OXFORDSHIRE COUNTY COUNCIL

Delegated Decisions by Cabinet Member for Transport

Thursday, 18 June 2026 at 10.30 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 23 June 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

June 2026

Committee Officer: ***Jack Ahier***
Email: committeesdemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 16 July 2026

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

Items for Decision

1. Declarations of Interest

2. Petitions and Public Address

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to committeesdemocraticservices@oxfordshire.gov.uk

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

3. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

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.

4. Minutes of the Previous Meeting

There are no minutes of previous meetings to approve.

5. Car Parking at County Hall (Pages 15 - 38)

Cabinet Member: Transport
Forward Plan Ref: 2026/140
Non-Key Decision

Contact: Emily Schofield, Head of Public Affairs & Strategy (Emily.Schofield@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT5**).

Changes to car parking usage at County Hall, in line with the strategic plan to reduce unnecessary car journeys and support the shift towards public transport, cycling, walking, and other sustainable travel options.

The Cabinet Member is RECOMMENDED to:

a) **Approve the adoption of the County Hall Car Parking Policy;**

b) **Delegate authority to the Director for Property and Assets to implement and manage the policy, including allocation and review of parking spaces in line with the policy principles;**

c) **Note that parking provision at County Hall will be limited to operational need, Blue Badge holders, and for officers and elected members with short-term health or accessibility requirements.**

6. Oxfordshire Micromobility Scheme Contract (Pages 39 - 70)

Cabinet Member: Transport
Forward Plan Ref: 2026/069
Key Decision
Contact: Stewart Wilson, Place Planning Team Leader – Central (Stewart.Wilson@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT6**).

A key decision is required to decide on whether the Council can enter into a new concession contract with a future micromobility (e-scooter & e-bike) supplier.

The Cabinet Member is RECOMMENDED to:

a) **Delegate authority to the Director of Environment and Highways to award the Oxfordshire Micromobility Scheme contract.**

b) **Authorise officers, working with the successful e-scooter and e-bike provider, to implement the Oxfordshire Micromobility Scheme contract including undertaking a future consultation to expand e-scooter operations across central Oxfordshire.**

7. Proposed Crossings, Traffic Calming and Cycleways - Abingdon Road, Culham (Pages 71 - 130)

Cabinet Member: Transport
Forward Plan Ref: 2026/046
Non-Key Decision

Contact: Andy Warren, Senior Project Manager (Andy.Warren@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT7**).

Proposals include a new 'Sparrow' type crossing at the existing signal junction, widening of an existing footway/cycleway to 3m and introduction of a raised side road entry treatment across Thame Lane. Provision of street lighting system.

The Cabinet Member is RECOMMENDED to:

Approve the following:

(a) 'Toucan' Crossing to be located on the A415 Abingdon Road, west of the signalised junction with Tollgate Road.

(b) Side Road Entry Treatment (SRET) traffic calming feature to be located at the A415 junction with Thame Lane.

(c) Conversion of a section of existing footway on Tollgate Road (in advance of the new 'Toucan' Crossing) to a new shared use foot & cycleway.

(d) Delegate the approval of the final design of the scheme to the Director of Environment & Highways in consultation with the Cabinet Member for Transport.

8. Proposed Traffic Calming - Eastern Bypass Road, Oxford (Pages 131 - 140)

Cabinet Member: Transport
Forward Plan Ref: 2026/047
Non-Key Decision
Contact: Chloe Kirby, Senior Engineer – Central (Chloe.Kirby@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT8**).

Implementation of proposed ramp for footway and cycleway priority over Gate 5 access associated with a planning condition: 23/02166/FUL

The Cabinet Member is RECOMMENDED to:

a) Approve the construction of a new 'Side Road Entry Treatment' (SRET) traffic calming feature with associated shared-use foot & cycleway at the Gate 5 access to the BMW Mini Plant, as advertised.

9. Proposed Traffic Calming - Townsend Road, Shrivenham (Pages 141 - 156)

Cabinet Member: Transport
Forward Plan Ref: 2026/025
Non-Key Decision:
Contact: Daniel Mowlem, Senior Engineer (Daniel.Mowlem@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT9**).

The current proposals comprise a new traffic calming scheme along Townsend Road to reduce speeds in the vicinity of the development. The traffic calming measures consist of dragon's teeth on the approach to the new '30'mph speed gateway, a Speed Indicator Device (SID) and 3Nr bus friendly speed cushions.

The Cabinet Member is RECOMMENDED to:

a) **Approve the construction of three pairs of speed cushion traffic calming features on Townsend Road in Shrivenham, as advertised.**

10. Station Approach Road, Banbury - Proposed ANPR Enforcement (Pages 157 - 168)

Cabinet Member: Transport
Forward Plan Ref: 2026/071
Non-Key Decision
Contact: Mohammed Ilyas, Programme Lead (Mohammed.Ilyas@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT10**).

As part of the Tramway scheme, it is proposed to introduce Automatic Number Plate Recognition (ANPR) enforcement of Bus only entry.

The Cabinet Member is RECOMMENDED to:

a) **Approve the use of ANPR cameras to help enforce the Bus Gate/Lane on the Station Approach Road (North) in Banbury, as advertised.**

11. A40 Access to Witney - Traffic Management Orders (Pages 169 - 220)

Cabinet Member: Transport
*Forward Plan Ref: 2026/*068
Non-Key Decision
Contact: Abdul Waraich, Project Manager (Abdul.Waraich@oxfordshire.gov.uk)

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

Proposed speed limit changes, clearway extensions and no entry restrictions associated with the junction improvements on the A40.

The Cabinet Member is RECOMMENDED to:

Approve the following measures, as advertised:

(a) **New 60mph speed limits (in place of the existing National Speed Limits) on the A40 Witney bypass, and lengths on the various adjoining 'on' & 'off' slip roads.**

(b) New 40mph speed limits (in place of the existing National Speed Limits) on the B4022 Oxford Hill, High Cogges Road, and South Leigh Road.

(c) New No Entry restriction on the A40 Eastbound off-slip road at its junction with the B4022 Oxford Hill,

(d) New Clearway restrictions ('Stopping prohibited at all times') on the new A40 Eastbound off-slip & A40 Westbound on-slip roads.

12. Headington Market, Oxford – TRO Amendments (Pages 221 - 236)

Cabinet Member: Transport
Forward Plan Ref: 2026/082
Non-Key Decision
Contact: Vicki Neville, Senior Officer – Civil Enforcement Scheme (Vicki.Neville@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT12**).

Headington Action group who run the Headington Market every Saturday are funding a TRO change via CIL funding to amend four existing parking bays to allow for Market Holders (permits) to use the bays during the market times. The bays are currently suspended, but a more permanent solution is required. A site meeting with Headington Action Group and the County Councillor took place and support the proposals. Gladstone Road – to accommodate new dropped kerb being installed.

The Cabinet Member is RECOMMENDED to:

(a) Approve the proposed dual use ('Limited waiting Mon-Fri 7am-8pm & Sat 4pm-8pm, 30 mins, no return 1 hour' and 'Market Traders only Sat 6am-4pm' bay in Kennett Road (west side), as advertised.

(b) Approve the proposed dual use ('Limited waiting Mon-Fri 8am-6.30pm & Sat 4pm-6.30pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am-4pm)'bay in New High Street, as advertised.

(c) Approve the proposed dual-use ('Loading only Mon-Fri 7am-8pm & Sat 4pm-8pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am - 4pm') bays on the north and south side of London Road, as per the intended operational hours (see paragraph 30).

(d) Approve the proposed removal of the shared use parking bay and replacement with new 'No Waiting At Any Time' (double yellow lines) adjacent to the No. 45 Gladstone Road, as advertised.

13. Proposed No Waiting Restrictions - Oxford Science Park Primary Substation, Grenoble Rd, Littlemore (Pages 237 - 242)

Cabinet Member: Transport
Forward Plan Ref: 2026/077
Non-Key Decision

Contact: Julian Richardson, Senior Engineer – Road Agreements Team (Julian.Richardson@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT13**).

The proposed access and egress require some loss of parking space and the egress will require No Waiting restrictions in order to secure the required visibility splay.

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) on the eastern side of Grenoble Road at Greater Leys, as advertised.**

14. Westminster Way, Botley - Proposed Permit Parking Area (Pages 243 - 360)

Cabinet Member: Transport
Forward Plan Ref: 2026/048
Non-Key Decision
Contact: James Whiting, Team Leader – TRO's and Schemes (James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT14**).

Proposals for a new permit parking area funded through a S106 agreement for a hotel development in the area.

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of double yellow lines on sections of Arthray Road, Conifer Close, Cope Close, Cumnor Hill, Finmore Road, Hurst Rise Road, Hutchcomb Road, Montagu Road, Springfield Road, St Pauls Crescent, The Garth West Way and Westminster Way.**

b) **Defer the introduction of 'Residents permit parking places only' (Monday-Saturday, 8am to 6pm) areas on lengths of Arthray Road, Conifer Close, Cope Close, Finmore Road, Hurst Rise Road (between its junctions with Cumnor Hill & Springfield Road), Hutchcomb Road (between its junctions with Springfield Road & Montagu Road), Montagu Road, Springfield Road, St Pauls Crescent, The Garth, and Westminster Way (between its junctions with Arthray Road & Yarnells Hill).**

c) **Approve the introduction of cycle parking on West Way, adjacent to Elms Parade.**

15. Shrivenham Parking Review 2026 (Pages 361 - 440)

Cabinet Member: Transport
Forward Plan Ref: 2026/055
Non-Key Decision

Contact: James Whiting, Team Leader – TRO's and Schemes (James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT15**).

A review of the parking scheme in central Shrivenham introduced in 2025. Proposals include no waiting restrictions and changes to disabled parking bays.

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of 'No Waiting at Any Time parking restrictions on: Fairthorne Way (both sides), Highworth Road (both sides), Martens Road (both sides), Manor Close (both sides), Manor Lane (both sides), as advertised.**

b) **Approve the relocation of one Disabled Persons Parking Place from outside No.50 High Street to Church Walk (west side), and extension of existing Shared use bay outside No.50 High Street, as advertised.**

c) **Approve the introduction of a new Motorcycle only parking bay by the pedestrian crossing, adjacent to No. 39 High Street, as advertised.**

d) **To include properties from 1-11 High Street in the list of dwellings allowed to apply for residents and visitor parking permits.**

16. Land at 60-68 Broadway, Didcot - Parking Amendments (Pages 441 - 460)

Cabinet Member: Transport
Forward Plan Ref: 2026/074
Non-Key Decision:
Contact: Clever Safurawu, Engineer (Clever.Safurawu@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT16**).

Proposals relating to changes required to existing parking restrictions as part of a development which is creating access onto Broadway, Didcot.

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) on the northern side of Broadway in Didcot, as advertised.**

17. Proposed Parking Permit Eligibility Changes - Oxford City (Pages 461 - 474)

Cabinet Member: Transport
*Forward Plan Ref: 2026/*020
Key/Non-Key Decision:
Contact: James Whiting, Team Leader – TRO's and Schemes (James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT17**).

Amendments to parking permit eligibility as part of planning conditions through change of use.

The Cabinet Member is RECOMMENDED to:

Approve the following amendments to eligibility for properties to apply for Residents & Visitors parking permits, as advertised:

(a) Lye Valley – exclude No.75 Town Furze from eligibility to apply for resident's parking permits & residents' visitors parking permits,

(b) Marston North – exclude No.81 & No.83 Cherwell Drive from eligibility to apply for resident's parking permits & residents' visitors parking permits,

(c) North Summertown – exclude the two new properties at No.34 Davenant Road from eligibility to apply for resident's parking permits & residents' visitors parking permits, and

(d) North Oxford – include No.101 Bainton Road in the list of properties eligible to apply for visitors' parking permits only,

The following Traffic Regulation Order (TRO) administrative amendments:

e) Cowley Marsh – exclude the three flats at No.112 Cricket Road from eligibility to apply for resident's parking permits & residents' visitors parking permits,

f) Jericho – exclude the two flats at No.6a King Street from eligibility to apply for resident's parking permits & residents' visitors parking permits, and

g) North Oxford – confirm that (as per existing arrangements) 'South Lodge' at No.128 Banbury Road is eligible to apply for both resident's parking permits and residents' visitors' parking permits.

18. Brize Norton and Carterton: Proposed 30mph Speed Limit at Monahan Way, Norton Way and Carterton Road (Pages 475 - 832)

Cabinet Member: Transport
Forward Plan Ref: 2025/248
Non-Key Decision

Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT18**).

Proposed reduction at Monahan Way, Carterton Road and Norton Way to 30mph speed limits.

The Cabinet Member is RECOMMENDED to:

Approve the following new 30mph speed limits in place of the full length of the existing 40mph speed limits, as advertised on:

(a) B4477 Monahan Way,

(b) Carterton Road,

(c) Norton Way

19. Langford Lane, Kidlington - Proposed 30mph extension (Pages 833 - 840)

Cabinet Member: Transport
Forward Plan Ref: 2026/057
Non-Key Decision
Contact: Daniel Mowlem, Engineer – Road Agreements (Daniel.Mowlem@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT19**).

Proposed extension of existing 30mph limit to the junction with the A44 Woodstock Road as part of a development within the area.

The Cabinet Member is RECOMMENDED to:

a) Approve the extension of the existing 30mph speed limit on Langford Lane in Kidlington.

20. Proposed 20mph Speed Limit - Compton Beauchamp (Pages 841 - 848)

Cabinet Member: Transport
Forward Plan Ref: 2026/065
Non-Key Decision
Contact: Roger Plater, Senior Officer – Vision Zero (Roger.Plater@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT19**).

The Cabinet Member is RECOMMENDED to:

a) Approve the introduction of a 20mph speed limit within Compton Beauchamp, as advertised.

21. Proposed 20mph Speed Limit - Hardwick Hill, Banbury (Pages 849 - 864)

Cabinet Member: Transport
Forward Plan Ref: 2026/059
Non-Key Decision
Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT20**).

The Cabinet Member is RECOMMENDED to:

a) Approve the introduction of a 20mph speed limit within the 'Hardwick Hill residential development at the northern end of Banbury, as advertised.

22. Proposed 20mph Speed Limit - Fordwells (Pages 865 - 874)

Cabinet Member: Transport
Forward Plan Ref: 2026/058
Non-Key Decision
Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways **(CMDT21**).

The Cabinet Member is RECOMMENDED to:

Approve the following, as advertised:

(a) Introduce a new 20mph speed limit within Fordwells on the unnamed roads:
i) running through Fordwells,
ii) to Leafield, and
iii) to Swinbrook,

(b) Extend the existing 20mph speed limit on the unnamed road running through Asthall Leigh northwards.

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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Division(s) Affected – N/A

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

Restricting Access to County Hall Car Park

Report by Director for Property and Assets

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the adoption of the County Hall Car Parking Policy;**

b) **Delegate authority to the Director for Property and Assets to implement and manage the policy, including allocation and review of parking spaces in line with the policy principles;**

c) **Note that parking provision at County Hall will be limited to operational need, Blue Badge holders, and for officers and elected members with short-term health or accessibility requirements.**

Executive Summary

1. This report seeks approval for a revised policy (Annex 1) governing the allocation and use of car parking at County Hall.

2. The proposed policy establishes a clear and consistent framework to ensure that parking is used in a way that:

   - Supports the Council's strategic priorities, including climate action and reduced reliance on private vehicles
   - Ensures fair and equitable access based on need
   - Prioritises operational delivery and accessibility requirements

3. The policy restricts parking provision to defined categories of need and introduces a structured application, assessment, and review process.

Background and Rationale

4. Parking at County Hall is a constrained resource and must be actively managed to:

- Reduce unnecessary car journeys and support sustainable travel choices
- Ensure fair access, particularly for disabled officers and elected members and those with health needs
- Support wellbeing while encouraging active travel

5. The policy therefore establishes that parking will only be provided where there is a clear, evidenced operational or accessibility need.

Policy Principles

6. The policy is underpinned by the following principles:

- Supporting a shift towards sustainable travel and reducing reliance on private car use
- Ensuring fair and inclusive access based on demonstrable need
- Promoting health and wellbeing through active travel where possible
- Prioritising operational delivery where vehicle use is essential
- Managing parking capacity responsibly, including time-limited use and regular review
- Ensuring transparent and consistent decision-making

Eligibility and Priority Categories

7. Parking access will be limited to three categories:

- Operational Need – where a role requires regular and/or essential vehicle use (e.g. site visits, inspections, emergency response, transport of equipment)
- Blue Badge Holders – dedicated accessible spaces prioritised at all times
- Short-Term Health or Temporary Need for officers and elected members – time-limited access for medical, pregnancy-related or exceptional mobility needs

8. **Exclusions**

Parking will not be provided for:

- General commuting convenience
- Lack of public transport alone
- Personal preference or status

9. **Management**

A structured application and assessment process will be implemented to ensure:

- Requests clearly demonstrate the relevant category of need
- Consideration of whether alternative travel options are feasible
- Visitors who meet the eligibility criteria will be permitted access in accordance with the terms of this policy.
- Decisions are prioritised where demand exceeds supply

Access will be:

- Time-limited and subject to review
- Recorded to ensure transparency and consistency

10. **Compliance and Enforcement**

Parking spaces must only be used for their approved purpose. Misuse may include:

- Use outside the authorised category
- Continued use where eligibility no longer applies
- Use by unauthorised individuals

Where misuse is identified, the Council may:

- Issue warnings
- Require revalidation
- Withdraw access

Usage will be monitored to ensure fair allocation and effective use of space

Corporate Policies and Priorities

11. The policy supports the Council's Strategic Plan by:

- Contributing to climate action through reduced reliance on private vehicles
- Promoting fairness and inclusion by prioritising access based on need
- Supporting health and wellbeing through active travel

Future Options for the Car Park

12. The Council is committed to exploring future options for the use of the car park as parking demand should reduce significantly, with a view to identifying opportunities that support local community needs and align with the Council's strategic priorities.

Financial Implications

13. There are no direct financial implications arising from this policy.

    Comments checked by: Kathy Wilcox, Head of Corporate Finance, Kathy.wilcox@oxfordshire.gov.uk

Legal Implications

14. The policy provides a consistent framework for decision-making, reducing risk of challenge by ensuring that allocations are:

- Based on clear criteria
- Applied fairly and transparently

15. The implementation of such a policy is lawful under the general power of competence in Section 1 of the Localism Act 2011.

    Comments checked by:

    Jennifer Crouch, Principal Solicitor (Regulatory)
    Jennifer.crouch@oxfordshire.gov.uk

Staff Implications

16. The policy introduces a structured approach to parking allocation and may require:

- Administrative support to manage applications and reviews
- Ongoing monitoring of usage

No additional staffing resources are anticipated.

Equality & Inclusion Implications

17. The policy positively supports equality by:

- Prioritising access for disabled officers and elected members and those with health needs
- Ensuring decisions are based on need rather than status or preference

An Equality Impact Assessment can be found in Annex 2.

Sustainability Implications

18. The policy directly supports climate objectives by:

- Reducing unnecessary car use
- Encouraging sustainable and active travel

This aligns with the Council's climate commitments.

Risk Management

19. Key risks and mitigation:

- **Perceived unfairness** → mitigated by clear criteria and transparent decision-making
- **Non-compliance or misuse** → mitigated through monitoring and enforcement
- **Operational impact** → mitigated by prioritising essential service delivery

Consultations

20. Internal consultation has informed the development of the policy, including input from HR, Estates, and relevant service areas.

Vic Kurzeja
Director of Property and Assets

Annex:	Annex 1: Draft County Hall car parking policy Annex 2: Equality Impact Assessment
Contact Officer:	Emily Schofield, Head of Public Affairs and Strategy, Emily.schofield@oxfordshire.gov.uk

June 2026

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County Hall Car Parking Policy

Directorate and service area	Property and Assets
Policy owner	Director of Property and Assets
Approved by	
Date approved	
Date effective	
Review date	
Related documents	Delegated Member Decision report dated 18 June 2026; Equality Impact Assessment dated 8 June 2026

1. Purpose and scope

This policy sets out how Oxfordshire County Council manages car parking at County Hall. It establishes a clear and consistent framework for the allocation and use of a limited resource and applies only to parking at County Hall.

The purpose of the policy is to ensure that parking capacity is managed fairly, consistently and transparently, while prioritising operational delivery and accessibility requirements and supporting sustainable travel objectives.

- supports the Council's strategic priorities, including climate action and reduced reliance on private vehicles
- ensures fair and equitable access based on need
- prioritises operational delivery and accessibility requirements

Parking will therefore be provided only where there is a clear and evidenced basis for doing so under this policy.

2. Policy principles

All decisions made under this policy will be guided by the following principles:

a. Supporting sustainable travel
Car parking will be actively managed to reduce unnecessary car journeys and support a shift towards public transport, cycling, walking and other sustainable travel options.

b. Ensuring fair and inclusive access
Access to parking will be based on demonstrable need, ensuring that disabled officers

and elected members, those with health needs and those with essential operational requirements are prioritised.

c. Promoting health and wellbeing
The policy supports health and wellbeing by encouraging active travel where appropriate while ensuring provision for those with evidenced need.

d. Prioritising operational delivery
Spaces will be reserved for roles where car use is essential to deliver services effectively.

e. Managing parking capacity responsibly
Parking capacity will be actively managed, time-limited where appropriate and regularly reviewed to ensure efficient and appropriate use of council assets.

f. Ensuring transparent and consistent decision-making
Decisions will be made consistently, transparently and in line with defined criteria.

