, (Yarnton, Woodstock Road)</p>	<p>20mph speed limit – <b>Concerns</b> 20mph should be limited to outside schools parks and on the housing estates. 30mph should remain through cassington road from cassington road to woodstock road a44. And 30mph between a44 through rutte lane to the harth.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> It is a narrow road and 30mph os a sensible speed for the stretch of road</p>
<p>(22) Local resident, (Yarnton, Paddocks)</p>	<p>20mph speed limit – <b>Concerns</b> How will it be monitored? Assume you mean just the Rd through Yarnton would like to see a limit on the main Woodstock rd</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> Makes sense whill look ever still have the use of the whole lane</p>
<p>(23) Local resident, (Yarnton, Rutten Lane)</p>	<p>20mph speed limit – <b>Support</b> There is a lot of speeding along Rutten late which is used by many children during drop of and pick up times and many families live along this road. It is long an straight with a blind summit as you go up the hill and seems to be used</p>

	<p>as racetrack and cut through by trades people especially at school drop of time between the A40 and A44. Anything we can do to slow traffic down through the village is welcome. I am often subjected to high speed close passes on the stretch of road.</p> <p>Travel change: <b>Yes - cycle more</b></p> <p>30mph speed limit – <b>Concerns</b> I think this route would be better suited to improvements and some additional dedicated cycling/walking infrastructure that is not currently present.</p>
<p>(24) Member of public, (Didcot, Tarret Burn)</p>	<p>20mph speed limit – <b>Support</b> Safer, quieter, greener.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> This is a ridiculous road to be national speed limit. Too many sharp unsighted bends. 30 would be much safer.</p>
<p>(25) Member of public, (Didcot)</p>	<p>20mph speed limit – <b>Support</b> makes little difference to travel time</p> <p>Travel change: <b>Yes - cycle more</b></p> <p>30mph speed limit – <b>Support</b> makes little difference to travel time</p>
<p>(26) Local resident, (Yarnton, Cassington Road)</p>	<p>20mph speed limit – <b>Support</b> Due to the demographic of Yarnton with elderly community and a primary school the introduction of a 20mph zone across the village would increase safety particularly on Rutten Lane. However enforcement is key and not just a sign that states a speed limit.</p> <p>Travel change: <b>No</b></p>

	<p>30mph speed limit – <b>Support</b> Sandy lane is dangerous with current speed limits so a reduction is welcomed</p>
(27) Local resident, (Yarnton, Meadow Way)	<p>20mph speed limit – <b>Support</b> 1. I support most of the proposal, but think that both Rutten Lane and all of Cassington Road should stay 30mph, as they are both through routes, but need more speed warnings and/or speed cameras to deter speeding. 2. I fully support the new limits for Sandy Lane, it is long, long overdue. It is far too narrow and winding, including the rail crossing, for 60 mph.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> A limit of 60 was never a good idea, even 40 would be too fast.</p>
(28) Local resident, (Yarnton, Pixey Close)	<p>20mph speed limit – <b>Support</b> Increased safety for all resident, especially the children who wish to play outside. The use of the Cassington Road and Rutten Lane as a cut-through (rat run) is of particular concern.</p> <p>Travel change: <b>Other</b> Already order to walk/cycle the short distances around the village and surrounding area.</p> <p>30mph speed limit – <b>Support</b> The road is narrow and not we'll maintained with sharp/blond bends.</p>
(29) Local resident, (Yarnton, Rutten Lane)	<p>20mph speed limit – <b>Support</b> We live on Rutten Lane and it would reduce road noise and make the village a safer place to live. There is a school, a nursery and a care home on our road. It will bring Yarnton in line with other villages. It may also reduce the use of the road as a cut through to the A40 (reducing pollution). I am a cyclist and will feel safer if there is a lower speed limit.</p> <p>Travel change: <b>Yes - cycle more</b></p>

	<p>30mph speed limit – <b>Support</b>  I cycle/walk on Sandy Lane and it will make it safer for all road users. There are a lot of dog walkers who use the road and elderly people/children living in the area. The road is quite windy so people should be travelling at a slower speed.</p>
<p>(30) Local resident,  (Yarnton, Rutten Lane)</p>	<p>20mph speed limit – <b>Support</b>  We live on Rutten Lane and a reduction in the speed limit will have a massive positive impact on the level of noise and air pollution we experience. Despite being one of the main roads through Yarnton it is also heavily residential with a school , nursing home and GP surgery on it. It will also discourage the village being used as a rat run to avoid traffic on the A44/A40. Other villages already have 20mph limits in place to improve the quality of life for residents. It would also make cycling and walking through the village safer and more pleasant. The impact on non-residents would be minimal - Yarnton isn't very big so wouldn't make a difference to car travel times but would greatly increase quality of life in the village. As some cars already ignore the existing speed limit, other measures to address this would be welcome.</p> <p>Travel change: <b>Yes - cycle more</b></p> <p>30mph speed limit – <b>Support</b>  While mostly non-residential the road is tight and windy. A reduction in speed will make it much more accessible and safe for walkers and cyclists.</p>
<p>(31) Local resident,  (Yarnton, Rutten Lane)</p>	<p>20mph speed limit – <b>Support</b>  Too many cars speed down the Rutten Lane, because everyone knows that many people exceed the speed limits set anyway. So instead of 30, you'll often observe people driving at up to 10mph higher than that. With a limit set to 20, that would likely increase to people speeding up to 30. Overall, making the main route through Yarnton a lot safer for kids and pets. We lost our cat due to a car hit and run on Rurten Lane, last year. I'd hope with a slower speed limit these incidents would be reduced.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b>  I wholeheartedly support this. There is no way the speed limit should be anywhere near 60mph on that road, and it's evidenced by the many cars that end up in the same bush time and time again!</p>