3. Eligibility and priority categories

Parking access will only be issued under the following categories:

3.1 Operational Need

Spaces will be allocated where a role requires regular and essential use of a vehicle during the working day, for example:

- Site visits or inspections
- Emergency response duties
- Transporting equipment or materials

Access may be subject to review.

3.2 Blue Badge Holders

- Dedicated accessible parking will be provided for officers and elected members who hold a valid Blue Badge.
- Dedicated accessible spaces will be prioritised at all times.

3.3 Short-Term Health or Temporary Need

Temporary access may be agreed where there is a short-term health, mobility or accessibility need.

- A short-term medical condition or recovery period
- Pregnancy-related need

- Other temporary circumstances affecting mobility or accessibility

Requirements:

- Supporting evidence where appropriate
- A clear end date, with review if extension is required

3.4 Visitors

Visitors who meet the eligibility criteria will be permitted access in accordance with the terms of this policy.

4. Exclusions

Parking will not be provided for general commuting convenience, lack of public transport alone, personal preference or status.

5. Application, assessment and allocation

Applications for parking access will be considered through a structured application, assessment and review process. Requests must demonstrate the relevant category of need and may require supporting information where appropriate.

5.1 Application requirements

- All requests must be submitted through the Council's designated application process
- Applications must state the relevant category of need and the basis on which parking is required
- Supporting evidence must be provided where appropriate

5.2 Assessment criteria

Applications will be assessed against the criteria in this policy, including the nature of the need, the availability of alternative travel options and the need to prioritise limited capacity where demand exceeds supply.

- the relevant category of need
- the availability of alternative travel options
- the need to prioritise limited capacity where demand exceeds supply

5.3 Decision-making

- Decisions will be made through the arrangements designated by the Council to administer County Hall parking
- Decisions will be recorded to support transparency and consistency

5.4 Time-limited allocation

- Access may be time-limited where appropriate, particularly for short-term health or temporary need
- Continued allocation may require reconfirmation of need at review

5.5 Review

- Allocations may be reviewed where circumstances change or further information is provided
- The policy will be kept under review to ensure it remains fair, proportionate and aligned to operational and accessibility needs

6. Conditions of use, compliance and monitoring

Parking spaces must only be used for their approved purpose. Usage will be monitored to support fair allocation, effective use of space and compliance with this policy.

6.1 Conditions of use

- Parking spaces must only be used for the approved purpose and category of need
- Users must notify the Council if their circumstances change and eligibility no longer applies

6.2 Misuse and non-compliance Misuse includes (but is not limited to):

- Use by unauthorised individuals
- Use outside the approved category or purpose
- Continued use where the original need no longer applies

Where misuse is identified, the Council may issue warnings, require revalidation of eligibility or withdraw access.

6.3 Monitoring

- Parking usage will be monitored to support fair allocation and effective use of space
- Monitoring information may be used to inform future review of allocations and policy operation

7. Review

- Allocations will be reviewed periodically and may be time-limited where appropriate

- Monitoring information and feedback will be used to assess fairness, operational impact and any unintended equality impacts

8. Equality and accessibility

This policy supports the Council's commitment to equality by prioritising access for disabled officers and disabled elected members and those with health or mobility-related needs. In line with the Equality Impact Assessment, the policy will also be kept under review to monitor any adverse impact on officers and elected members with limited travel alternatives, including some carers, pregnant people, rural staff and lower-income staff, and to ensure that mitigations remain proportionate and effective.

- prioritising access for Blue Badge holders and short-term health or accessibility need
- ensuring decisions are based on need rather than status or preference
- supporting regular review of impacts and mitigations following implementation

9. Governance and responsibilities

Implementation and ongoing management of this policy, including allocation and review of parking spaces in line with the policy principles, is delegated to the Director of Property and Assets.

Day-to-day administration, record keeping, monitoring and policy review will be carried out through the arrangements designated by the Director of Property and Assets. Minor administrative updates may be made without changing the substance of the policy.

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Oxfordshire County Council

Equalities Impact Assessment

Restricting access to County Hall car park

8 June 2026

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Section 1: Summary details

Directorate and Service Area	Property and Assets
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	County Hall Car Parking Policy / restricting access to County Hall car park
Is this a new or existing function or policy?	New policy
Summary of assessment 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).	This assessment considers the proposed County Hall Car Parking Policy, which would limit access for staff and councillors to operational need, Blue Badge holders, and short-term health or accessibility need. The policy is intended to manage limited parking capacity on a fair and consistent basis while supporting sustainable travel and wider climate objectives. The assessment identifies a positive impact for disabled staff and councillors, and others with temporary health or mobility-related need. It also identifies potential adverse impacts for some staff and councillors with limited travel alternatives, including some carers, pregnant people and people travelling from areas with limited public transport, where they do not meet the eligibility criteria. These impacts can be mitigated through clear criteria, a proportionate application process, provision for temporary need, and regular review. There are also significant alternative transport options within the city centre, which reduces the need for private vehicle use for those who do not meet the eligibility criteria.
Completed By	Emily Schofield, Head of Public Affairs and Strategy
Authorised By	Director of Property and Assets
Date of Assessment	8 June 2026

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Parking at County Hall is a limited resource and should be managed actively in order to reduce unnecessary car journeys, support sustainable travel choices, ensure fair access for disabled staff and councillors, and others with health needs, and prioritise operational activity where vehicle use is essential. The proposal therefore introduces a formal policy to provide a clear and consistent framework for allocation and review.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The proposal is to adopt the County Hall Car Parking Policy and to delegate implementation and ongoing management to the Director of Property and Assets. Parking access would be limited to three categories: operational need, Blue Badge holders, and short-term health or temporary accessibility need. The policy also introduces a structured application, assessment and review process, with time-limited access where appropriate and monitoring arrangements to support compliance. This approach provides a clear, consistent and transparent basis for allocating a limited resource, while balancing operational requirements, accessibility needs, fairness and the council's climate commitments.
Evidence / Intelligence 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	This assessment is informed by the Cabinet Member report and by internal consultation with HR, Property and relevant service areas. The report identifies the need to support disabled staff and councillors, and others with health needs, the importance of prioritising essential operational use, and the council's strategic objectives relating to climate action, fairness, inclusion, health and wellbeing. The proposed mitigations include clear eligibility criteria, consideration of alternative travel options, time-limited access for temporary need, regular review, and monitoring of use and misuse.

or groups and our ability to deliver our equality commitments.	
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.	Alternative approaches would include retaining current arrangements without a formal policy, allowing broader general access to parking, or allocating spaces on a less structured basis. These options were not taken forward because they would be less transparent, less equitable and less effective in supporting the council's wider strategic priorities. They would also provide less support for the council's climate objectives and increase the risk of inconsistent decision-making or perceived unfairness. A fully restrictive approach, without provision for accessibility, operational need or temporary health circumstances, was also not considered appropriate because it would disadvantage individuals with legitimate need.

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	☒	☐	☐	No specific impact identified. The policy applies on the basis of need rather than age.	Ensure criteria are based on objective need and communicated clearly.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.
Disability	☐	☒	☐	Positive impact. The policy prioritises Blue Badge holders and short-term health or accessibility need, supporting fair access for disabled staff and councillors with mobility or health-related requirements.	Maintain accessible spaces, provide a clear application process and review decisions regularly.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation, allocation reviews and policy review.
Gender Reassignment	☒	☐	☐	No specific impact identified. The policy applies on the basis of operational, disability or temporary health need rather than gender identity.	Ensure applications are handled sensitively, confidentially and consistently.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.
Marriage & Civil Partnership	☒	☐	☐	No specific impact identified. Eligibility is unrelated to	Apply the criteria consistently.	Director of Property and	Monitor through implementation

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
				marriage or civil partnership status.		Assets, Oxfordshire County Council	and periodic policy review.
Pregnancy & Maternity	☐	☒	☐	Positive impact where pregnancy gives rise to temporary mobility or health-related need, as the policy allows short-term access on the basis of temporary need.	Ensure guidance recognises pregnancy-related temporary need and provides a clear application process.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and review of temporary allocations.
Race	☒	☐	☐	No specific impact identified. The policy applies on the basis of need and operational criteria rather than race, ethnicity or nationality.	Ensure guidance is clear, accessible and consistently applied.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.
Sex	☒	☐	☐	No specific impact identified. The criteria are not based on sex.	Apply objective criteria and review any unintended impacts.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.

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
Sexual Orientation	☒	☐	☐	No specific impact identified. The policy criteria do not relate to sexual orientation.	Apply the policy consistently and use inclusive language.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.
Religion or Belief	☒	☐	☐	No specific impact identified. Eligibility is unrelated to religion or belief.	Apply the criteria consistently and review any feedback.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☐	☐	☒	Potential adverse impact for some staff and councillors travelling from rural areas with limited public transport, where they do not meet the eligibility criteria.	Provide clear communication on alternative travel, apply the criteria consistently and review impacts in practice.	Director of Property and Assets, Oxfordshire County Council	Review after implementation using feedback and allocation data.
Armed Forces	☒	☐	☐	No specific impact identified. The policy applies on the basis of need and operational requirement rather than Armed Forces status.	Apply the criteria consistently and monitor for unintended impacts.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.
Carers	☐	☐	☒	Potential adverse impact for some carers where caring responsibilities make public transport or active travel more difficult but do not fall within the eligibility criteria for staff and councillors.	Keep the policy under review and consider any exceptional temporary circumstances within the approved framework.	Director of Property and Assets, Oxfordshire County Council	Review after implementation alongside staff feedback.

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
Areas of deprivation	☒	☐	☐	No specific impact identified. The proposal relates to staff and councillors parking at County Hall and is not expected to affect people by area-level deprivation.	Keep impacts under review through staff feedback and policy review.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.
Refugees, Asylum seekers and Undocumented migrants (i.e. vulnerable migrants)	☒	☐	☐	No specific impact identified. The proposal relates to staff and councillors parking at County Hall and does not differentiate by migration status.	Ensure guidance is clear and decisions are based on the policy criteria.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.
Socio-Economic Duty	☐	☐	☒	Potential adverse impact for some lower-income staff and councillors if loss of parking access results in higher costs, longer journeys or reduced flexibility.	Provide clear communication, signpost travel support and review any disproportionate impact on lower-income staff and councillors.	Director of Property and Assets, Oxfordshire County Council	Review after implementation using staff feedback and any available travel impact information.

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 and councillors	☐	☒	☒	Mixed impact. The policy improves fairness and clarity and supports staff and councillors with disability or temporary health needs. However, some staff and councillors may be adversely affected where they no longer meet the eligibility criteria and have limited travel alternatives.	Provide clear communication, apply transparent criteria and monitor impact following implementation.	Director of Property and Assets, Oxfordshire County Council	Monitor during rollout and review within 12 months of implementation.
Other Council Services	☐	☒	☐	Positive impact where services requiring essential vehicle use are prioritised, supporting operational delivery.	Keep operational criteria under review to ensure they remain aligned to service need.	Director of Property and Assets, Oxfordshire County Council	Ongoing through allocation and service feedback.
Providers	☐	☒	☒	Mixed impact. The policy improves fairness and clarity and supports visitors with disability or temporary health needs. However, some visitors	Provide clear communication, apply transparent criteria and monitor impact following implementation.	Director of Property and Assets, Oxfordshire	Monitor through implementation and periodic policy review.

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
				may be adversely affected where they no longer meet the eligibility criteria and have limited travel alternatives.		County Council	
Social Value [1]	☐	☒	☐	Positive indirect impact as it supports environmental objectives by reducing unnecessary car use and prioritising need-based access.	Monitor to balance environmental and inclusion aims in practice.	Director of Property and Assets, Oxfordshire County Council	Monitor through implementation and periodic policy review.

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.

Review Date	**June 2027**
Person Responsible for Review	**Director of Property and Assets**
Authorised By	**Director of Property and Assets**

Divisions Affected: All in Oxford City, Abingdon East, Abingdon North, Abingdon West, Bicester East, Bicester North, Bicester South, Bicester West, Didcot South, Didcot Ladygrove, Didcot West, Kidlington East, Kidlington North, Kidlington North & Otmoor, Kidlington West, Kennington & Radley and Wheatley

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

OXFORDSHIRE MICROMOBILITY SCHEME CONTRACT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Delegate authority to the Director of Environment and Highways to award the Oxfordshire Micromobility Scheme contract.**

b) **Authorise officers, working with the successful e-scooter and e-bike provider, to implement the Oxfordshire Micromobility Scheme contract including undertaking a future consultation to expand e-scooter operations across central Oxfordshire.**

Executive Summary

1. The current hire e-scooter contract with Voi Technology UK Ltd ends on 30 September 2026. Oxfordshire County Council (the council) intends, through a suitable procurement process, to appoint a supplier to provide hire e-scooters and hire e-bikes, known as '*The Oxfordshire Micromobility Scheme'*.

2. The Oxfordshire Micromobility Scheme has two components:

   i. A hire e-scooter and e-bike scheme covering central Oxfordshire (an area that includes Oxford, Botley, Kennington, Kidlington and Horspath, and potentially Abingdon and Wheatley).

   ii. Hire e-bike trials in the Science Vale area, and separately, Bicester.

3. The new Oxfordshire Micromobility Scheme contract will be a 2-year full concession contract, starting from 1 October, and with the option to extend by a further 2-years, and as well as replacing the current e-scooter contract this will also replace the e-bike voluntary Code of Conduct.

Current Hire E-Scooter and E-Bike Operations

4. Hire e-scooters in Oxford city form part of the Department for Transport's national e-scooter trials. The current service provider is Voi Technology UK Ltd, which operates around 1000 e-scooters in Oxford city under a full concession contract awarded by the council in 2023. The contract will end on 30 September 2026.

5. Last year, the Department for Transport confirmed that the national e-scooter trials would be extended by a further 2 years, to 31 May 2028. The council is committed to remain part of the national trials and provide data to help determine future e-scooter legislation.

6. Hire e-bikes were commercially introduced in Oxford city by Voi Technology UK Ltd in July 2024, and Lime Micromobility in September 2024. There is currently around 200 hire e-bikes operating in Oxford. Unlike hire e-scooters, hire e-bikes are not part of a national trial and are not covered by national legislation. There is currently no contract in place to help manage hire e-bikes but operators have agreed to follow an Oxfordshire voluntary Code of Conduct.

Oxfordshire Micromobility Scheme

7. Since introducing hire e-scooters, and separately, hire e-bikes in Oxford city, they have proved extremely popular with users and there is now a desire by the council to expand the size of the operating area and vehicle fleet size, particularly the availability of hire e-bikes. This is so more people can benefit from an affordable and accessible alternative to private car use and which in turn supports the council's objectives around mode shift, climate action and public health.

8. If implemented, the Oxfordshire Micromobility Scheme will mean a single operator providing both hire e-scooters and hire e-bikes in Oxfordshire as follows:

    iii. A hire e-scooter[1] and e-bike scheme covering central Oxfordshire (an area that includes Oxford, Botley, Kennington, Kidlington and Horspath, and potentially Abingdon and Wheatley).

    iv. Hire e-bike trials in the Science Vale area, and separately, Bicester.

9. Hire e-scooters and e-bikes play an important role in improving access, including for residents on lower incomes, key workers, and people who may not

[1] Expansion of the geographic extents of e-scooter operations is subject to Department for Transport approval to expand the e-scooter license operating area as well as a future Cabinet Member Decision to amend existing Traffic Regulations Orders, to permit e-scooter use of bus lanes in Botley and Kidlington, for example.

have access to a private car. At the same time, poorly parked or unmanaged vehicles can impact on pedestrians including disabled people, older residents, people with visual impairments, and those pushing prams, by reducing effective footway width and obstructing key routes.

10. The Oxfordshire Micromobility Scheme contract therefore places much stronger emphasis on expansion and management of parking as well as e-scooter and e-bike use more generally. This includes:

- Vehicles only parked in mandatory parking locations which have been pre-agreed by either the council and/or the relevant landowner.
- Parking bay capacity to be capped at all parking locations.
- Expansion in parking capacity across the city, with a focus on providing additional parking on carriageway.
- Continued use of parking monitors in hotspot areas.
- Data-led monitoring to identify hotspots and address uneven distribution as well as poor rider behaviour.
- Key performance indicators to enforce standards and compliance including poor parking and rider behaviour.

11. In addition to above, the contract will include a revenue share agreement with the operator with the council intending to use this funding to deliver more parking infrastructure. Separately, the council has also asked for a fixed amount of funding to allow the council to recruit a dedicated Project Manager for the Oxfordshire Micromobility Scheme for the duration of the contract.

Timetable for Implementation of The Oxfordshire Micromobility Scheme

12. The table below confirms timeline for procurement and contract start including indicative timelines for scheme expansion.

Activity	Indicative date	
Contract award	July 2026	**Identify & implement additional parking bay locations incl. on carriageway (March 2026 onwards)**
Mobilisation	August & September 2026	
Contract start date	1 October 2026	
Launch Central Oxfordshire Scheme (current operating area)	1 October 2026	
Develop & agree Bicester and Science Vale operating plans	October 2026 to February 2027	
Cabinet Member Decision for Central Oxfordshire Scheme operating area	December 2026	
Introduce Bicester and Science Vale e-bike trials	Spring 2027	
Expand to full Central Oxfordshire Scheme operating area & increase vehicle fleet size	Spring 2027	

Corporate Policies and Priorities

13. Plans for the Oxfordshire Micromobility Scheme have been developed in accordance with a range of council policies, primarily the County Council Strategic Plan, the Local Transport and Connectivity Plan (LTCP), and its supporting strategies.

14. The council's 2025 to 2028 Strategic Plan commits to continue to roll out the LTCP. The LTCP sets a vision for an inclusive and safe net zero Oxfordshire transport system that enables all parts of the county to thrive. It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or serious injuries. It will also enhance the county's natural and historic environment and enable the county to be one of the world's leading innovation economies. The council's LTCP sets out how to achieve this by reducing the need to travel by private car use through making walking, cycling, public and shared transport the natural first choice.

15. More specifically, LTCP recognises that shared bicycles and e-bikes help to make cycling a convenient option for all residents. Similarly, access to shared e-scooters increase transport options available and contribute towards reducing private vehicle use. It is the council's hope that "*Micromobility will become embedded as part of the wider individual and public transport system*[4]." Policy for micromobility is also embedded within the council's local area strategies including the Central Oxfordshire Travel Plan (see Action

12), Science Vale Movement and Place Plan (see Objective SV7: Introduce shared micromobility schemes) and Bicester and Mid-Cherwell Movement and Place Plan (see Objective BIC2: Deliver a comprehensive and inclusive walking, wheeling and cycling network).

Financial Implications

16. The Oxfordshire Micromobility Scheme is a full concession contract, which means that the supplier fully funds and delivers the operational, maintenance and customer service functions. The contract will seek funding for a dedicated OCC project manager and a revenue share, which will be used to support any OCC investment including parking infrastructure. As such this contract will have a net nil cost to the authority.

Comments checked by:

Rob Finlayson, Strategic Finance Business Partner
(Rob.Finlayson@oxfordshire.gov.uk)

Legal Implications

17. The council will comply with all legislation in in the procurement of the contract, including, but not limited to, relevant procurement and subsidy control legislation; as well as follow its own Contract Procedure Rules. Council lawyers will ensure that the terms and conditions of the Contract meet the council's needs and requirements.

Comments checked by:

Busola Akande, Solicitor, Contracts Team,
(Busola.Akande@Oxfordshire.gov.uk)

Staff Implications

18. The contract will include a fixed financial contribution to allow the council to recruit a dedicated Project Manager for the Oxfordshire Micromobility Scheme for the duration of the contract.

19. All other staff costs are expected to be met from existing staff or operational budgets. This direct cost may be required to develop and deliver additional e-scooter and e-bike parking will be covered by funding raised by the revenue share which also forms part of the contract as well as other funding secured (including capital funding outlined in the Local Transport Delivery Plan).

Equality & Inclusion Implications

20. An Equality Impact Assessment (EIA) has been undertaken (Annex A).

21. The Oxfordshire Micromobility Scheme has the potential to extend the range of travel options available to residents and visitors. It is anticipated that the new contract, in combination with plans to expand availability of parking, including on carriageway, will significantly improve rider behaviour and parking compliance. This will be monitored and managed for the duration of the contract, and which is set up to introduce remedial action as required.

22. This EIA will be updated following contract award (expected around summer 2026), and periodically throughout the contract period including through ongoing engagement and feedback about the scheme.

Sustainability Implications

23. E-scooters and e-bikes play an important role in reducing use of more polluting transport modes including encouraging greater mode shift away from private car. This improves local air quality.

24. As part of the tender specification, there is a requirement to promote the highest standards of environmental responsibility including in the sourcing and disposal of assets i.e. vehicles and batteries, ensuring that all practices align with sustainability objectives and regulatory requirements

Risk Management

25. The table below sets out potential risks associated with the new contract and the proposed course of action.

Risk	**Description of actions already taken or controls in place to mitigate the risk**
Limited supplier interest incl. with fixed fee & revenue share model and which could impact on the council's ability to fund a dedicated project manager and implement more parking bay infrastructure.	Pre-market engagement confirms significant interest particularly if joint e-scooter and e-bike contract. Engagement with other local authorities most have revenue share and/or other financial arrangements in place. In comparison to some other LAs, the is taking a conservative approach to revenue share. Additional funding sources being identified to help with implementation of parking bay infrastructure e.g.

	capital funding via the DfT Delivery Plan.
Legislative or governance changes that could alter the Councils powers or responsibilities relating to transport regulation including Local Government Review, and separately, legislation covering hire e-scooters.	The contract will run for a 2-year period with the potential to extend by a further 2 years. The council is therefore not committed to a contract for a period significantly more than the current approved e-scooter trial length (ends May 2028).
Poor user behaviour or inadequate enforcement including of parking could increase risk of collisions, obstruction of footways, or danger to vulnerable road users.	Performance will be a standing agenda item at all monthly operational and quarterly contract review meetings between the operator and the Council. This will include the review of Service Level Agreements and Key Performance Indicators which will form part of the contract including an agreed process for remedial action. The operator will be required to provide access to live, transparent data on trip numbers, parking compliance, fleet status, response times to complaints etc. Failure to provide all data and in a timely way will be grounds for remedial action and ultimately contract termination. Roll out of addition parking bays, particularly on carriageway, to reduce pressure on existing bays. Operator user education and safety campaigns.

Consultations

26. Consultation on amendments to existing Traffic Regulation Orders will be required to expand e-scooter operations into areas surrounding Oxford, to allow e-scooters to use bus lanes in Botley and Kidlington. As part of this the opportunity will be taken to consult on plans to expand e-scooter and e-bike operations across central Oxfordshire more generally. Officers will separately report outcomes of the consultation at a future Cabinet Member Decisions meeting.

27. There is no requirement to consult on plans to introduce e-bikes in Bicester and the Science Vale area, though operating plans will be developed with partners

including the districts in advance and during the trial the public and stakeholders will be able to provide feedback and report incidences to the operator and the council.

28. Any plans to introduce on carriageway parking for e-scooters and e-bikes, and where this requires changes to an existing Traffic Regulation Order, will be subject to consultation and which may require a decision at a Cabinet Member Decision meeting.

Paul Fermer
Director of Environment & Highways

Annex:	Annex A: Equalities Impact Assessment
Background papers:	Nil.
Contact Officer:	Stewart Wilson, Place Planning Team Leader Central, stewart.wilson@oxfordshire.gov.uk

May 2026

Oxfordshire County Council

Equalities Impact Assessment

Oxfordshire Micromobility Scheme

March 2026

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Section 1: Summary details

Directorate and Service Area	Environment & Place, Place Shaping
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Micromobility (e-scooter and e-bike) services in Oxfordshire to delivered as part of the new contract, known as the Oxfordshire Micromobility Scheme. Note: Plans to increase availability of parking bays across Oxford city and provide parking bays in new areas where e-scooter and e-bike are proposed to operate, will be subject to separate Equality Impact Assessments.
Is this a new or existing function or policy?	Existing function albeit services currently operating in Oxford city to be expanded to other parts of the county.
Summary of assessment 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).	Since introducing hire e-scooters, and separately, hire e-bikes in Oxford city, they have proved extremely popular with users and there is now a desire to expand the size of the operating area and vehicle fleet size, particularly the availability of hire e-bikes. This is so more people can benefit from an affordable and accessible alternative to private car use and which in turn supports the Council's objectives around mode shift, climate action and public health. At the same time, poorly parked or unmanaged vehicles, and poor rider behaviour, can impact on pedestrians including disabled people, older residents, people with visual impairments, and those pushing prams, by reducing effective footway width and obstructing key routes. The Oxfordshire Micromobility Scheme has the potential to extend the range of travel options available to residents and visitors. It is anticipated that the new contract, in combination with plans to expand availability of parking, including on carriageway, will significantly improve rider behaviour and parking compliance. This will be monitored and managed for the duration of the contract, and which is set up to introduce remedial action as required. This EIA will be updated following contract award (expected around summer 2026), and periodically throughout the contract period including through ongoing engagement and feedback about the scheme.
Completed By	Stewart Wilson, Place Planning Team Leader (Central)

Authorised By	Joanne Fellows, Place Planning Manager (Central)
Date of Assessment	March 2026

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Last year, the Department for Transport confirmed that the national e-scooter trials would be extended by a further 2 years, to 31 May 2028. As the Council is committed to remain part of the national trials and provide data to help determine future e-scooter legislation, the Council needs to retender its current hire e-scooter contract, which ends on 30 September 2026. Since introducing hire e-scooters, and separately, hire e-bikes in Oxford city, they have proved extremely popular with users and there is now a desire to expand the size of the operating area and vehicle fleet size, particularly the availability of hire e-bikes. The Council therefore intends to include hire e-bike services within the same new contract, replacing the current hire e-bike voluntary Code of Conduct. The new Oxfordshire Micromobility Scheme contract will therefore govern the operation, management and expansion of hire e-scooter and hire e-bikes services within Oxfordshire.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	Oxfordshire County Council needs to retender its hire e-scooter contract, which ends on 30 September 2026. It intends to include hire e-bike services within the same new contract, replacing the current hire e-bike voluntary Code of Conduct. The new Oxfordshire Micromobility Scheme contract will therefore govern the operation, management and expansion of hire e-scooter and hire e-bikes services within Oxfordshire. This will be provided by a single supplier. In consolidating hire e-scooters and e-bikes into a single operation the Council believes this will provide economies of scale for the operator. This in turn should help to ensure pricing for users is affordable and remains competitive throughout the duration of the contract. It also means the scheme can be expanded so more people can benefit from an affordable and accessible alternative to private car use and which in turn supports the Council's objectives around mode shift, climate action and public health.

	The Oxfordshire Micromobility Scheme has two components: I. A hire e-scooter and e-bike scheme covering central Oxfordshire (an area that includes Oxford, Botley, Kennington, Kidlington and Horspath, and potentially Abingdon and Wheatley). II. Hire e-bike trials in the Science Vale area, and separately, Bicester. Hire e-scooters and e-bikes play an important role in improving access, including for residents on lower incomes, key workers, and people who may not have access to a private car. At the same time, poorly parked or unmanaged vehicles can impact on pedestrians including disabled people, older residents, people with visual impairments, and those pushing prams, by reducing effective footway width and obstructing key routes. The Oxfordshire Micromobility Scheme contract therefore places much stronger emphasis on expansion and management of parking as well as e-scooter and e-bike use more generally. This includes: ▪ Vehicles only parked in mandatory parking locations which have been pre-agreed by either the Council and/or the relevant landowner. ▪ Parking bay capacity to be capped at all parking locations. ▪ Expansion in parking capacity across Oxford city, with a focus on providing additional parking on carriageway. ▪ Continued use of parking monitors in hotspot areas. ▪ Data-led monitoring to identify hotspots and address uneven distribution as well as poor rider behaviour. ▪ Key performance indicators to enforce standards and compliance including poor parking and rider behaviour. In addition to above, the contract will include a revenue share agreement with the operator with the Council intending to use this funding to deliver more parking infrastructure. Separately, the Council has asked for a fixed amount of funding to allow the Council to recruit a dedicated Project Manager for the Oxfordshire Micromobility Scheme for the duration of the contract. Regarding pricing, then it is for the appointed operator to determine this however the Council expects users to receive value for money when using the micromobility services. Tenderers are required to state what their pricing would be at launch. Any subsequent price increases or reduction of discount schemes will be subject to approval from the Council. When responding to the Request for Quote, Tenderers are required to demonstrate how discounts could be

	offered to organisations, certain groups of users, especially those on lower levels of income and other targeted groups, such as family and other carers, to ensure improved access to the scheme for a wide range of users. The current scheme includes discounts for students, key workers and those on low incomes. The Council wants these to remain in place as a minimum.
Evidence / Intelligence 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.	In developing proposals for the new Oxfordshire Micromobility Scheme, officers from OCC have engaged with several other local authorities, to understand how they manage their micromobility operations. This included: Transport for London, Solent Transport (covering Portsmouth, Southampton and Isle of Wight), Cambridgeshire & Peterborough, Nottingham, Coventry, Liverpool and Gloucestershire. From this engagement it's clear that slightly different approaches have been adopted to manage micromobility schemes – often due schemes being at different stages of maturity and given different institutional arrangements and funding made available within LAs – however a common theme is a need for stronger operational requirements including better parking management and compliance, more transparent and comprehensive data sharing, and for operators to provide a financial contribution to LAs to enable them to more effectively manage and monitor the contract and operations more generally. We have identified the key suppliers operating within the shared micromobility market and carried out targeted market research to understand current service models, operating capabilities and market capacity. As part of this work, we reviewed the offerings and track record of established suppliers including Beryl, Dott, Lime, Voi, Forest and Serco, assessing their experience in delivering e-scooter and e-bike hire schemes, their operational approaches within other UK cities, and their ability to meet Oxford's requirements for safety, sustainability, public realm management and fleet performance. In 2025, most complaints the Council received concerning hire e-scooters and hire e-bikes in Oxford, related to poor parking and rider behaviour including pavement riding. Other feedback received includes: ▪ Push for on-carriageway parking including from inclusivity groups and councillors

	▪ Need for parking on private land (and partnerships with universities and hospitals and other major employers) ▪ Asks for more e-bikes In July 2025, the county's Performance & Corporate Services Overview & Scrutiny Committee made recommendations relating to Oxford's e-scooter trial and e-bike operations, including explore on-carriageway parking options and expanding the operating area to include all of Oxford's P&R sites. **Baseline data (primary source Census 2011, as still most comprehensive dataset, with more recent data used when available)** **Age**: At the 2021 Census it was estimated that 30% of Oxford's population was aged 18-29 years (compared to 16% for Oxfordshire and 14% for England and Wales), and the city has the second youngest median age - 31 years - of any place in England and Wales. Adults of working age (16-64 years) make up for 73% of the total Oxford population according to the Census 2021. This is higher than county (64%) and national (60%) average. Those aged 65+ years make up 12% of the population in the city. This is lower than county (18%) and national averages (18%). **Travel to work:** In Oxford, the highest percentage of cycling and walking can be seen in those aged 16-24, with 38 per cent of all trips to work made on foot or by bike. Those aged over 60 have the lowest levels of cycling and walking at 24 per cent – however, it is worth nothing that 22 per cent of those aged over 60 work from home. Car usage is highest for those aged 45-59 at 40 per cent, while public transport use is highest for 16-24-year-olds at 27 per cent. This is 9 per cent higher than the next likeliest age group to use public transport to travel to work (those aged 25-44). Compared to Oxfordshire, there is significantly more car travel than in Oxford. The biggest car users are those aged 45-59 at 62 per cent (compared to 40 per cent in Oxford), followed by 25-44-year olds at 59 per cent (36 per cent in Oxford). There are much lower levels of cycling and walking in Oxfordshire compared to Oxford. **Disability:** 86 per cent of Oxford residents have no physical or mental limitations on their activities. This is higher than both Oxfordshire as a whole (84 per cent) and England and Wales (79 per cent). 14 per cent of Oxford residents stated that they are limited by a long-term health problem or disability, with 6 per cent saying they are 'limited a lot' compared to 10 per cent nationally. For people who live in England, 26 per cent of those aged over 70 have a mobility impairment, followed by 16 per cent with a stamina/breathing/fatigue impairment. There are lower

	percentages of people with impairments in all other age groups, with the exceptions of mental health and social/behavioural impairment. Of those aged over 70, 37 per cent have some form of impairment; for 16-49-year-olds, this falls to 12 per cent. Car or van use for people with a mobility difficulty is higher (65 per cent compared to 60 per cent), public transport use is similar (5 per cent compared to 6 per cent) and cycling and walking uptake is lower (27 per cent compared to 33 per cent). The Wheels for Wellbeing annual survey [WFWB-Annual-Survey-Report-2019-FINAL.pdf] shows 65% of respondents use their cycle as a mobility aid, with 64% finding cycling easier than walking. 31% of respondents said they have been unable to buy a non-standard cycle because the one they wanted was too expensive. Cost and lack of suitable options also precluded cycle hire, despite 44% wanting to hire cycles more often. **Pregnancy and maternity:** The live birth rate in Oxford was 10.1 births per 1000 people in 2019, slightly lower than the live birth rate in Oxfordshire as a whole at 10.5 per 1000 people and England at 10.8 per 1000 people. **Race**: Based on 2011 Census data, 78 per cent of Oxford's residential population is 'White', making this the most common ethnicity in the area. This is notably lower than both Oxfordshire as a whole and England and Wales (91 per cent and 86 per cent, respectively). 12 per cent of the population in Oxford is 'Asian/Asian British' followed by 5 per cent who are 'Black/African/Caribbean/Black British'. 'Asian/Asian British', 'Black/African/Caribbean/Black British', 'Other' and 'White' residents are more likely to drive or be driven in a car or van than use any other mode. 'White' and 'Mixed/Multiple' ethnicity residents are most likely to walk and cycle at 35 per cent and 34 per cent mode share, respectively. 'Black/African/Caribbean/Black British' residents are most likely to use public transport, though this group also has the joint-highest percentage of car usage (along with 'White' residents) at 36 per cent. **Religion or belief**: The 2011 Census data on religion and belief in Oxford, Oxfordshire and England and Wales, confirmed 48 per cent of the population of Oxford identify as Christian, lower than the percentages for Oxfordshire and England and Wales (60 per cent and 59 per cent, respectively). 33 per cent of people do not follow a religion or did not state a religion. 7 per cent of residents identify as Muslim. **Sex**: In Oxford, 48 per cent of the workday population identify as male and 52 per cent identify as female. This is very similar to the percentage split for Oxfordshire as a whole (49 per cent male, 51 per cent female) and England and Wales (49 per cent male, 51 per cent female).

	Social inclusion: In Oxford, there are three distinct areas falling within the most deprived quintile – the area south of the city centre, primarily the southern part of Carfax; in the south of Oxford outside of the ring road, largely within the wards of Blackbird Leys and Northfield Brook; and to the east of Oxford outside of the ring road within the ward of Barton & Sandhills. There are areas throughout Oxford that rank high in terms of households without access to a car or van; however, this in many cases is impacted by areas of greenspace creating small sample sizes within output areas. There is a broad trend showing that the North and North-east of Oxford has lower levels of deprivation and higher levels of car ownership, and the inverse is seen in south Oxford. Voi's 2025 user survey also provides some useful insights in terms of current users of their e-scooters and e-bikes in Oxford: ▪ Around 86% of riders are 18–54, with a weighted average age of 38 and peaks in the 25–44 brackets. E-bikes and e-scooters attract almost identical age profiles. ▪ Roughly three-quarters of riders' main mode is not a private car, with walking, cycling and public transport together accounting for about 73% of main modes. Many riders combine Voi with buses and trains for first/last-mile connections. ▪ A substantial share of users ride more than once per week, with a core group riding daily or more. Commuting to work, school or daycare is the single largest trip purpose across all working-age groups, supported by strong use for social and leisure trips. ▪ Nearly 4 in 5 riders now feel safe on Voi vehicles, with similar safety perceptions for e-bikes and e-scooters. Female and "prefer not to say" riders report lower safety, underlining the importance of inclusive design, rider education and street-level improvements. ▪ Most riders say parking is not an issue or only a minor issue, but a meaningful minority find it a major problem. The biggest single complaint is simply not enough parking nearby, followed by bays being too far or sometimes full – pointing to a need for more visible, conveniently located parking hubs in key destinations.

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.	Last year, the Department for Transport confirmed that the national e-scooter trials would be extended by a further 2 years, to 31 May 2028. As the Council is committed to remain part of the national trials and provide data to help determine future e-scooter legislation, the Council needs to retender its current hire e-scooter contract, which ends on 30 September 2026. Since introducing hire e-scooters, and separately, hire e-bikes in Oxford city, they have proved extremely popular with users and there is now a desire to expand the size of the operating area and vehicle fleet size, particularly the availability of hire e-bikes. The Council therefore intends to include hire e-bike services within the same new contract, replacing the current hire e-bike voluntary Code of Conduct.

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	☐	☒	☐	**Negative** Geographic and vehicle fleet expansion in Oxfordshire could, if not managed properly, cause further accessibility issues at parking bay locations, where e-scooters and e-bikes could overspill beyond the designated bay area causing trip and other hazards. Expansion could also increase instances of poor rider behaviour including pavement riding. **Positive** Increase in the operating area, and expansion of vehicle fleet size, especially e-bikes available for hire, will significantly improve the accessibility of shared micromobility and enable more sustainable travel options for residents and visitors. There is a requirement for the operator to set the level of pricing at launch, with any increases beyond the rate of inflation, or changes to	The expansion of the scheme comes with changes to how it will be operated and managed including: ▪ Parking in mandatory parking bays only, which are marked and with capacity capped. ▪ Expansion in parking capacity across Oxford city, with a focus on providing additional parking on carriageway. ▪ Continued use of parking monitors in hotspot areas. ▪ Data-led monitoring to identify hotspots and address uneven distribution as well as poor rider behaviour. ▪ Key performance indicators to enforce standards and compliance	Stewart Wilson, OCC Appointed operator TBC	From start on new contract, so 1 October 2026

				discounts, to be agree with the Council, and for discounts to include offers people on low income, key workers and family and other carers.	including poor parking and rider behaviour. Other measures will continue to be implemented to support better community safety, including: ▪ E-bikes to be restricted to only provide power up to speeds of 15.5 mph ▪ E-scooters be restricted to speeds of up to 12.5 mph ▪ Vehicles being lit during use by clearly visible forward and rearward facing lighting ▪ No ride zones e.g. Thames Tow Path and parks, and slow ride zones		

					▪ No riding on pavements unless shared use paths		

Disability	☐	☒	☐	**Negative** Geographic and vehicle fleet expansion in Oxfordshire could, if not managed properly, cause further accessibility issues at parking bay locations, where e-scooters and e-bikes could overspill beyond the designated bay area causing trip and other hazards. Expansion could also increase instances of poor rider behaviour including pavement riding. **Positive** Increase in the operating area, and expansion of vehicle fleet size, especially e-bikes available for hire, will significantly improve the accessibility of shared micromobility and enable more sustainable travel options for residents and visitors. Tenderers are required to include proposals which improve access to micromobility and/or demonstrate how	As per 'Age' above	Stewart Wilson, OCC Appointed operator TBC	From start on new contract, so 1 October 2026

				negative perceptions associated with micromobility can be minimised and mitigated using technology and communications programmes.			
Gender Reassignment	☒	☐	☐	No specific risks or opportunities identified	N/A	N/A	N/A
Marriage & Civil Partnership	☒	☐	☐	No specific risks or opportunities identified	N/A	N/A	N/A
Pregnancy & Maternity	☐	☒	☐	**Negative** Geographic and vehicle fleet expansion in Oxfordshire could, if not managed properly, cause further accessibility issues at parking bay locations, where e-scooters and e-bikes could overspill beyond the designated bay area causing trip and other hazards. Expansion could also increase instances of poor rider behaviour including pavement riding.	As per 'Age' above	Stewart Wilson, OCC Appointed operator TBC	From start on new contract, so 1 October 2026
Race	☒	☐	☐	No specific risks or opportunities identified	N/A	N/A	N/A

Sex	☐	☒	☐	**Positive** Increase in the operating area, and expansion of vehicle fleet size, especially e-bikes available for hire, will significantly improve the accessibility of shared micromobility and enable more sustainable travel options for more residents and visitors.	N/A	N/A	N/A
Sexual Orientation	☒	☐	☐	No specific risks or opportunities identified	N/A	N/A	N/A
Religion or Belief	☒	☐	☐	No specific risks or opportunities identified	N/A	N/A	N/A

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☒	☐	☐	No specific risks or opportunities identified	N/A	N/A	N/A
Armed Forces	☒	☐	☐	No specific risks or opportunities identified	N/A	N/A	N/A
Carers	☒	☐	☐	No specific risks or opportunities identified	N/A	N/A	N/A
Areas of deprivation	☐	☒	☐	**Positive** People living in deprived areas in Oxford would benefit from an expanded and expanded e-scooter and e-bike offer, more accessible parking, providing more opportunities to use the hire e-scooters and e-bikes. There is a requirement for the operator to set the level of pricing at launch, with any increases beyond the rate of inflation, or changes to discounts, to be agree with the Council, and for discounts to	N/A	N/A	N/A

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
				include offers people on low income, key workers and family and other carers.			