<p>(32) Local resident, (Yarnton, The Garth)</p>	<p>20mph speed limit – <b>Support</b> Traffic speed and types of vehicle (HGV) moving routinely along residential roads in the village of Yarnton are frequently excessive. The Parish Council has several years of speed records collected from calibrated roadside devices. Enforceable speed restriction as proposed is a step in the right direction.</p> <p>Travel change: <b>Yes - cycle more</b></p> <p>30mph speed limit – <b>Support</b> It is known that excessive vehicle speeds are reached before the national speed limit signage point. This road has poor surface after 'repair' by the dragon patcher and there are numerous bends. It is a scary and in my opinion a dangerous road for cyclists (particularly young/inexperienced). Enforceable speed restriction would be a step in the right direction.</p>
<p>(33) Local resident, (Yarnton, The Paddocks)</p>	<p>20mph speed limit – <b>Support</b> There are a fair bit of blind curves in Yarnton and 30mph is very fast—20mph would keep us all safer.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p> <p>30mph speed limit – <b>Support</b> We often walk up to Yarnton Home and Garden and the 30mph speed limit on the road would make us feel much safer.</p>
<p>(34) Local resident, (Yarnton, Fletcher Close)</p>	<p>20mph speed limit – <b>Support</b> Supporting, the village is used as a rat run with the works on the a40. More houses = more cars. They need to go slower, especially by the school on Rutten lane, and by the park entrances/exits it's shocking how fast people drive especially mothers collecting children! I fully support 20mph speed limit it's safer in general on estates</p> <p>Travel change: <b>Yes – walk/wheel more</b></p> <p>30mph speed limit – <b>Support</b> Local person with teenage children would feel happier with a 20mph speed limit now they are walking the village/catching the bus without me keeping them safe. Too many cars speeding everywhere.</p>

(35) Local resident, (Yarnton, Rutten Lane)	<p>20mph speed limit – <b>Support</b> I'm cyclist</p> <p>Travel change: <b>Yes - cycle more</b></p> <p>30mph speed limit – <b>Support</b> I'm cyclist</p>
(36) Local resident, (Yarnton, Rutten lane)	<p>20mph speed limit – <b>Support</b> I live on Rutten lane and see so many speeding drivers. I am a driver myself and support it. I see people driving on the pavement and other poor driving. I live in fear of my kids being hit by a car. I fully support this proposal. There is no reason not to slow down to 20 in populated areas.</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b> So many cars on the wrong side of the road as they turn corners going too fast So many vehicles ending up in the hedges. Slower speed limit will hopefully indicate not only to slow down but also that the road is dangerous</p>
(37) Local resident, (Yarnton, The Paddocks)	<p>20mph speed limit – <b>Support</b> I walk on a daily basis around the proposed 20mph area with my two young children. We have had several near misses often due to people pulling out to overtake parked cars combined with them driving too fast. The area past the school has become a rat-run and should definitely be 20mph as I don't feel safe walking with them both along that road. I also support the reduced speed limit to Sandy Lane.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p> <p>30mph speed limit – <b>Support</b></p>

	<p>I often use Sandy Lane and with its many blind corners and given how narrow it is, it should be 30mph. A lot of people use this on a daily basis</p>
<p>(38) Local resident, (Yarnton, The Paddocks)</p>	<p>20mph speed limit – <b>Support</b>  As long as fair it's fine  Monitored well  And we can see proof that by reducing to 20 mph makes a difference in our area that's fine  For example how many incidents has there been on these roads with these speeds ?? How many do you forecast when you put in 20 mph ?</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b>  Seems sensible</p>
<p>(39) Local resident, (Yarnton, The Paddocks)</p>	<p>20mph speed limit – <b>Support</b>  Safer and quieter</p> <p>Travel change: <b>No</b></p> <p>30mph speed limit – <b>Support</b>  It's fine, hard to go faster anyhow due to the type of road and corners</p>