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	☐	☒	☐	The Council has asked for a fixed amount of funding to allow the Council to recruit a dedicated Project Manager for the Oxfordshire Micromobility Scheme for the duration of the contract. This will free up staff currently working on micromobility to work on other priorities and projects. Stronger emphasis management and expansion of parking will help to free up staff resource in the future by reducing the number of complaints or correspondence being received and needing responding and reacting to.	N/A	N/A	N/A

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
Other Council Services	☐	☒	☐	Potentially less communications will be received by other staff departments from residents and Cllrs complaining about micromobility bay locations. An improved scheme will hopefully reduce the number of FixMyStreet reports relating to micromobility too	N/A	N/A	N/A
Providers	☐	☒	☐	A better managed scheme including more responsible parking and riding could result in more positive rider feedback and also produce a better-connected network that sees increases in ridership.	N/A	N/A	N/A

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
				The operator will also have to respond to less reports of poor parking and would be more confident that their parking bay locations are suitable in the long-term. There will also be less expenditure on having to relocate bays that members of the public are not happy about in the future.			
Social Value [1]	☐	☒	☐	Social value will be delivered as part of the contract in line with OCC policy	N/A	Stewart Wilson, OCC Appointed operator TBC	From start on new contract, so 1 October 2026

[1] 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.

Review Date	**31.07.26 (to be updated once new supplier confirmed and before start of new contract)**
Person Responsible for Review	**Stewart Wilson**
Authorised By	**Joanne Fellows**

Division(s) affected: *Berinsfield & Garsington*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

CULHAM: A415 ABINGDON ROAD – PROPOSED SPARROW CROSSING & SIDE ROAD ENTRY TREATMEN

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following:

(a) 'Toucan' Crossing to be located on the A415 Abingdon Road, west of the signalised junction with Tollgate Road.

(b) Side Road Entry Treatment (SRET) traffic calming feature to be located at the A415 junction with Thame Lane.

(c) Conversion of a section of existing footway on Tollgate Road (in advance of the new 'Toucan' Crossing) to a new shared use foot & cycleway.

(d) Delegate the approval of the final design of the scheme to the Director of Environment & Highways in consultation with the Cabinet Member for Transport.

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to construct new traffic features on & adjacent to the A415 Abingdon Road in Culham.

3. Specifically, the proposals included: a) a new 'Sparrow' crossing (a signal-controlled crossing for use by both pedestrians and pedal cyclists, with a sperate cycle track parallel to the pedestrian crossing) to be located approx. 15 metres west of the signalised junction with Tollgate Road, b) a new 'Side Road Entry Treatment' (SRET) traffic calming feature (full carriageway width, to be 75mm high with 1:15 ramp gradients) to be located at the junction with Thame Lane, and c) a short section of footway on Tollgate Road in advance of the new

'Sparrow' crossing will be widened to 3 metres and converted to a shared use footway / cycleway – as shown in **Annex 1**.

Corporate Policies and Priorities

4. The proposals align with a number of Oxfordshire County Council's priorities, set out in the Strategic Plan, and specifically support the following:

    - Put action to address the climate emergency at the heart of our work
    - Tackle inequalities in Oxfordshire
    - Prioritise the health and wellbeing of residents
    - Invest in an inclusive, integrated and sustainable transport network

5. In July 2022, Oxfordshire County Council adopted its Local Transport and Connectivity Plan which sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents.

6. The Local Transport and Connectivity Plan includes ambitious targets to: replace or remove 1 in 4 car trips in Oxfordshire by 2030, deliver a net-zero transport network by 2040, have zero, or as close as possible, road fatalities or life-changing injuries by 2050.

7. The Didcot Local Cycling and Walking Infrastructure Plan specifically highlights the need for this scheme under routes 22 and 24.

8. In addition the Science Vale Movement and Place Plan supports this scheme under objectives:

    - SV3 Deliver a comprehensive and inclusive walking, wheeling and cycling network.
    - SV3.1 Work with partners to deliver the walking, wheeling and cycling schemes contained within adopted documents (such as the LCWIP and SATN routes).

Sustainability Implications

9. The proposals aim to encourage more people to walk and cycle, particularly school-aged children to the Europa School but also employees travelling to work at Culham Campus. The proposals also aim to reduce the risk of future accidents through a combination of whole route measures (improved shared path) and site-specific measures (side road entry treatment and improved pedestrian/cycle crossing.

10. A Climate Impact Assessment is available in **Annex 4**.

Financial Implications

11. Funding for consultation on the proposals (and implementation if approved) has been provided by £386,165 S106 developer contributions local to the proposed scheme plus £150,000 of S106 Transport Corporate Funding (TCF).

12. The project has a current approved budget of £536,165.

13. The area of public highway to be maintained will see a slight increase due to the widening of an existing shared use footway cycleway. There will be new materials introduced at the side road with Thame Lane, with more highway space allocated to walking and wheeling and these works will, in the short term, reduce the need for maintenance. The traffic signal apparatus for the new crossing will be incorporated into the existing signalised junction arrangement. For the medium to long term, it is expected that there is no significant impact on maintenance requirements.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Procurement Implications

14. The procurement route remains under development by the delivery and procurement teams which will shortly result in an approved Procurement Strategy. It is expected to deliver the scheme in 2026/27 financial year.

Legal Implications

15. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

16. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Infrastructure Delivery', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

18. An Equalities Impact Assessment is provided at **Annex 3**.

Risk Management

19. No potential significant health and safety or service provision risks have been identified in these proposals.

20. A potential financial impact in the form of the new Lane Rental Scheme for Oxfordshire is being managed in liaison with relevant officers and ensuring Forward Plan Notices are in place to trigger exemption actions.

Formal Consultation

21. Formal consultation was carried out between 25 February and 27 March 2026. A notice was published in the Oxfordshire Herald newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, relevant local District Councillors, Culham Parish Council, and the local County Councillor representing the Berinsfield & Garsington division.

22. During the course of the formal consultation, 110 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Concerns / Partial support	Support	No opinion /objection
Sparrow crossing	2 (2%)	10 (9%)	97 (88%)	1
Side Road Entry Treatment	2 (2%)	4 (4%)	99 (90%)	5
Shared-use path	3 (3%)	6 (6%)	99 (90%)	2

23. Additionally, a further four emails were received directly – with Thames Valley Police not objecting although suggesting that should the crossing be implemented, some sort of user education should follow through media outlets regarding its use. Oxford Bus Company also submitted a non-objection, whilst Oxfordshire Liveable Streets (a not-for-profit campaign organisation) offered their support, but raised concerns about some specific design details including that the site would be best suited to a toucan crossing rather than a sparrow crossing. Finally, a local resident living in the close vicinity of the proposed crossing offered their support.

24. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

25. The scheme has been developed with a main objective of improving road safety for all users, particularly those walking, cycling and wheeling and serves the whole community by improving access to the Europa School and Culham Campus.

26. The proposed scheme complies with the requirements of the S106 funding agreements that have been secured from adjacent development sites.

27. Value for money and efficiency savings will continue to be challenged and reviewed throughout the remainder of scheme development and implementation.

28. The proposals do not currently include for amendments to the speed limit as the introduction of the crossing and side road entry treatment are expected to regulate and inform user behaviour. The implemented works will be subjected to post completion monitoring and road safety audits where any concerns identified will be considered for further action.

29. Reference concerns on the type of crossing officers agree that, after further consideration into site constraints etc, a toucan crossing should be progressed. In addition, the concerns on how the junction will operate and potential delays for vehicles, further detailed design input is required from traffic signal designers/engineers to efficiently accommodate the new crossing into the existing junction arrangement. Safely linking the cyclists' route to Tollgate Road will be reviewed further as part of detailed design. It should be noted that traffic conditions and volumes through the junction are predicted to decrease significantly on completion, currently expected late 2028, of the HIF1 major projects such as the Didcot to Culham River Crossing and Clifton Hampden Bypass.

Next Steps

30. Feedback from this consultation will be used to develop and complete the detailed design. The designs will be LTN 1/20 compliant and stakeholder groups will continue to be engaged with as part of the future design process. As part of the design process, an independent road safety audit will be carried out, ensuring that any audit recommendations are incorporated into the design as appropriate.

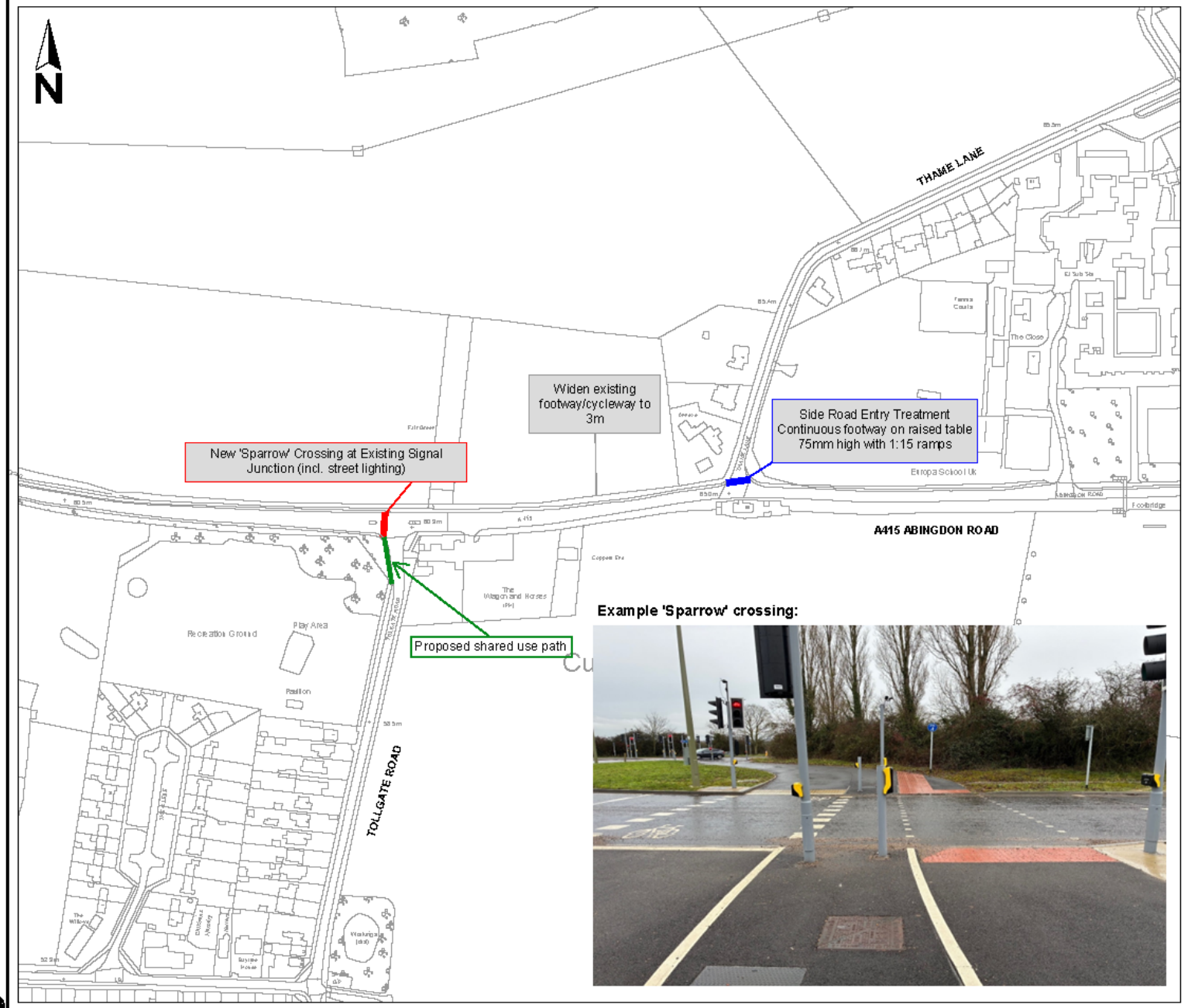
31. Subject to approval, the final design of the scheme will be delegated for approval to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management.

32. If approved, delivery of works is expected to take place during the 2026/27 financial year. Works will be planned and phased in order to minimise network disruption.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plan Annex 2: Consultation responses Annex 3 *(separate document):* Equalities Impact Assessment Annex 4 *(separate document)*: Climate Impact Assessment
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Andy Warren (Senior Project Manager – Infrastructure Delivery) Aron Wisdom (Programme Lead Central – Infrastructure Delivery)

May 2026



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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	
(ENTER 'NONE' IF APPLICABLE)	
MAINTENANCE/CLEANING	
(ENTER 'NONE' IF APPLICABLE)	
USE	
(ENTER 'NONE' IF APPLICABLE)	
DECOMMISSIONING/DEMOLITION	
(ENTER 'NONE' IF APPLICABLE)	

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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OXFORDSHIRE COUNTY COUNCIL

Project title

CULHAM,
A415 ABINGDON ROAD

Drawing title

PROPOSED
'SPARROW' CROSSING &
TRAFFIC CALMING

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
	AC	CM	CM
	Date drawn	Date checked	Date approved
	03/02/2026	10/02/2026	10/02/2026

Oxfordshire Project No. & File Ref.

Drawing No. 0 Revision 0

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ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection** – In principle I have no objection providing any necessary speed monitoring has taken place and that current design standards are fully met. I am aware that speed enforcement activity by the Police regularly takes place at this location suggesting poor compliance. Once complete perhaps some sort of user education should follow through media outlets
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – We are comfortable with these proposals.
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	**Support** (with concerns) – We support this scheme. These are critical improvements that will greatly improve safety and accessibility for many users. But we have some concerns about specific design details and some suggestions. With the SRET on Thame Lane, we urge that the junction turning radii be tightened and the crossing set back from the A415 (as far as is consistent with visibility). We also urge that the ramps be made 1:12, or steeper, rather than 1:15. _Bus Services in New Residential Developments_ (2025) says: "Full-width speed tables ... should be designed to present a ramp height of no more than 75mm, and a transition gradient of no more than 1:12." Experience in Oxford is that the 1:15 ramps on the SRETs on St Margarets Rd (Banbury Rd) and Cornwallis Rd (A4158) do too little to slow turning cars -- and that school coaches accessing north Oxford schools can negotiate the 1:8 ramps on the Banbury Rd SRETs (e.g. on Belbroughton Rd). We do not understand why a sparrow crossing is proposed rather than a toucan crossing. A sparrow crossing would be better if there were separated foot and cycle provision on either side of the crossing, or if the pedestrian crossing was two-stage but the cycle crossing single-stage. With the layout here, however, a single wide toucan crossing would seem to provide the most flexibility for users to stay on their desire line. If a sparrow crossing is put in, then the cycle part of the crossing should be coloured red to help all users distinguish the space for cycling

	from that for walking. And either kind of crossing needs the call-buttons set back far enough from the carriageway to be safely usable by cycles that extend forward of the rider: https://cityinfinity.co.uk/2024/05/19/better-toucan-crossings/ The proposed shared use path alongside Tollgate Rd should work fine for users moving northwards and for pedestrians moving south (from the crossing) since the only footway is on the east side of Tollgate Rd. But we are concerned about how people cycling from the crossing to Tollgate Rd will be able to get safely onto the southbound carriageway, noting the poor visibility, around the corner, of vehicles heading north on Tollgate Rd. If all motor traffic is held while the crossing is green, it may be safer for people cycling southwards to instead go through the junction directly onto Tollgate Rd. It would also be good if this section of shared path could be made 3.5m wide, to allow for edge features - kerbs over 60mm, a carriageway with motor traffic, trees or other vegetation - reducing its effective width. And it is not clear whether it is part of this scheme, but widening the shared use path along the A415 would be a huge improvement: 3 metres would be good, but 3.5 metres would be better, and closer to being standards-compliant. The effective width will be reduced on one side by the presence of unbuffered 30mph motor traffic (approaching people cycling westwards head-on) and on the other side by vegetation. LTN 1/20 wants (Table 6-1) a 0.5m buffer to 30mph motor traffic and (Table 5-3) an extra 0.5m width to the path if there is a vertical feature higher than 600mm next to it.
(e4) Local resident, (Culham, Abingdon Road)	**Support** – we support the proposed scheme.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** All excellent ideas and long overdue - as the Active Travel Champion I support all of these which will make walking and cycling to Europa school safer as well as improving community connectivity and reducing severence. The proposals support the County's Vision Zero plans and the LTCP targets. Thanks to officers for this excellent scheme.
(o2) County Cllr, (Oxford, New Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** All excellent Active Travel improvements. Thanks for making the roads safer.
(o3) County Cllr, (Abingdon, Hanson Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** To make it safer for those trying to travel without having to use a car.
(o4) Local resident, (Oxford, Oxford Road)	Sparrow crossing – **Object** Side Road Entry Treatment – **No objection/No opinion** Shared-use path – **Object** *[No comments provided]*

(o5) Local resident, (Didcot, Dagdale Drive)	Sparrow crossing – **Object** Side Road Entry Treatment – **Object** Shared-use path – **Object** Unnecessary expense. The money earmarked can be better used to benefit the whole community.
(o6) Local resident, (Didcot, Campion Hall Drive)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **No objection/No opinion** Shared-use path – **Object** Is this value for money?
(o7) Local resident, (Abingdon, Marina Way)	Sparrow crossing – **Support** Side Road Entry Treatment – **Object** Shared-use path – **Support** Fully support this as this is long overdue but please consider lowering the speed limit outside Europa school, at least at drop off and pick up times as too many people go to fast on the road. A school safety zone where the speed limit is 20mph would be extremely useful with flashing lights during pick up/drop off time.
(o8) Local resident, (Sutton Courtenay, Hobbyhorse Lane)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **Partially support/concerns** Shared-use path – **Partially support/concerns** There us not enough information on how this proposal would be implemented and hiw well it will integrate with the current traffic lights as the existing ones often fail and are never in sync so this addition could make problems even worse

(o9) Local resident, (Sutton Courtenay, Spring Field Way)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **Support** Shared-use path – **Partially support/concerns** This is great, and much needed. I cycle everyday 4 times a day through this junction with my toddler on the bike seat and this is NOT a pleasant experience right now. A safer crossing for cyclists and pedestrians will encourage more families to walk/ cycle, ease the congestion on top of simply being much safer for everyone. My 'concern' is only on the 'way back' how to re-enter tollgate road coming from europa school as a cyclist?- the proposal is great coming from tollgate road to cross a415 and go on the shared cycling/ walking along A415 towards europa school, great from europa to cross from the shared cycling/ walking, but as a cyclist once you crossed a415 you still have to go from the proposed sparrow crossing and wider shared use path landing back to tollgate road main. Not clear in the proposal how safe this would be - is there any crossing planned there as well? otherwise it will be another guess work with traffic coming from multiple directions.
(o10) Local resident, (Sutton Courtenay, Chapel Lane)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **Support** Shared-use path – **Partially support/concerns** I welcome the project, it will be extremely beneficial for the community. I would also like to draw attention to the current light that do not detect cyclists when joining from tollgate road. Could the new light detect cyclists as it is still a cyclist right to cycle on the main road. Thank you for your commitment to improve alternative transport in the area
(o11) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Partially support/concerns** Shared-use path – **Partially support/concerns** We walk our young children to the Europa school from Culham village every day and I also cycle from Culham village to the station a few times a week. I am broadly supportive, but am concerned by the limited extent of the changes. For example, older children walking or cycling to school will still have a very narrow pavement up much of Tollgate Road and after the Thame lane entrance. I have seen many near misses as there isn't space for the pedestrians and cyclists and they are very close to heavy traffic.

	In relation to the turning into Thame lane, this is a traffic pressure point and often very dangerous due cyclists and pedestrians. It will be important that there is a space for a car between the new crossing and the main road going both ways. It is also important to make it clear to cars etc that pedestrians and cyclists have priority
(o12) Local resident, (Sutton Courtenay, Warbler View)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Partially support/concerns** The junction is heavily used by those attending Europa School and this use is only likely to increase. A significant number of families move to Culham and Sutton Courtenay for the Europa school. The side road entry treatment to Thame Lane is good and could work well if set slightly back from the A415. The Sparrow Crossing is much needed but needs to be properly integrated with the existing junction lights and not as a separate crossing a short distance from the junction. The shared use path on Tollgate Road is a concern. Tollgate Road is very busy during peak periods when pupils are heading to and leaving Europa. The footpath after the proposed shared use section is quite narrow and not suitable for cyclists and pedestrians to share. What are cyclists heading south supposed to do after they reach the end of the shared use section? Dismounting and walking is not a viable option as we know from typical behaviours that this is very unlikely to happen. Crossing onto Tollgate Road is difficult and dangerous due to the extent of traffic at peak times. A far better option would be to create a dedicated cycle route into and through the recreation ground down to The Glebe in Culham. This would be much safer and there is sufficient room in the recreation ground to have a dedicated cycle route.
(o13) Local resident, (Sutton Courtenay, Warbler View)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Partially support/concerns** The footpath on Tollgate road after the proposed shared use section is quite narrow and not suitable for cyclists and pedestrians to share. What are cyclists heading south supposed to do after they reach the end of the shared use section? Dismounting and walking is very unlikely to happen. Crossing onto Tollgate Road is difficult and dangerous. A far better option would be to create a dedicated cycle route into and through the recreation ground down to The Glebe in Culham.

(o14) Member of public, (Berinsfield, Evenlode)	Sparrow crossing – **No objection/No opinion** Side Road Entry Treatment – **Support** Shared-use path – **Support** Safer and better for all!
(o15) Local resident, (Abingdon, Preston Road)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **No objection/No opinion** Shared-use path – **Support** The information provided is inconsistent. The text description says that the new Sparrow crossing will be 15m west of the existing junction, while the map in the attached document indicates it will be part of the existing crossing. It is pointless having a consultation when no-one can know what the proposal actually is. Aside from the poor presentation, there is no indication of what the point of this actually is. There is no cycle path anywhere in this area. The A415 has a narrow and dangerous pavement which is not suitable for cycling, while Tollgate Road has nothing. An improved junction and a few metres of wider path is useless if it does not connect to anything else. While this proposal might be a minor improvement for the tiny amount of pesestrian traffic in the area, it is completely useless for cyclists.
(o16) Member of public, (Culham/Abingdon, Culham campus)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **Support** Shared-use path – **Support** If I came from Suttton Courtenay turning right at the traffic lights, I would stay on the road and use the dropped kerb to join the cycle path, unless the traffic lights at the sparrow crossing are turning green in time with the rest of the traffic. I would not leave the road, for then to wait for the light to turn green if I could have stayed on the road. However, it makes it easier for cyclists coming from the east turning south
(o17) Local resident, (Abingdon, King Street)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	Considering that t-junction is already very busy, I'm worried the 15 meter away sparrow lights will add to the traffic congestion. Have the following options been explored? 1. Integrated pedestrian phase at the main junction 2. Toucan crossings at the stop line 3. Parallel crossings during vehicle green 4. Raised crossings further away (more than 30–40m) 5. Full junction redesign (protected cycle intersection model like in Netherlands)
(o18) Local resident, (Sutton Courtenay, Barrett's Way)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **Support** Shared-use path – **Support** The crossing would benefit from wider foot/cycle path on the north side of the A415.
(o19) Local resident, (Culham Abingdon, Tollgate Road)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **Support** Shared-use path – **Support** When cyclist have crossed the " Sparrow crossing" heading south on the Tollgate road do the plans allow for dropped curbs so that cyclist have the means to enter and exit the Tollgate road. There are many child carrier e-bikes that are larger than normal sized bikes and my concern is they do not have the means to enter and exit Tollgate road it will encourage them to use the footpath that is is not wide enough for everyone to use.
(o20) Local resident, (Abingdon, Bath Street)	Sparrow crossing – **Partially support/concerns** Side Road Entry Treatment – **Support** Shared-use path – **Support** The proposal is a great improvement on the current situation for both cyclists and pedestrians, both for those travelling from Abingdon along the A415 and from Sutton Courtenay/Culham along Tollgate Road. I currently travel with my children on a cargo bike to Europa School every school day from Abingdon and I particularly

	welcome the widened shared path between Tollgate Road and Thame Lane, where I have witnessed parents fall into the carriageway on three occasions at school drop-off time. The risk at present is a combination of a narrow path and the difficulty of navigating the curves into Thame Lane to reach the existing crossing when there are many pedestrians with small children as well as cyclists on cargo bikes or with trailers. This difficulty is exacerbated by the many drivers who block the exit from Thame Lane, leading to a queue of cyclists and pedestrians at this point at school start and finish times. I therefore also particularly welcome that the proposed Thame Lane entry treatment eliminates these curves and it is critical that the final design for this junction retains the straight route depicted in the drawings in this consultation. I note that this is different from the drawings shown in P24/S1759/O, which I think would be much less safe. I also cycle (less often) from Europa School down Tollgate Road and return in the evening. In this case, it is not clear how the crossing should be used by cyclists travelling southbound, as the sparrow crossing will bring them to the wrong side of Tollgate Road. It is a definite improvement for northbound cyclists and for pedestrians in both directions. I also wish to request that the shared use path at the north end of the sparrow crossing be further widened over a short length so that pedestrians and cyclists waiting to cross do not block the path of those going to/from Abingdon.
(o21) Local resident, (Abingdon, Berry Croft)	Sparrow crossing – **Support** Side Road Entry Treatment – **No objection/No opinion** Shared-use path – **Support** I am supporting the proposals because a safe, continuous shared-use foot and cycle path between Culham and Abingdon is urgently needed. The Europa School in Culham has more than a thousand students, yet many families do not feel safe allowing their children to cycle due to the current lack of protected infrastructure. As a result, school-time traffic has become extremely heavy, with long queues and congestion caused by parents who would otherwise prefer active travel if it were safer. A dedicated path and a Sparrow crossing would make a significant difference by giving pupils, staff, and local residents a safe and reliable alternative to driving. This would reduce traffic pressure at peak times, improve safety for all road users, and support healthier, more sustainable travel habits. The proposals are a practical and much-needed step toward making the route accessible for everyone, especially young people who should be able to travel to school without unnecessary risk.

(o22) Local resident, (Sutton Courtenay, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Partially support/concerns** Shared-use path – **Support** Safe pedestrian access from Culham village towards Europa school is desperately needed to enable local young families to walk and cycle to school. The current lack of pedestrian access from the village to it's local state school is not acceptable and I fully support the need for this to be reviewed and improved. Currently this is a dangerous and unpleasant route to walk or cycle with small children, due to the lack of continuous pavements, the speed of cars travelling on the a415, and the absence of safe crossings. I strongly support the need for all of these improvements, particularly a pedestrian crossing on the A415 Abingdon Road, Culham. A safe crossing on the A415 Abingdon Road/Thame Lane junction is also required. I am however unsure if Side Road Entry Treatment is the best solution here. A proper pedestrian crossing, like to zebra crossing would feel like a more safe solution. Continuation of the pavement down Thame lane would also enable pedestrians safer access to the school.
(o23) Local Cllr, (Culham, Culham)	Sparrow crossing – **Support** Side Road Entry Treatment – **Partially support/concerns** Shared-use path – **Support** desperate need for this to ensure children can get to school safely travelling actively. Need to clear the footpath in the south side of the A415 from Tollgate to The Burycroft too - there is a footway here but overgrown and falling apart, can this be part of the plans please? I will try and attach a map t show where. ALso I am slightly concerned about the changes to Thame Lane - there are many cars and coaches trying to turn into this morning and afternoon - will it be clear to these that the new access for people and bikes gives them priority? SO new signage/rpad markings etc on A415?
(o24) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	This is sorely needed - any improvement is welcome though the widening of the footpath needs to extend further to Abingdon and Thame Lane needs further improvement.
(o25) Local resident, (Sutton Courtenay, Amey Close)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** These changes will be a very great benefit to Culham residents, safely joining the Tollgate Road/High Street areas of the village with the Thame Lane part, as well as for all staff and students of the neighbouring Europa School.
(o26) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** This proposal, long awaited, will allow a safe crossing for pedestrians, cyclists and those with pushchairs /wheelchairs/ assistance scooters. Currently all are in peril at the existing lights. Further, Europa school on the 415 would welcome walk to school accessibility, currently much hampered by the existing crossing.
(o27) Member of public, (Oxford, Bullingdon Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** These proposals are aligned to the county policy to achieve vision zero and make it safer for children to independently cycle and walk to school.
(o28) Local resident, (Abingdon, Mill Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	The crossing is a critical for students at the Europa School UK. I express my strong support for the proposed Sparrow Crossing on the A415 Abingdon Road, Culham. I urge the Council to proceed with this proposal as a priority to prevent further accidents and fulfill its commitment to safe, sustainable transport.
(o29) Local resident, (Culham, Tollgate Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** The proposed changes would greatly improve the safety of pedestrians and cyclists, especially children going to school while limiting the impact on the general traffic.
(o30) Local resident, (Abingdon, Abbott Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Anything to make cycle travel and pedestrian access around the school I would support. Oldest two children cycle to school.
(o31) Local resident, (Sutton Courtenay, The Green)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I strongly support these plans as we cycle kids to the Europa school from Sutton Courtenay and this is such a dangerous junction. The pavement can get very conjested at key times with commuters to the Culham science park too so more space for pedestrians and cyclists to share this path would be ideal.
(o32) Local resident, (Sutton Courtenay, Hawthorns)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	Both junctions are very dangerous and I've had several near misses there with my children. Positive to address these and the measures suggested are helpful.
(o33) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Fully support the proposals to make walking and cycling safer, particularly as it is a busy route to school.
(o34) Member of public, (Radley, Hither Wore)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Cycling along there five days a week for school drop off and pick up, current situation is very unsafe for pedestrians and cyclists so any improvements are very welcome.
(o35) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** As a parent who walks this section every day with two kids and has seen numerous near misses and an actual collision between car & child cyclist, I wholeheartedly support the crossing and widened path (ideally widening it right across to the Europa school pedestrian/cycle entrance). The SRET on Thame Lane is better than nothing but ideally I'd like to see more done given the quantity of traffic and pedestrians using it every day, and the large queues that now form on the A415 when the school car park is full in the afternoon.
(o36) Local resident, (Sutton Courtenay, Appleford Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	This is an incredibly dangerous route to Europa school for my children by bike and the traffic is awful so all measures to calm traffic and help pedestrians and cyclists and keep them safe welcome
(o37) Local resident, (Abingdon, Mons Way)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Currently it is a heavily used and very risky crossing which causes a huge amount of traffic
(o38) Local resident, (Sutton Courtenay, Lady Place)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** This safe crossing is long overdue, it is currently impossible to let young children walk and cross the road to Europa school by themselves.
(o39) Local resident, (Culham, Thame Lane)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I live on Thame Lane and see every day the risks posed to pedestrians and cyclists crossing the A415. I have to cross the road to get to the bus stop on the A415 opposite main Europa entrance, and also with my children to walk to the playground in Culham. All children - and adults - crossing the road are at risk on every crossing. I also see traffic entering Thame Lane at 30 mph and continuing at that pace down Thame Lane, where there are no footpaths and children walking to school every day. Some of them are as young as 3. It is extraordinary that it has been so risky for so long, but I believe this is the Council's chance to save a life. If it is not taken now, there will be a devastating reckoning later on.
(o40) Local resident, (Culham, Thame Lane)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support**

	Shared-use path – **Support** I strongly support urgent safety improvements at this crossing. As a nearby resident and parent, I regularly cross here with young children, including using a pram. We have experienced multiple personal near misses with vehicles turning through the junction while crossing to the playground. The current layout creates confusion over pedestrian priority and allows vehicle movements that directly conflict with pedestrians. With a school and playground nearby, this junction is used daily by families and children. Visibility is limited, priority is unclear, and the turning movements make it a known hazardous point. Given the recognised risk at this location, failing to act leaves the council exposed to responsibility when, not if, a child is seriously injured. Safer crossing measures that clearly prioritise pedestrians are urgently needed.
(o41) Member of public, (Kennington, River View)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** There is demand for better cycle infrastructure to reach both Europa school and Culham Campus. Enabling this would help people's health and reduce congestion. This crossing is part of that, but fully safe and attractive routes are needed from Oxford, Abingdon and Didcot which are all in a cyclable distance
(o42) Local resident, (Culham, The Glebe)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I walk from Culham Village to Europa school with two primary-age children every day. My husband has to collect them after work. Currently it would be too dangerous to allow them to walk the 0.5 miles alone. The A415 and Thame Lane are both difficult to cross. The shared path is too narrow. We saw a mum and young girl fall off their tandem bike while trying to avoid pedestrians just a couple of weeks ago - luckily neither were hurt. As it stands I couldn’t imagine letting the kids walk alone until at least secondary age. But with these measures they could begin to develop their independence and walk there alone. Our neighbours 2 doors up routinely drive to school

	(adding to the considerable traffic congestion) because the mum considers it dangerous to walk, even accompanied. These measures are sorely needed to help encourage active transport to school, lessening reliance on cars, encouraging healthy lifestyles, reducing environmental impact and freeing up parents to let their older children take themselves to and from school. The school drop-off/pick-up traffic routinely backs up onto the A415. I think that any work needed for these improvements would be far less disruptive than the routine disruption that occurs daily now. And it would be so good to see these developments now, rather than them waiting until a serious accident occurs. Please go ahead with these plans as soon as possible, thank you.
(o43) Local resident, (Sutton Courtenay, Chapel Lane)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** My children attend Europa school and I cycle there with them daily from Sutton Courtenay. This pedestrian crossing and cycle path is vitally needed to improve safety at the crossing - which is dangerous at present - and enable children to more safely get to school independently. It would also help to reduce car traffic and pollution in the area.
(o44) Local resident, (Radley, Baker Crescent)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I go through this area everyday either by bike or by car and find that the infrastructure is very poor to support cyclists, especially schoolchildren attending Europa school. These works have been badly needed for years.
(o45) Member of public, (Radley, Baker Crescent)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Safety! It's about time something is done about it

(o46) Local resident, (Culham Village, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Highly appreciated, as the way to school is much too dangerous for the kids right now!! Much much appreciated if that changes soon!
(o47) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I'm strongly supporting these development proposals as I see dangerous situations in rush hour traffic on a regular basis involving kids on their way from home to Europa school and vice versa. I live in High St in Culham with three children under 7 years in my household and these developments would considerably improve safety on their way to school! In particular the situation when crossing the major 30/40mph road will be profiting from a proper pedestrian crossing. Thank you for considering this.
(o48) Member of public, (Sutton Courtenay, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** kids need a safe passage to go to school. currently there is always a road with traffic. kids have to juggle to cross the road safely.
(o49) Local resident, (Sutton Courtenay, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Live on Sutton Courtenay side. Children go to Europa. Traffic is terrible but it's unsafe to cycle to school due to the lack of crossing or sufficiently wide paths/cycle route

(o50) Member of public, (Oxford, East Avenue)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** The crossing provision in particular is needed for children crossing to and from school. More would travel by bike if it were safer, which would alleviate the traffic arising from parents dropping children safely to school.
(o51) Member of public, (Steventon, Estate Cottages)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** The proposals will address the significant dangers that members of the public, local residents and school children are put under when trying to cross this horrific road. Fully support the proposals.
(o52) Local resident, (Abingdon, Radley Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Our children attend the school, and the current lack of provision for safely crossing nearby roads as pedestrians or cyclists needs to be improved to improve safety.
(o53) Local resident, (Abingdon, Hadland Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Daily commute with a child on Abingdon Road is becoming a safety issue. The cycle path is full of dangerous potholes, and the crossing the road during school pick up times is not easy. This infrastructure needs urgent attention before an accident occurs. I would really value a change.

(o54) Member of public, (Harwell, Chequers End)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** The current system is incredibly dangerous. Children try to walk to school where there is no safe place to cross. They then have to share a tiny pavement with cyclists and the overgrown hedge.
(o55) Local resident, (Abingdon, Summerfields)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** We cycle our child to school at Europa each day, the current infrastructure is so poor and unsafe. We only hope it leads to more improvements along the whole length of the A415
(o56) Local resident, (Sutton Courtney, Brad Stocks Way)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** They areany kids crossing Abingdon road and Thame lane, on good and on bikes. At busy times it becomes quite dangerous. I saw a few near misses there.
(o57) Local resident, (Sutton Courtenay, Skylark Fields)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I am writing as a local resident and as a parent of children who attend Europa School. I strongly support the proposed crossing and traffic-calming measures on the A415 at Culham. Safety on this stretch of road is a serious and long-standing concern for families. The A415 currently acts as a fast, high-volume barrier between homes, the school, Culham Science Centre and surrounding communities. Many children live within walking or cycling distance of the school, yet the lack of a safe crossing means most are

	driven instead. This increases congestion, worsens air quality around the school, and undermines efforts to promote healthy, independent travel for young people. There is clear evidence locally that the current situation is unsafe. Parents and staff have raised repeated concerns. This infrastructure is especially important given planned growth in the area and the school's role as a major local destination. Without safe crossing facilities, the A415 will continue to function as a barrier that forces short car journeys and exposes children to unnecessary danger. As a parent, I want my children to be able to travel to school safely and independently. At present, that is not possible. These measures are practical, proportionate and urgently needed to protect young people and support sustainable travel. For these reasons, I fully support the proposed A415 crossing and traffic-calming scheme and encourage the council to deliver it as soon as possible.
(o58) Local resident, (Sutton Courtenay, Tullis Close)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I am very supportive of this proposal. I have been leaving in the area for more than 10 yrs and the traffic density has been growing exponentially while the road infrastructures has remained static and therefore became obsolete to cop with the new pedestrians and vehicles uses. Circulating in the area subject of upgrade in this proposal is currently extremely dangerous, and particularly during winter when the light ours are shorter. Luck of safety crossing for pedestrian, limited visibility at dark hours, limited flow control for the scale of busy circulation in a school area is making the area extremely unsafe. An upgrade to current layout is definitely a must to happen.
(o59) Local resident, (Oxford, Townsend Square)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	I fully support all these desperately needed measures! This is not a safe area for pedestrians or cyclists. Please also add signs to remind drivers coming from all directions to give way at the Side Road Entry. Overall, we need a wider path on the entire road from Culham to Abingdon. This walking and cycling road is not fit for purpose. The path from Abingdon is far too narrow for the demand and mixed-use transport. The path is too dangerous with a drop into traffic or onto rusty spiked railings. I hope these measures near Europa school are the start of a wider improvement of this key route.
(o60) Local resident, (Sutton Courtenay, Appleford Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** It will make the journey to school safer for my children and allow us to walk/cycle rather than drive.
(o61) Local resident, (Radley, Buckle Place)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Support proposals to provide a safe well lit pedestrian and cycle crossing with traffic lights on this busy road.
(o62) Member of public, (Abingdon, Swinburne Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I cycle to Europa School every day from Abingdon with three children, two in a cargo bike (tricycle) and one on their own bike. The path feels extremely unsafe all the way, this improvement is overdue and a very welcome sign that we as parents finally feel like some one is listening to our road safety concerns. I hope this positive start to the route will now make way for further improvement all the way into Abingdon! A school sign and 20mph speed limit sign with flashing lights should also be put in place.

(o63) Member of public, (Abingdon, Thame Lane)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I have worked at Europa for years and it has always shocked me to see children who have to dart and run at this junction, hoping that the cars will stop, not quite knowing the colour of the lights. They use them at the busiest time and it feels like they have to play with their lives every time. It should have been done decades ago. The school is still growing and has more than 1200 students, a great number of staff and parents coming to pick up. Please keep everyone safe and put the light the junction needs!
(o64) Local resident, (Abingdon, West Saint Helen Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I know the two junctions (the junction for the sparrow crossing and the junction for the traffic calming measure) well, and I fully support the suggested measures. The Tollgate/A415 junction is very pedestrian-unfriendly as it stands. The island for the lights on the eastern side barely has space for one person, let alone several, the lights are timed such that it's a lottery for parents to cross there with their children, so the sparrow crossing on the western side (tied in with the mixed use path) to make crossing safer is a vast improvement. Please implement. The Thames Lane/A415 junction side entry treatment will make the path easier to use by bicycle and stroller (for parents walking to Europa School). So again, please implement!
(o65) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** So many near misses walking the children from high street to Europa school. Cycling on the road not particularly safe and the paths are not wide enough to pass with child trailers and pedestrians with current set up. Would love a crossing at tollgate t junction and zebra crossing at entry to Thame lane. Would also love increasing width of entire path from Abingdon to Culham science park, with barrier to protect from road.

(o66) Local resident, (Abingdon, King Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** those updates are needed due to the amount of children crossing those roads to go to school
(o67) Local resident, (Culham, The Glebe)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I make this walk from our house in Culham to Europa school every day twice a day with my 4 year old, we started doing it since she was 3. It is so dangerous and stressful. These works are extremely needed particularly by all of us road users, who are families with small children (consider not only those of school age but also those in preschool and the little siblings of those attending). Having a proper crossing at the traffic light is essential. But also I am very happy to see the proposal includes the widening of the path so bicycles and pedestrians can have enough space. This is a challenge for us currently every day with cyclist going to work at speed, and a small child who struggles, as most do, to walk on a straight line, and is yet not developmentally able to concentrate and remain focused on not being hit or getting in the way of the bikes. I also fear for the cyclists that could be pushed out on the road when trying to avoid crashing with a child. So having a cycle lane and a walking lane clearly demarcated would help a lot.
(o68) Local resident, (Sutton Courtenay, Lady Place)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Walk my kid to school and it's dangerous to cross both roads, when driving several accidents can happen in thane lane without a cross
(o69) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	Safe access from Culham to Europa School is very important
(o70) Member of public, (Henley, Luker Avenue)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Will make it safer for cyclists and pedestrians
(o71) Local resident, (Sutton Courtenay, The Hawthorns)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** As someone with 3 young children at Europa school who lives in Sutton Courtenay I strongly support these improvements. They are long overdue for the safety of children getting to and from the Europa school, and will encourage more walking and cycling alleviating some of the pressures on traffic. The sparrow crossing is a suitable idea here, particularly as it can get very busy with a mix of cargo bikes, bikes with trailers, pushchairs and young children cycling and walking. The plans are lacking in detail so it is difficult to understand how the 3 m width will be achieved, but again this is much needed and very welcome, as the path is too narrow to accommodate both bikes (including cargo bikes and trailers) and pedestrians. Similarly it would be good to understand the exact alignment for the side road entry treatment. It appears to allow cyclists to continue straight, and not have to navigate 90 degree turns as they currently do, which I believe is the correct approach. Currently the sharp turn is difficult for cargo bikes and means poor pedestrian visibility. As well as the very welcome proposed changes this area should be converted to a 20 mph zone, extending to the East pedestrian and cycle entrance to the school. It is extraordinary that it is not already, given some other areas that have benefited from 20 mph zones such as the Cricket Club in Abingdon. This entire length should also be given yellow school zone lines, and the white lines denoting the cycle lane reinstated. Unfortunately a very small minority of parents choose to stop in the cycle lane (!) to drop-off children.

(o72) Local resident, (Culham, Thame Lane)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Current crossing is extremely dangerous. Drivers do not respect the speed limits nor even the traffic lights (as witnessed regularly including 2 accidents).
(o73) Local resident, (Abingdon, Fitzharry's Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** A large number of parents and children who attend Europa School arrive from Culham/Sutton Courtenay and there has been a need for a crossing on the Abingdon Road for years. At present, it is dangerous and children are at real risk in trying to get to school. It encourages car use, which makes the Thame lane situation even worse. I therefore support the crossing and cycle path around Tollgate Road. As a parent of children at Europa School arriving by car (from Abingdon), I also support the side road entry treatment at Thame Lane. During term time this junction is a nightmare, causing a backlog onto Thame Lane and causing traffic jams on the Abingdon Road. Additionally, people who are trying to drive through to other destinations along the Abingdon Road can become frustrated with the Thame Lane blockage. I have experienced aggression from drivers who are frustrated with the informal system among parents of slowing down to let people out and into Thame Lane before turning in themselves. I understand their frustration but it is an unfortunate necessity, otherwise there really would be little movement. I support any plan to ease the poor traffic situation and provide better cycle path access along the Abingdon road and towards the school and science centre.
(o74) Member of public, (Oxford, Weyland Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	This is long overdue and the current walking and cycling provision in the area is entirely inadequate, especially with the high level of use it receives by schoolchildren and users of culham campus
(o75) Local resident, (Harwell, Reading Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Active travel improvements very much needed here
(o76) Member of public, (Abingdon, Saxton Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** This is well overdue. Access to the school has been unnecessarily chaotic for decades. It might be worthwhile considering going even further than this proposal. How about peak time parking restrictions in Thame Lane? How about turning the A415/Thame Lane junction into a roundabout?
(o77) Member of public, (Oxford, Marston Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** My friends work and have children at the school in Culham and I think this would be a good idea for safety.
(o78) Local resident, (Sutton Courtenay, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** As a parent of three children at Europa school, one of whom cycles every day from Sutton Courtenay, I support this as it increases their safety.

(o79) Local resident, (Culham, Thame Lane)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** We have had significant safety concerns for some time as this is a particularly dangerous place to cross for cyclists and pedestrians. We fully support this safety feature.
(o80) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** 1) These are sensible ideas. 2) It is not clear what is the best route for cyclists wanting to turn South into Tollgate Road. The new sparrow crossing will leave them on the wrong side of Tollgate Road, so they may be better off using the existing crossing outside the old Wagon and Horses. It would be good if that crossing was in synch with the new sparrow crossing, so a cyclist could press a button there and cross safely. 3) If you really want to improve cycling around Culham you really do need to extend the cycle route along the A415 as far as Abingdon, not stopping at the Burycroft. I get abused by drivers if I cycle along the road and pedestrians if I cycle on the footpath.
(o81) Local resident, (Abingdon, Larkhill Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I regularly cycle between Abingdon and Culham, this crossing is in dire need of improvements, I've witnessed several near misses here.
(o82) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	We support all aspects of this proposal, which will improve people's journeys be walking, wheeling or cycling between Abingdon, Culham Village, Europa School and Culham Campus, making them easier and safer. We have a few detailed comments: While we support a Sparrow crossing, we find the choice of a Sparrow rather than a Toucan surprising. A Sparrow separates walking and cycling, which is a good thing, but it is inconsistent with the rest of the route, and there are no future plans to separate them. So we would suggest a wide Toucan for coherence, economy and familiarity here. For the SRET, the steepness of the ramps is vital to reducing the speed on turning vehicles. 1:15 is not very steep and we would like to see this at 1:12 or steeper. The SRET could be set back (it is difficult to judge from the plan provided). A set back of 5 metres would allow one car to wait without blocking the crossing. We would support this if it was achieved without requiring sharp turns in the cycle route. (As per LTN 1/20, 4m would be the minimum acceptable radius). The cycling entrance to the school is not on Thame Lane, but further west. It is not clear if the widening to 3.0m will include this. It should. 3.0m is the minimum width for a shared use path for up to 300 cyclists and 300 pedestrians in an hour. Peak flows near the school may exceed this, and while we will not suggest expensive changes to the carriageway, any opportunity to provide a wider path should be taken. However, the path should have a buffer to the road of at least 0.5m to provide perception of separation and safety. (We presume you are familiar with the plans proposed by Culham No.1 site in their planning application, reviewed by Active Travel England and updated in response). See: P24/S1759/O - Document '2025-10-20 Additional Information – Active Travel / Active Travel England.pdf and 2025-12-18 Additional information/Response to ATE)
(o83) Local resident, (Culham, High Street Culham)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I strongly support the proposal. It's a very busy junction with lots of school children and parents on bikes. Definitely needed before there is a tragic accident!

(o84) Local resident, (Abingdon, Daisy Bank)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** My children go to Europa and I would like anyone trying to access the school to be able to do so safely. Further consideration does need to be given to all the vehicles parked on Thame Lane, which not only cause serious congestion, but also obstruct visibility and create more danger for all the users of the space at potentially stressful times (school drop-off and pick-up).
(o85) Member of public, (Abingdon, Eason Drive)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** As a parent, using this route twice a day to commute my kids from and to school, I fully support this plan. We need to do more to calm down the traffic, ideally even having a roundabout or traffic light system at the entrance of Thame Lane to further make the school trip safer.
(o86) Local resident, (Culham, Abingdon Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I support the sparrow crossing because of the large number of children, including my grandchildren, who regularly cross the A415 at this point. Currently, there are always vehicles with priority from some direction so pedestrians have to take their chances with vehicles. As a cyclist I support the side road calming at Thame Lane, which I hope will give priority to cyclists on the A415 cycle path. I also support the shared use path on Tollgate Road to facilitate cyclists transit from Thame lane to the A415 cycle path, particularly when turning left.

(o87) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Will be fantastic for my kids going to school
(o88) Local resident, (Abingdon, Townsend)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** The current layout is hazardous to pedestrians and cyclists alike to the extent of being practically unusable for safety reasons. I am in support of any measures that will enable safer use of the road and pavement for pedestrians and cyclists and that will potentially reduce the number of cars on the road, both for safety, practical and environmental reasons
(o89) Local resident, (Sutton Courtenay, The Hawthorns)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** These changes couldn't come soon enough. A safe crossing has been needed here for many years, and this proposal represents what the local residents desperately need to ensure they can safely cross this busy main road, both by foot and by bicycle.
(o90) Local resident, (Sutton Courtenay, Bank Note Place)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Cyclists crossing from the north side of the A415 and continuting onto Tollgate Road will have a short section of shared use path, and will then have to cross over a lane of traffic to rejoin the road to continue heading south. Many cyclists will continue on the pavement, as they do at the moment. Has the option to make the pavement shared use all the way along Tollgate Road been considered? Tollgate Road (and pavement) are heavily used by

	cyclists, especially taking children to/from Europa School, so an improvement of conditions for cyclists along the whole of the road would be extremely welcome.
(o91) Local resident, (Sutton Courtenay, Bank Note Place)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I welcome these proposals and hope the work gets underway as soon as possible since the current crossing is not safe. It would be good to consider the possibility of making the whole pavement along Tollgate Road a shared cycle/footpath since cyclists crossing over from the north side of the A415 and continuing south onto Tollgate Road will have to move from the short section of shared use path onto the road by crossing a lane of traffic. It would seem safer to extend the shared use path until Culham Bridge if possible. At the moment the pavement and road are already heavily used by cyclists, especially during school runs.
(o92) Local resident, (Abingdon, Saxton Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** These parts of the route to Europa school are particularly hazardous and need updating for safety. The Thame lane entrance crossing needs to be narrowed to encourage turning cars to slow down. There's very little detail about the possibilities for widening the shared use path between Tollgate and Thame Lane, but I would urge widening it as far as possible. It's already dangerously overfull at school run times and if the improved crossing allows more people to walk and cycle (as I hope it does), the chances of children being knocked into the carriageway is only going to increase.
(o93) Local resident, (Culham, Tollgate road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	I strongly support the proposals as the current footpath/cycle and crossing arrangements for Tollgate road, the A415 and Thame lane are dangerous for pedestrians and cyclists and likely to lead to accidents with vehicles. I personally feel unsafe either walking or cycling with my children to the Europa school from our property on Tollgate road. The proposals will significantly improve both actual and perceived safety for pedestrians and cyclists, and are urgently required. Many thanks.
(o94) Local resident, (Appleford, School Lane)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Regularly cycle this way (to school) and know that the junction would benefit from these improvements. Thank you
(o95) Local resident, (Culham, Off Culham High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Very busy crossing for pedestrians and cyclists at peak traffic times. Junction into Thame lane gets very congested causing traffic tailbacks on A415. Improvements urgently needed as traffic is likely to increase in future due to several planned developments.
(o96) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** Parents and residents of Culham, and the Parish Council, have long been requesting such a crossing to make it safe for children, parents and grandparents to walk or cycle from the village to the Europa School.
(o97) Local resident, (Sutton Courtenay, Asquith Park)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	This is a much needed improvement to road safety. The council might also consider better way of facilitating vehicles in and out of Thame Lane during school drop off and pick up, as it is a dangerous junction where there is lots of traffic coming through in all directions.
(o98) Local resident, (Abingdon, Swinburne Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** We live in Abingdon and commute by bike to nursery in Culham village and Europa school every weekday during term time.
(o99) Local resident, (Culham, The Glebe)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I am a resident of Culham and my family travel to the Europa school every day. The traffic control at the top of tollgate road is dangerous and hard to navigate especially for children. Anything to help especially in light of the expected additional traffic the new housing development will cause is welcomed.
(o100) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** We walk our child to Europa school from the village and have to cross a dangerous road and share a too narrow path with cyclists. This will make the route so much safer. This will also allow older children some independence in getting to school by themselves. In addition I would like to see the 30 mph zone (coming from Abingdon) start further away from the traffic lights. Currently, vehicles slow for the red light and don't necessarily notice they need to slow to 30mph anyway. I also feel the 30mph zone (coming from Clifton Hampden) should start further from the school as it is currently very close to the school's bike and pedestrian entrance. This means some vehicles are travelling at close to 60mph

	past the school. A barrier on the pavement at this entrance (such as the one at Culham village nursery) and signage that the road is passing a school would also help to help pupils safe.
(o101) Local Cllr, (Culham, Abingdon Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** This is a very dangerous crossing, with lots of traffic and little markings at the moment. It is in the school route from local kids to their local school and there is no safe crossing for a pedestrian. As part of the works, it would also help to clean the pedestrian route on the South side of the A415, which has been abandoned for decades, to allow children that live in the houses by the A415 reach this new sparrow crossing. Additional traffic calming solutions should also be considered in the future as Culham is growing towards its station and this bit of the road will be left embedded in the village.
(o102) Member of public, (Abingdon, Farriers Mews)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** I believe it will help with traffic in the area and safety of the ESUK pupils.
(o103) Member of public, (Abingdon, Gibson Close)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** These proposals will make it easier and safer to walk and cycle in the area, and will hopefully encourage more active travel to local workplaces and schools. I hope that it won't be too long until we get a safe cycling route along the A415 from Abingdon to Culham and beyond

(o104) Local group/organisation, (Culham, Thame Lane)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** The Europa School Governing Body strongly supports the proposed 'Culham Crossing' improvements. Our school community includes over 1,000 pupils, many of whom travel to and from the school via this junction on a daily basis. In recent years we have seen a welcome and increasing number of families, students and staff choosing to walk or cycle rather than drive. While this shift supports healthier lifestyles and reduces congestion and emissions around the school, it also places greater importance on ensuring that local infrastructure is safe and suitable for all road users, particularly children. The proposed changes would provide clearer, safer crossing opportunities and improved pavement space, which are essential, particularly during the busy school drop-off and pick-up periods. Wider footpaths and dropped curbs would help reduce crowding and allow families with younger children, pushchairs, scooters, and bicycles to move more safely. The changes would also improve driver - and bus - awareness of pedestrians and cyclists in the area. We believe these improvements would significantly enhance safety for all users of the junction - pedestrians, cyclists, and motorists alike - while supporting the continued growth of active travel within our school community. This aligns with wider public health, safety, and environmental objectives and will help ensure that children can travel to and from school as safely as possible. We further encourage similar improvements along surrounding routes used by pupils, staff and their families; onwards into Abingdon, Sutton Courtenay, Drayton and Appleford. Creating a connected network of safe crossings, wider footways, and cycle-friendly infrastructure will be essential to enable safe and accessible journeys to school from across the wider community. For these reasons, the Governing Body strongly supports the proposals and encourages their implementation, alongside continued efforts to improve wider safety and connectivity.
(o105) Local group/organisation, (Culham, Thame Lane)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support**

	Improving the A415 Abingdon Road crossing is necessary for local residents and all Europa School pupils and employees that daily commute to/form school on foot or by bicycle. Hopefully a safer crossing will allow more people to opt for more sustainable mode of transport, as the crossing is currently hard to navigate for cyclist and pedestrians.
(o106) Local resident, (Abingdon, Bath Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** My children cycle to Europa school from Abingdon and a safer crossing is badly needed.
(o107) Member of public, (Abingdon, Harding Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** There is currently no safe way to cross the A415 as a pedestrian or cyclist so I am happy it is being addressed. Current footpaths/shared cycle paths in this area (both included and those not within scope of this proposal) are not wide enough for two way pedestrian and cyclist traffic. The poor quality surface also makes it difficult to share the path and I hope this will also be addressed where it falls in scope of these plans. The paths are very busy at school drop off and pick up times, drivers turning in and out of Thame lane do not always allow for pedestrians and cyclists, and I think the heavy traffic and queuing causes drivers to act a little recklessly at times.
(o108) Local resident, (Abingdon., Harding Road)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **Support** As a parent who cycles their children to school this infrastructure would positively encourage more residents to do the same greatly reducing traffic in the local area whilst increasing the safety of making this journey.

(o109) Local resident, (Culham, High Street)	Sparrow crossing – **Support** Side Road Entry Treatment – **No objection/No opinion** Shared-use path – **No objection/No opinion** The current crossing is extremely dangerous, especially at peak school hours and has needed upgrading for several years. Motorists still travel above the 30/40mph limits on a regular bases. One slight concern that I haven't seen addressed is that at peak times the traffic already tails back from the Culham bridges to the current crossing causing significant congestion. What impact will a new crossing have in this congestion ?
(o110) Local resident, (Abingdon, Lee Avenue)	Sparrow crossing – **Support** Side Road Entry Treatment – **Support** Shared-use path – **No objection/No opinion** There is a local school (primary and secondary) whose pupils cross the road every day with unsafe conditions.

Oxfordshire County Council

Equalities Impact Assessment

CULHAM - PEDESTRIAN AND CYCLE CROSSING AT TOLLGATE RD / ABINGDON RD (A415) SIGNAL JUNCTION

JANUARY 2026

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Section 1: Summary details

Directorate and Service Area	Environment & Highways – Infrastructure Delivery
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Culham - Pedestrian and Cycle Crossing at Tollgate / Abingdon Rd Signal Junction
Is this a new or existing function or policy?	S106 Accelerated Delivery Programme
Summary of assessment 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).	Improvements to crossing facilities at A415 junction with Tollgate Road, Culham to aid safety of pedestrians, cyclists and wheelers on route to school and major employment sites. Positive impacts assessed for vulnerable users with no bias or discrimination evident.
Completed By	Andy Warren – Senior Project Manager – Central Delivery Team
Authorised By	
Date of Assessment	

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Scheme being delivered through secured S106 contributions. To improve safety of pedestrians and cyclists and aid crossing movements of the A415, particularly school children and parents, on route to adjacent Europa School and Culham Science Centre.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	Proposals include a new 'Sparrow' type crossing at the existing signal junction, widening of an existing footway/cycleway to 3m and introduction of a raised side road entry treatment across Thame Lane. Provision of street lighting system.
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that	Peak hour survey of pedestrian and cycling crossing movements at the junction have been completed in order to confirm the most appropriate desire line for the new facility.

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.	
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.	Proposals need to incorporate / compliment the existing traffic signal controlled junction and improve road safety for pedestrians and cyclists on route to Europa School and Culham Science Centre.

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	☐	☒	☐	Provision of signalised crossing improves safe road crossing by all users young, old and in between. Route to Europa School		APW	
Disability	☐	☒	☐	Provision of signalised crossing improves road safety for disabled users such as those in wheelchairs including allowance of sufficient time to cross.		APW	
Gender Reassignment	☒	☐	☐				
Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☐	☒	☐	Allowance of dedicated phase and sufficient time to cross. Route to Europa School.		APW	
Race	☒	☐	☐				
Sex	☒	☐	☐				

Sexual Orientation	☒	☐	☐				
Religion or Belief	☒	☐	☐				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☐	☒	☐	Improved links to Europa School and Culham Science Centre for walking and cycling wheeling for nearby villagers and further afield.		APW	
Armed Forces	☒	☐	☐				
Carers	☐	☒	☐	Provision of a safe crossing on the A415 to Europa School, Culham Science Centre and beyond.		APW	
Areas of deprivation	☐	☒	☐	Improved links and road safety for users of transport means other than the private car.		APW	

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	☒	☐	☐				
Other Council Services	☒	☐	☐				
Providers	☒	☐	☐				
Social Value [1]	☒	☐	☐				

[1] 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.

Review Date	**January 2027**
Person Responsible for Review	**Andy Warren – Senior Engineer – Central Delivery Team**
Authorised By	

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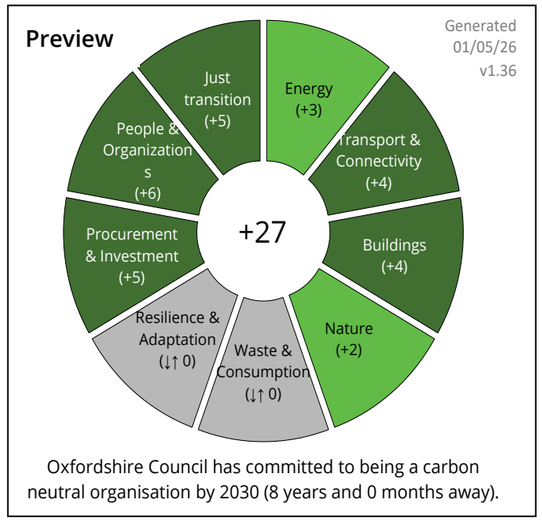
Climate Impact Assessment

Summary

Directorate and Service Area	Environment & Highways - Infrastructure Delivery
What is being assessed	Culham - Pedestrian and Cycle Crossing at Tollgate / Abingdon Rd Signal Junction
Is this a new or existing function or policy?	S106 Accelerated Delivery Programme
Summary of assessment	Improvements to crossing facilities at the A415 junction with Tollgate Road, Culham to aid routes to school and major emplyment sites. Minimal climate impact has been assessed.
Completed by	Andy Warren - Senior Project Manager - Central Delivery
Climate action sign off by	
Director sign off by	
Assessment date	



Detail of proposal

Context / Background	Scheme being delivered through secured S106 contributions. To improve safety of pedestrians and cyclists and aid crossing movements of the A415, particularly school children and parents, on route to adjacent Europa School and Culham Science Centre.
Proposal	Proposals include a new ‘Sparrow’ type crossing at the existing signal junction, widening of an existing footway/cycleway to 3m and introduction of a raised side road entry treatment across Thame Lane. Provision of street lighting system.

Evidence / Intelligence	Peak hour survey of pedestrian and cycling crossing movements at the junction have been completed in order to confirm the most appropriate desire line for the new facility.
Alternatives considered / rejected	Proposals need to incorporate / compliment the existing traffic signal controlled junction and improve road safety for pedestrians and cyclists on route to Europa School and Culham Science Centre.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	1	Include upgrade of old signal equipment to current day technology	#REF!	APW	
Energy	Promotes a switch to low-carbon or renewable energy	1	As above	Full consideration during ongoing design phase	APW	
Energy	Promotes resilient, local, smart energy systems	1	As above	As above	APW	
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	More users travelling through junction on foot or cycling.		APW	
Transport & Connectivity	Supports active travel	2	More users travelling through junction on foot or cycling.		APW	
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	2	Scheme funded by nearby S106 developer contributuions		APW	
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	2	Improved access to shared use facility linking Abingdon to Culham, Clifton Hampden, Berisfield and beyond including the River Thames.		APW	
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	1	Consideration into use of local suppliers and contractors during Procurement process.		APW	
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	2	Supports, improves and maintains Active Travel		APW	
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	Active travel measures to encourage more walking, cycling and wheeling and less reliance on use of motorised means of transport.		APW	
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	2	Supports Active Travel and Net Zero policies.		APW	
Just transition	Promotes green innovation and job creation	N/A				

Just transition	Promotes health and wellbeing	2	Encourages more cycling, walking and wheeling including users of school age to nearby Europa School	APW
Just transition	Reduces poverty and inequality	2	As above	APW

Division(s) affected: *Cowley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

OXFORD: A4142 EASTERN BY-PASS ROAD – PROPOSED SIDE ROAD ENTRY TREATMENT (SRET) TRAFFIC CALMING FEATURE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the construction of a new 'Side Road Entry Treatment' (SRET) traffic calming feature with associated shared-use foot & cycleway at the Gate 5 access to the BMW Mini Plant, as advertised.

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to construct a new Side Road Entry Treatment (SRET) traffic calming feature (full carriageway width, to be 75mm high with 1:15 ramp gradients) with a shared-use foot & cycleway, to be located at the Gate 5 access to the BMW Mini Plant, at its junction with the A4142 Eastern By-Pass Road – as shown in **Annex 1**.

2. The proposals have been put forward as a result of s278 works in relation to the development of adjacent land at the BMW plant, which includes the demolition of existing buildings and the extension of the logistics centre (with provision for a new lorry parking area).

Corporate Policies and Priorities

3. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

   (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

(2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

(3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

4. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.

5. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, and any other relevant legislation.

7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Traffic Management Act 2004.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements Central', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

9. The proposals have been put forward to help improve road safety in the area, specifically for the more vulnerable pedestrian & pedal-cycle road users.

Risk Management

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

11. Formal consultation was carried out between 26 March and 24 April 2026. 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, relevant local City Councillors, Blackbird Leys Parish Council, and the local County Councillor representing the Cowley division.

12. During the course of the formal consultation, 16 responses were received via the online survey, with 14 in support, and two partially supporting/raising concerns.

13. Additionally, a further four emails were received directly – with Thames Valley Police not objecting, Oxford Bus Company raising concerns about the positioning of the cushions within the carriageway, and Oxfordshire Liveable Streets (a not-for-profit campaign organisation) supporting, but raising concerns about the specific form of traffic calming being used on cycle routes.

14. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

15. The works are being proposed as part of planning obligations, and there are future works also proposed on both Horspath Road and Watlington Road in the vicinity.

16. Officers can confirm that the proposed radii for the corners are 4-metres, and the ramp gradients are being reviewed to be adjusted to 1:12 upon confirmation that there is limited bus use.

17. The Highway Agreements Team have actively pre-consulted when the scheme came forward in 2025. The only comment received relating to Gate 5 from stakeholder groups was a request for buff coloured surfacing. This has been implemented in the detailed design. The segregated cycle lane width is currently 2.5m with separate 2.0m footway. However, the developer is not responsible for the approach paths either side of the access so the priority crossing needs to tie in with what is there currently.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plan Annex 2: Consultation responses
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Chloe Kirby (Senior Engineer – Highway Agreements Central) Julian Richardson (Lead Engineer – Highway Agreements Central)

May 2026

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NOTES:

1. ALL SECTION 278 WORKS AND MATERIALS TO BE IN ACCORDANCE WITH THE HIGHWAY ENGLAND SPECIFICATION FOR HIGHWAYS.
2. ALL EXISTING AND PROPOSED SERVICES, OR PROTECTION REQUIRED, ARE TO BE LAID WITHIN THE TYPE 1 SUB BASE.
3. THE DEPTH AND TYPE OF RESURFACING TO BE CONFIRMED AFTER FURTHER SITE INVESTIGATION OF EXISTING CARRIAGEWAY CONSTRUCTION AND IS TO BE AGREED WITH OXFORDSHIRE COUNTY COUNCIL`S SITE ENGINEER.
4. EXTENT OF WHITE LINING TO BE AGREED WITH OXFORDSHIRE COUNTY COUNCIL'S SITE ENGINEER.

REV	DESCRIPTION	DATE	BY	CHKD
P02	ISSUED FOR FOLLOWING OCC COMMENTS	20/01/2026	TA	ACB
P01	ISSUED FOR INFORMATION FOLLOWING OCC COMMENTS	30/10/2025	MH	ACB

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 5021404

CLIENT:

IN ASSOCIATION WITH:

-

PROJECT:

BMW OXFORD

TITLE:

S278
GATE 5 (EASTERN BY-PASS ROAD)
RAMP ARRANGEMENT FOR CONSULTATION

DRAWN BY:	MH	CHECKED BY:	ACB	APPROVED BY:	ACB
SCALE @ A3:	1:250	DATE OF REVIEW:	OCTOBER 2025		

ISO 19650 STATUS:

S3 - Suitable for Review and Comment

DRAWING No: 5021404-RDG-G5-XX-D-C-000010-P02.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5021404	RDG	G5	XX	D	C	000010	P02

ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection** – but raise one concern. As the priority will be in favour of Pedestrians and Cyclist crossing the entrance is there going to be additional warning (signs /lines) to drivers entering and exiting that they have to give precedent.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection**
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	**Support/Object** – This scheme will greatly improve safety and comfort for people walking and cycling, by tightening up the junction radii and raising the crossing. We do not understand why the ramp is only 1:15, given that bus operators accept 1:12 gradients on ramps. See the 2025 _Bus Services in New Residential Developments_. 1:15 ramps do too little to slow motor vehicles, as evidenced by the SRETs on St Margarets Rd in North Oxford. We also object to the division of the path into separate walking and cycling sections, despite the width being inadequate for that. Given the absence of any buffer to the carriageway and a 30mph speed limit, most people cycling will (unless passing pedestrians) use the space marked for pedestrians; similarly, people walking side-by-side will use the marked "cycle" space. Given that this is and will continue to be used as shared space, it should be marked and signed as such, in accordance with LTN 1/20. (And if width above 3m is available it should be used first and foremost to provide a buffer to the carriageway.)
(e4) Local group/organisation, (Cyclox)	**Support/Concerns** – Generally Cyclox supports the general tightening of the gate 5 entrance. Cyclox would like to see steeper ramp gradients (1:12) at the entrance/exit. Detailed response:

	Consultation plan is rather lacking in detail to allow effective consultation. The cycle/pedestrian track widths are not stated, nor are the corner radii or gradient. Only the gradient is stated in the public notice. Ramp gradient is too shallow. They should be 1:12. The local bus companies are happy with these, so no reason not to have 1:12 gradient at this location. Corner radii. These look to be approximately 3 m – 4m radii in the drawing. They should be 3m, LTN 1/20 says the corner radii should be no more than 4m (para 10.5.16). Cycle/pedestrian track widths: If 3m or less at the crossing, then the track should be shared use, not segregated. A 3m segregated rack gives 1.5m each way, which is insufficient for passing oncoming cycles, or for walking side by side (para 8.2.8 LTN 1/20). If funds/project scope extended far enough, the adjoining existing segregated track could be made shared use (or even widened for effective shared use)

B. Online responses:

RESPONDENT	**COMMENTS**
(o1) County Cllr, (Oxford, New Road)	**Support** – Improves safety on this key route for children cycling to football training at Oxford United, and the stadium, as well as children and adults cycling further. Responding in my capacity as AT champion.
(o2) County Cllr, (Oxford, New Road)	**Support** – This SRET is likely to make cycling and walking in the area considerably safer as it will slow motor traffic down and make drivers more cautious. It therefore aligns with Vision Zero and I support it.
(o3) Local resident, (Cuddesdon, The Green)	**Partially support/concerns** – I'm responding as a cyclist living in Cuddesdon. My quickest route into Oxford is past the BMW plant. I've stopped using this route because it has too many man-made hazards, such as the

	unsafe and out-of-date chicanes the other side of Horspath and the two BMW gates, which are particularly dangerous at shift changes. Drivers come out in a rush tail-gating each other. Those turning left frequently only look right, failing to see cyclists coming from the left. Arguably, all assume they have the right of way over cyclists. The signage associated with the scheme needs to make it clear that those leaving the site need to look both ways and are required to give way to cyclists and pedestrians crossing the exit as well as cars. Why are you only proposing to make changes at Gate 5? From my own experience, I would strongly argue that the northern gate into Horspath road is more dangerous at shift changes than Gate 5. The sight lines are very restricted, making it difficult for cars to see cyclists until it's almost too late and there are two lanes of cars leaving, not one. The changes made a few years ago seemed to confirm the view of cars leaving the site that they had priority, contrary to the Highway Code and the Council's policies.
(o4) Local resident, (Oxford, Kennedy Close)	**Partially support/concerns** – Agree with the side road entry treatment, but it also requires "Give Way" road markings for cars exiting the junction before they reach the ramp. In other words it needs to be crystal clear that the cycles proceeding across the junction have priority.
(o5) Local resident, (Kennington, Simpsons Way)	**Support** – This junction is somewhat dangerous for both pedestrians and cyclists at present, and any improvement would be a good thing.
(o6) Local resident, (Oxford, Boundary Brook Rd)	**Support** – Cycling past gate 5 currently feels very dangerous. I whole heartedly support schemes that prioritise cyclists, particularly in this situation where the fence/bush obscures views of cars/cyclists.
(o7) Local resident, (Oxford, Bradmore Road)	**Support** – While cycling is already really great in Oxford, it can be difficult to navigate traversing beyond the ring road, especially if you're new or don't cycle as often. Any additional infrastructure to support pedestrians and cyclists is always a great thing!
(o8) Member of public, (Oxford, Florence Park Road)	**Support** – Safety improvement for vulnerable road users.

(o9) Local resident, (Oxford, Iffley Road)	**Support** – As a cyclist I am pleased with this type of traffic-calming measures. I will feel safer cycling around the ring road at this location.
(o10) Local resident, (Oxford, Leopold St)	**Support** – The current junction is very open/wide and cars pull out without looking properly. This will make it safer for me cycling to work.
(o11) Member of public, (Oxford, Maidcroft Road)	**Support** – I often cycle from Cowley to Pony Road industrial estate, and on my return journey, this would improve my safety.
(o12) Local resident, (Oxford, Monmouth Road)	**Support** – It's a bit hard to see exactly what's going on on the plan because of a lack of legend, but assuming the yellow line is the new pavement edge, and that this reduces the radius of curvature of the turning to slow down traffic, this looks like a good thing.
(o13) Local resident, (Oxford, Norreys Avenue)	**Support** – It would improve safety for cyclists and pedestrians
(o14) Local resident, (Oxford, Stratford St)	**Support** – Need for safety. I often cycle that way and it can feel dangerous.
(o15) Local resident, (Wheatley, Littleworth village)	**Support** – The current road design here is dangerous for cyclists and pedestrians passing the factory. My experience is that when heading towards Horspath / Oxford Road a lot of drivers existing the factory just don't look left so don't see approaching bikes, or pedestrians. On a bike, I've experienced a number of near collisions, so I try not to travel when the factory is having a shift change.
(o16) Local resident, (Wheatley, Templars Close)	**Support** – I regularly cycle from Wheatley to East Oxford using this route past BMW Cowley. After a couple of early near-misses with vehicles at this junction I subsequently always cut diagonally across the BMW car park (in both directions) rather than risk collision by crossing this entrance junction.

	However the improvements are also required to the east at the Horspath Road/Roman Way junction which has terrible sight lines from the cycle path in both directions. Thank you

Division(s) affected: *Shrivenham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

SHRIVENHAM: TOWNSEND ROAD – PROPOSED 'SPEED CUSHION' TRAFFIC CALMING FEATURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the construction of three pairs of speed cushion traffic calming features on Townsend Road in Shrivenham, as advertised.

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to construct three pairs of speed cushion traffic calming features on Townsend Road (with one in each carriageway), with each cushion to be 3.5m long & 1.7m wide, and located 75m northeast, and 30m & 80m southwest of the junction with Buckland Drive – as shown in **Annex 1**.

2. The proposals have been put forward as a result of the residential development adjacent to Townsend Road, and will be accompanied by local signage & road-marking improvements, including 'Dragon's Teeth' on approach to the 30mph speed limit terminal, and a solar powered Speed Indicator Device (SID).

Corporate Policies and Priorities

3. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

   (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

(2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

(3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

4. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.

5. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements North', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

9. The proposals have been put forward to help improve road safety in the area, specifically for more vulnerable road users.

Risk Management

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

11. Formal consultation was carried out between 26 February and 27 March 2026. 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, Vale of White Horse District Council, relevant local District Councillors, Shrivenham and Bourton (Faringdon) Parish Councils, and the local County Councillor representing the Shrivenham division.

12. During the course of the formal consultation, 33 responses were received via the online survey, with 14 objections (43%), eight partially supporting/raising concerns (24%), and 11 in support (33).

13. Additionally, a further three emails were received directly – with Thames Valley Police not objecting, Oxford Bus Company raising concerns about the positioning of the cushions within the carriageway, and Oxfordshire Liveable Streets (a not-for-profit campaign organisation) supporting, but raising concerns about the specific form of traffic calming being used on cycle routes.

14. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that

Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

15. The proposed speed cushions are to be formed from asphalt surface course, which should avoid the majority of noise created from speed cushions. Alternate calming measures have been considered, however these are most suitable due to the constraints of this location. Any required warning signage is to be implemented by the developer prior to sign off.

16. Traffic calming measures are being implemented by the developer, under planning conditions for their site. The works are not being funded by Oxfordshire County Council, and as such are unrelated to general pothole maintenance.

17. The Section 278 works were designed in accordance with a 30mph speed limit, and planning permission was given on this basis – therefore it is not necessarily in the scope for the developer to implement a 20mph speed. Once the works are complete, Officers will monitor the works, and if any further measures are required, the developer will be required to address this.

18. The aim of the cushions is to reduce speeds and address the road safety concerns of all parties. The design of the speed cushions is such that the ramps to front, rear and sides allow for a soft transition between the running lane and the traffic calming. They are designed to be able to be straddled by larger vehicles, including buses & HGVs, and thus reducing the noise and vibration generated by those vehicles. Smaller domestic cars should be travelling at an appropriate speed to navigate the cushions that noise and vibration is minimal, aided by the soft transition ramps.

19. Other options for speed reduction have been considered, but a large number of design and engineering constraints exist that make other solutions unviable.

20. The effectiveness of the cushions and their impact on surrounding properties will be monitored, and it has been agreed for them to be centralised within the running lane to avoid the bus operator needing to over run the opposing side of the carriageway.

Paul Fermer
Director of Environment and Highways

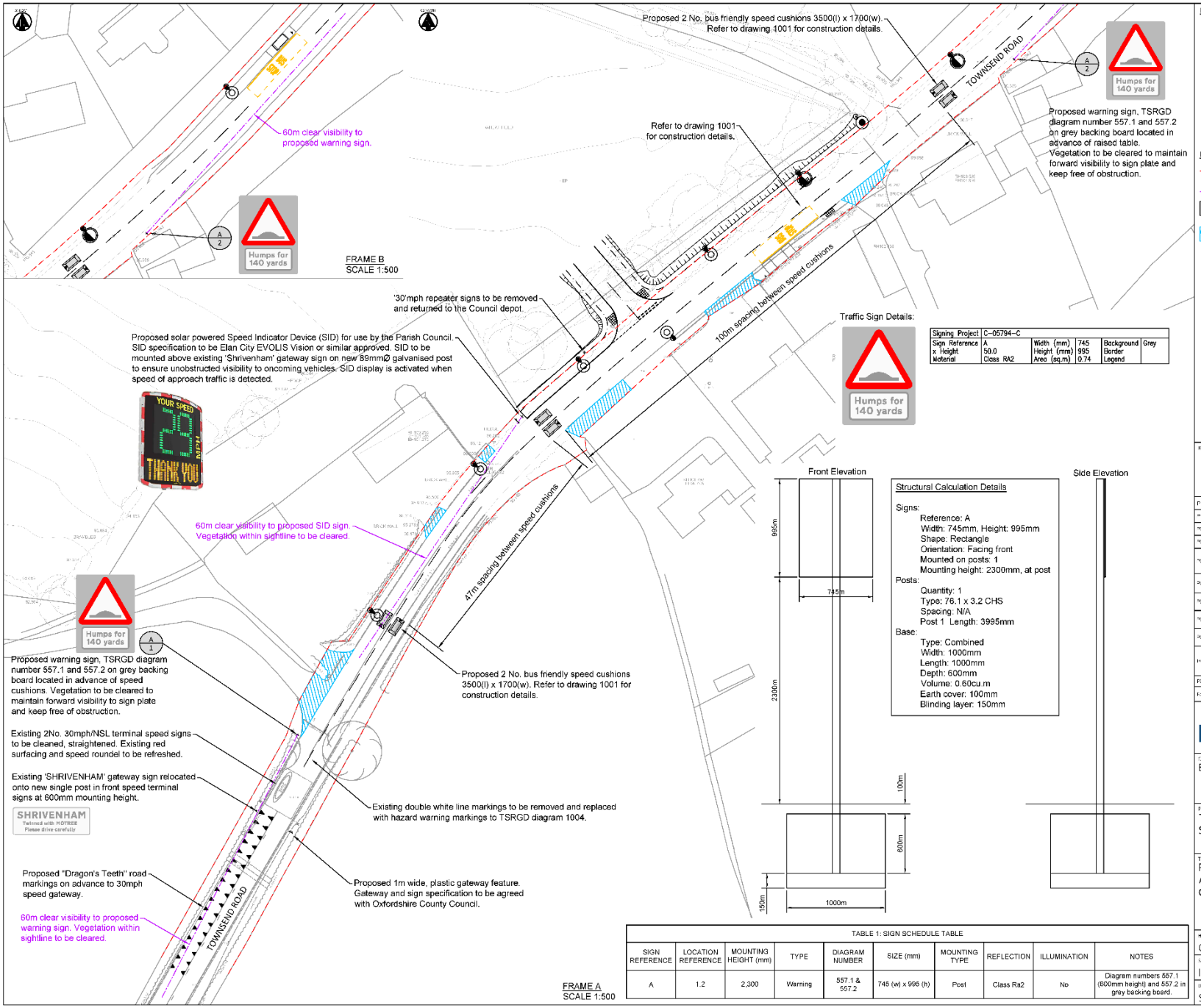
Annex(es): Annex 1: Consultation plan
Annex 2: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s):	Daniel Mowlem (Engineer – Highway Agreements North) Adam Barrett (Technical Lead Engineer – Highway Agreements North)

June 2026

ANNEX 1



Structural Calculation Details

Signs:
- Reference: A
- Width: 745mm, Height: 995mm
- Shape: Rectangle
- Orientation: Facing front
- Mounted on posts: 1
- Mounting height: 2300mm, at post

Posts:
- Quantity: 1
- Type: 76.1 x 3.2 CHS
- Spacing: N/A
- Post 1 Length: 3995mm

Base:
- Type: Combined
- Width: 1000mm
- Length: 1000mm
- Depth: 600mm
- Volume: 0.60cu.m
- Earth cover: 100mm
- Blinding layer: 150mm

TABLE 1: SIGN SCHEDULE TABLE

SIGN REFERENCE	LOCATION REFERENCE	MOUNTING HEIGHT (mm)	TYPE	DIAGRAM NUMBER	SIZE (mm)	MOUNTING TYPE	REFLECTION	ILLUMINATION	NOTES
A	1.2	2,300	Warning	557.1 & 557.2	745 (w) x 995 (h)	Post	Class Ra2	No	Diagram numbers 557.1 (600mm height) and 557.2 in grey backing board.

Notes:
1. Do not scale from this drawing.
2. All dimensions in metres unless otherwise stated.
3. The design speed for Townsend Road is 30mph / 48kph (Manual for Streets 1).
4. All works within the public highway shall be in accordance the Local Highway Authority's specification for adoptable roads.
5. All road markings affected by the proposed works shall be refreshed at the end of the works to the satisfaction of the Local Highway Authority.
6. All road markings to be in accordance with 'Traffic Signs Regulations and General Directions 2016' and the 'Traffic Sign Manuals Chapters 1 to 8'.
7. Locations of signs to be agreed with the Local Highway Authority.

Legend
- Extent of Oxfordshire Council Highway Boundary maintained at the public expense.
- 60m Visibility Splay to VAS Sign.
- New raised table / cushion construction.
- Existing private access drop kerbs.
- Diagram 1062, 0.6m cushion ramp length. Triangle marking to extend over length of ramp in direction of travel.

REVISIONS

P11	03/06/2025	Original speed cushions restored as scheme proposals.	JD	RAP	JD
P10	07/05/2024	Following RSA 2, raised table ramp gradients steepened to 1:20 at Bus Stop.	JD	RAP	JD
P09	28/03/2024	Following RSA2, clear visibility demonstrates to sign references A1 and A2.	JD	RAP	JD
P08	13/02/2024	Following OCC comments, existing 'SHRIVENHAM' gateway sign relocated onto single post.	JD	RAP	JD
P07	18/01/2024	Following OCC comments, 'Dragons Teeth' gateway feature, SID and speed cushions added to proposals. Blue hatch provided to identify extent of private accesses.	JD	RAP	JD
P06	07/08/2023	Following RSA2, sign reference A2 & B2 vegetation clearance note added, '30' mph repeater signs removed. Paving detail moved to drawing 1001	JD	JD	JD
P05	25/05/2023	VAS specification provided. Frame and sign sets is added to the drawing.	TW	JD	JD
P04	06/04/2023	Warning signs TSRGD diagram 557.1 and 557.2 added	JD	JD	JD
P03	06/03/2023	Proposed build out and associated works removed and replaced with 2 no. raised tables	JD	JD	JD
P02	31/08/2021	Design has assessed on topographical survey, kerb radius amended to 7.5m in accordance with OCC comments. Build out dimensions amended to the DMRB compliant 2.0m kerb face offset. Cross section amended.	FR	LT	JD
P01	16/06/2021	First Issue	JD	RJF	RJF
Rev	Date	Description	By	Chkd	Appd

Hydrock

CLIENT
BOVIS HOMES

PROJECT
TOWNSEND ROAD, SHRIVENHAM

TITLE
PROPOSED TRAFFIC CALMING ALTERATIONS GENERAL ARRANGEMENT

HYDROCK PROJECT NO.	SCALE @ A2
C-05794-C	1 : 500
STATUS DESCRIPTION: INFORMATION	STATUS: S2
DRAWING NO. (INCLUDE COORDINATOR ZONE AND VOLUME NUMBER): SNH-HYD-XX-XX-DR-D-1000	REVISION: P11

ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** (with concerns) – The road here is used by Stagecoach S6 operating frequently on an inter-urban basis. We are not the operator but notwithstanding I am sure it is right to stress the general principle that the operating efficiency and safety of operation should not be compromised. I note "bus friendly" cushions are specified. The acknowledgement that cushions can pose significant issues to buses is naturally welcome. However the positioning as shown suggests that they will be sited towards the centre of the carriageway - and to straddle them buses will need to position so the offside is over the carriageway centreline. I suggest that this is inappropriate on safety grounds. To maintain correct positioning faced with oncoming traffic would result in the bus approaching the transitions asymmetrically, causing the double deck vehicle to be both vertically displaced and tip towards the nearside quite markedly. This lateral displacement affects the upper deck more severely. At the very least this causes significant discomfort and also stresses the vehicle structure. There will be even bigger risks of damage over time to vehicles if battery electric buses were employed, with batteries positioned under the floor in the chassis structure. As such I don't feel it appropriate to offer a formal objection in this case.
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	**Support** (with concerns) – In general we object to the use of cushions for traffic calming, because they are dangerous for people cycling. As _Cycle Infrastructure Design_, LTN 1/20 says: "Cushions are not a preferred form of traffc calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles." In this case, however, this is a bus route where there appears to be little likely demand for cycling.

	We urge the county not to use speed cushions as a default traffic calming measure. Sinusoidal traffic humps should be the default on side streets and, where routes carry both buses and cycling, we urge the county to explore alternatives to cushions. Horizontal calming measures such as chicanes, with cycle bypasses, might be one possibility.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Shrivenham Parish Council	**Object** – Shrivenham Parish Council have received several comments and questions from a number of Parishioners about the proposals to introduce speed cushions on Townsend Road in Shrivenham. They include: 1. The proposal does not take into account the new development of 10 houses on the south side of Townsend Road nor the fact that the bus stop into the village was installed in the wrong location. 2. Why this short stretch of Townsend Road is the only part of the village that is not within the 20mph zone? There are now 130+ properties either on this stretch of road or just off it, including 2 (currently unoccupied) from the most recent development whose front doors are very close to the road. 3. OCC's website states that 20mph limits are the norm for towns and villages, but that 30mph limits may be appropriate on some town and village roads away from areas of higher pedestrian activity and where the road has higher levels of traffic, especially buses. We would argue that there is no difference in the level of traffic or pedestrian activity on this stretch of Townsend Road to further along it where the 20mph zone already exists (or on any of the other roads that exit the village which are within the 20mph zone). 4. Placing speed cushions directly outside residential dwellings will result in noise and vibration day 24 hours per day. 5. Some homes along this stretch of road are very old properties of traditional stone construction and without modern concrete foundations. Similar homes in other parts of the village near existing speed cushions have had serious structural problems with residents having to battle the council for years to introduce less damaging

	solutions. Even now, residents in these older houses along Townsend Road have problems with the vibrations from the ever increasing volumes of heavy traffic coming through the village. 6. A reduction in the speed limit to 20mph and the introduction of a 20mph SID will be a much more acceptable solution to speeding along this section of the road.
(o2) County Cllr, (Shrivenham division)	**Partially support/concerns** – Residents are very happy to see a traffic calming proposal, as they have been requesting this for a long time to combat speeding in the village. Residents would also welcome traffic calming on Highworth road, as there is a substantial new housing development there, including a new primary school, and the road goes from national to 20, but cars do not slow down and are regularly caught speeding on this road by the local Speedwatch team. So for children's safety we would also request traffic calming on the Highworth road as well. While residents are happy to see traffic calming on Townsend road, most of the residents who live on Townsend road are really concerned with the type of calming, as the currently existing speed bump causes a lot of noise and vibration to local homes and they have been raising these concerns over the last year and requesting to have it removed. The proposal for speed cushions has most residents worried and in opposition to this solution, as most would prefer a chicane, which requires cars to slow and give way, as this is used on other parts of the village very successfully, including on the bus route. The "plastic gateway" I assume is the white gate you see entering rural villages, and makes it clear there is a speed change. I think this would look very attractive at the entrance of the village, and most residents would be in support of this feature. The solar powered SID is also very welcomed. Some residents are unsure if this map is up to date, as there is a new development on Townsend road which appears missing, and the traffic calming would need to ideally occur before the first houses in the village.
(o3) Local resident, (Shrivenham, Catherine Close)	**Object** – Would rather the monies used to properly repair and resurface the terrible roads and pavements.
(o4) Local resident, (Shrivenham, Berens Road)	**Object** – Not necessary in this position, and the money would be far better spent addressing the appalling state of the roads in and around Shrivenham. As a cyclist I regularly take my life in my hands attempting to avoid the crevices and potholes that litter our roads

(o5) Local resident, (Shrivenham, Cozens Grove)	**Object** – U do not feel it is a priority, we're quite fortunate that we don't suffer 'boy racers' tearing up and down that road. What we do have an issue with and a serious accident waiting to happen; are the horrendous potholes on Shrivenham They're craters which are damaging vehicles!!!
(o6) Local resident, (Shrivenham, Stainswick Lane)	**Object** – I would like to see money spent filling pot holes to make the roads safe before it is spent on dragons teeth and speed humps.
(o7) Local resident, (Shrivenham, Faringdon Road)	**Object** – This seems an unnecessarily and costly proposal. Surely one set of humps is sufficient as on other access roads to the village.There is already too much signage and traffic restriction for this village and the money saved be better spent on road resurfacing.
(o8) Local resident, (Shrivenham, High Street)	**Object** – Spend funds on fixing appalling road surfaces rather than this ninsense.
(o9) Local resident, (Shrivenham, Stainswick Lane)	**Object** – There are many bumps and holes in our roads. More bumps mean more maintenance costs and car damage. I regularly drive on this stretch of road and have never seen a dangerous incident. I suggest local money would be better spent on the Highworth Road by Shrivenham Primary School. More widely, the A420 should be the focus if improving road safety and reducing life changing accidents is what really matters.
(o10) Local resident, (Shrivenham, Vicarage Lane)	**Object** – The moneys spent on this traffic calming scheme would be much better spent fixing the pot holes and bad pavements in the village.
(o11) Local resident, (Shrivenham, High Street)	**Object** – before any money is spent on new schemes it would be far better to sort out innumerable potholes in and arorund the village - ridiculous to start this without addressing that.

(o12) Local resident, (Shrivenham, Buckland drive)	**Object** – Instead of putting road calming system tha cause additional damage to tires why don't you spend money on fixing the roads all around?
(o13) Local resident, (Shrivenham, Townsend Road)	**Object** – I am a resident of a property immiately adjacent to the proposed traffic calming. I have serious concerns and object to the proposal. The plans are based on years old drawings which do not show all the current housing in the area or the correct positions of all the dropped kerbs (for instance at the entrance to the site granted planning permission in principle P24/V1017/PIP), bus stops, etc. They would place speed cushions right outside residential dwellings resulting in noise and vibration day and night. Our home in particular is an old property of traditional stone construction and without modern concrete foundations. Similar homes in other parts of the village near existing speed cushions have been having structural problems with residents having to battle the council about it for quite some time. Even in homes of more modern construction, local residents near speed cushions complain about the noise and vibration. As it is, we already feel vibrations from the ever increasing volumes of heavy traffic coming through the village. The original plan for traffic calming in this area dates from several years ago and they did not go ahead following feedback from local residents. It seems that these plans have now been resurrected without being updated to consider the original feedback or to consider the changes in the village since that time. Specifically, the original plans predate the introduction of a 20mph speed limit throughout the village. It now appears that the speed cushions are designed to slow traffic before it enters the 20mph limit. At all other entrances to the village, the 20mph limit starts well before any residential dwellings so it is difficult to comprehend why the 20mph limit does not cover the area to the West of the junction of Colton Road and Townsend Road. Since the recent developments at the western end of the village, this is now an area with bus stops, including children waiting for the school buses, a busy pavement used by people walking, pushing buggies and using wheelchairs, many dropped kerbs and junctions with cars turning in and out frequently, and even 2 new houses whose front doors are a mere few metres from the edge of the road. We are therefore wondering why this area is not covered by the 20mph limit that benefits other local residents, as well as concerns about the structural implications and noise from the speed cushions. From the Oxfordshire County Council website, it is clear that the council places great importance on its initiative to introduce 20mph limits in residential areas and reduce road casualties in the county. With the extension of the

	residential area of the village to the West it would seem a more appropriate approach to move the 20mph limit out to where the current 30mph limit starts and place any necessary traffic calming leading into that area.
(o14) Local resident, (Shrivenham, Charlbury Road)	**Object** – This work needed; any money to spent on this should be spent on repairing the potholes and rough road surfaces across the village at its surrounding areas e.g. Highworth Road and between Longcot and Fernham. This war on the motorist (including on the law abiding needs to stop)!
(o15) Local resident, (Shrivenham, Townsend Road)	**Object** – We strongly agree that traffic calming measures are needed for this short stretch of road, which is mostly used for acceleration/deceleration between the 20mph zone in the village and the 60mph zone outside the village, but do not agree with the current proposals. These proposals use old maps, which do not include the new builds at the end of the village on the south side of Townsend Road (including 2 currently unoccupied properties whose front doors are very close to the road) or the development which has recently been approved (P24/V101/PIP and P25/V2787/TDC). The bus stop on the north side of Townsend Road heading into Shrivenham was also installed in the wrong location (and is now directly opposite our driveway) - meaning that any buses pulling away from the stop would almost immediately have to go over the speed bumps. We are also concerned about the potential impact to our property by having speed bumps directly outside it. Our property already shakes when heavy loads go past (even if not travelling at speed), and we are aware of the negative impacts some other village residents have had when speed bumps have been installed outside their properties. Our driveway is about 1m below the level of the road at the proposed point of installation, and we are not aware what the structural implications for our property might be, or if this has even been considered by the council. We're also not clear why 3 sets of speed bumps need to be installed when there are no more than two on any of the other roads into or out of Shrivenham. This section of road is the only area of the village that is not included in the 20mph zone, and we are contacting our parish council about the possibility of extending this, as a more appropriate approach to traffic calming. If that is implemented then the speed bumps would be more effective outside the village, as per every other road into Shrivenham.

(o16) Local resident, (Shrivenham, Fairthorne Way)	**Partially support/concerns** – This is overkill. One or, at the most, two should suffice
(o17) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	**Partially support/concerns** – We have concerns about the 'speed hump aspect of these proposals, and support other aspects. Speed humps are an ineffective form of speed control, as you will observe at any current installation. They are also hazardous to people cycling in two ways. 1. They constrain cyclists from choosing the 'primary' position on the carriageway, which may be relevant on this road. 2. They can destabilise three wheeled cycles. Cosequently, the national guidance, LTN 1/20 concludes (para 7.6.8) "Cushions are not a preferred form of traffic calming on cycle routes". For the western-most two humps, west of Buckland Drive, this might not be considered a cycle route as it only connect to the A420. But for the east hump, this is on the route from Buckland drive to the village centre, and this should be considered a potential cycle route. Therefore the east-most hump should be as described in LTN 1/20, fully across the centre of the carriageway, but with 1.5m cycle 'bypasses' each side.
(o18) Local resident, (Shrivenham, Catherine Close)	**Partially support/concerns** – As part of the very active Speedwatch Team in shrivenham and whilst there are issues with speeding traffic in this spot it is by no means the worst access point into/out of the Village as shown by all the data provided by the Community Speedwatch Team to TVP. Perhaps consideration needs to be given for other routes as well e.g Highworth Rd, Longcot Road, Faringdon Road and further along Townsend Road as borne out by the data.
(o19) Local resident, (Shrivenham, Orchard View)	**Partially support/concerns** – Noise and vibration disruption that the existing 'hump' by The Green, suggests that the design is wrong. The installation of the correct design and signage for this NEW proposal needs to be right. In addition, whilst putting in the new cushions, consideration of correcting the existing measures at The Green are

	sought. The 'hump' was originally intended as a Zebra Crossing, but as this was never fulfilled, adequate signage, warning and visibility of the 'hump' results in noise and vibration disruption to residents of The Green.
(o20) Local resident, (Shrivenham, Charlbury Road)	**Partially support/concerns** – I have witnessed fast vehicles there and anything to calm the traffic has to be a good thing. But .... before considering traffic calming measures PLEASE MEND ROAD POTHOLES. Shrivenham is disgusting in places re potholes and some pavements fare no better. I have mobility issues and walking around can be problematic. As for driving. When it rains .... where are the potholes..... I do my best to avoid ALL puddles but not always succesfully. As much as I agree with the calming measures I would far rather than money spend on repairing the roads .... by repair I mean seriously repair not just a cover up so in a few months time the pot holes come back.
(o21) Local resident, (Shrivenham, Stainswick Lane)	**Partially support/concerns** – It depends what type of traffic calming is being planned - is it humped in the road, restricted access (single lane zone). My serious anger is aimed more with the state of the roads - potholes everywhere. The road from Shrivenham to Fernham is a death trap. The A420 people need to swerve to miss them. Please do something that benefits residents not gives more restrictions. We have 20mph speed limits already at great cost to us tax payers.
(o22) Local resident, (Shrivenham, Cozens Grove)	**Partially support/concerns** – I am a local resident.I fully support traffic calming on Townsend Road and throughout the Village. I regularly, if not daily witness vehicles speeding along this stretch. Buses, tractors, cars and lorries all speed. It is unsafe and discourages active and sustainable travel. I don't like walking with children along here. I have reviewed the pros and cons for chicanes and speed cushions. In this case, I would have liked to see chicanes. Buses are one of the vehicles I very regularly witness speeding, sometimes quite significantly. Speed cushions will do very little to reduce this.

(o23) Local resident, (Shrivenham, The Green)	**Support** – 100% support this. The current hump in Townsend road shakes me awake in bed at night when heavy traffic goes over it, so share the pain around and disturb the sleep of other residents too.
(o24) Local resident, (Shrivenham, Townsend Road)	**Support** – I recently timed a car at 56mph going west on Townsend Road in the 30mph section! At night the limit is disregarded by 50% of drivers.With a further development of the bungalows by Acorn Way and limited access/egress visibility ,there is a greater need to ensure speed limit compliance.
(o25) Local resident, (Shrivenham, Townsend Road)	**Support** – Most traffic ignores the speed limits in and out of the village. With all the new housing in Townsend Road, and the proposed new houses at Acorn Way which will have a limited access and exit, there is a need for this traffic calming. Speeding has ALWAYS been a problem on Townsend Road so anything that will reduce that will be welcome.
(o26) Local resident, (Shrivenham, Townsend Road)	**Support** – In favor of managing speed of vehicles approaching Shrivenham and exiting, in order to provide a safe environment for road users, pedestrians and residents.
(o27) Local resident, (Shrivenham, Cleycourt Road)	**Support** – Traffic often speeding as entering the village
(o28) Local resident, (Shrivenham, The Green)	**Support** – I live off Townsend road and the speeding cars all day long are dangerous. Especially with school bus drop offs it's dangerous for the children to cross the road without risking being hit by a speeding driver
(o29) Local resident, (Shrivenham, Vicarage Lane)	**Support** – Traffic comes much too fast through the village, ignoring the 20 mph limit. The same should be applied to the Longcot road entrance to the village, where there is no pavement, yet the footpath starts on the corner. The lack of visibility, junctions, pedestrians and dogs, combined with the high speed of vehicles entering from this direction is dangerous and likely to result in an accident

(o30) Local resident, (Shrivenham, Cozens Grove)	**Support** – Completely support the traffic calming measures, majority of vehicles speed during this section of 30mph going a lot quicker than 30mph - buses, vans / trucks, tractors & cars. This makes walking into the high street very uneasy especially with young children and also makes exiting the estate harder. I think a speed gate may work better than cushions as buses will likely ignore the cushions due to the lack of impact on the larger vehicle
(o31) Local resident, (Shrivenham, Cozens Grove)	**Support** – Because cars still enter the village 30 mph zone at speeds far greater and any measures to reduce speeds should be welcomed.
(o32) Local resident, (Shrivenham, Cozens Grove)	**Support** – The traffic going through the village is still.yoo fast
(o33) Local resident, (Shrivenham, Cozens Grove)	**Support** – As well as improving road safety. It's a requirement of having our roads adopted.

Division(s) affected: *Banbury Calthorpe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

BANBURY: STATION APPROACH ROAD – PROPOSED ANPR CAMERA ENFORCEMENT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the use of ANPR cameras to help enforce the Bus Gate/Lane on the Station Approach Road (North) in Banbury, as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to install 'Automatic Number Plate Recognition' (ANPR) cameras on an existing street lighting column, to help enforce the new Bus Gate/Lane on Station Approach Road (North) in Banbury, as shown in **Annex 1**.

2. The proposals form part of the wider 'Access to Banbury Train Station' project (i.e. Tramway Road improvements). Construction for the main project completed in December 2025.

Background

3. A site survey was conducted from 7 February to 12 February 2026 to assess whether the bus gate was being utilised by unauthorised vehicles. Two survey methods were employed. The first involved the observation of vehicles approaching the bus gate from both the south and north of Banbury over a period of 12 hours across four days, including weekdays and a weekend. The second survey collected speed data continuously for 24 hours over seven days, recording vehicle speed, classification, and flow.

4. Findings indicated that 25 - 30% of vehicles entering the bus gate were unauthorized. Based on these results, a formal consultation was initiated to install Automatic Number Plate Recognition (ANPR) cameras on existing

street lighting columns to support enforcement of the new Bus Gate/Lane on Station Approach Road (North) in Banbury.

Corporate Policies and Priorities

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

   (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

   (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

   (3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

6. Officers confirm that there are no budgetary implications/concerns. The total funding amount of £15.942m for the wider scheme has been approved by the Council's Cabinet in September 2024, and these specific works will be funded from within that approved budget.

   Comments checked by:
   Andrew Price – Interim Business Partnering Accountant
   Andrew.Price@Oxfordshire.gov.uk

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant regulations.

8. If approved, the enforcement regime would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

9. The County Council is required to adhere to requirements set out by the Department for Transport and ensure that the site-specific Traffic Regulation Orders comply with legal requirements and the site-specific consultations are carried out correctly.

10. The County Council can enforce Moving Traffic Offences under Part 6 of the Traffic Management Act 2004.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Infrastructure Delivery', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

12. The proposal have been put forward in order to help better manage the safe & effective use of the bus gate, ensuring access is maintained for those exempted vehicles, and active enforcement of the signed restriction is able to take place.

Risk Management

13. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 12 March and 24 April 2026. 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, Cherwell District Council, relevant local District Councillors, Banbury Town Council, and the local County Councillor representing the Banbury Calthorpe division.

15. During the course of the formal consultation, 12 responses were received via the online survey, with eight objections (67%), three responses were in support (25%), and one non-objection (8%) was received. Of the 12 responses received, 3 were found to be unrelated to this consultation.

16. Additionally, a further two emails were received directly – with Thames Valley Police, and the Development Management team from Cherwell District Council not objecting.

17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

Need and proportionality:

18. Respondents question whether ANPR is necessary given they report little/no observed misuse of the bus gate, describing the proposal as an afterthought and an inappropriate use of funds.

19. Officers confirm that the findings of the site survey indicated that 25%-30% of vehicles entering the bus gate were unauthorized.

Location and scope:

20. Concern that the camera is positioned on highway land used for general access (Tramway to Station Approach South) rather than the restricted bus-only route, raising questions about why an “open highway” is being policed.

21. The camera will be placed and pointed to monitor drivers who violate the bus gate restrictions. The intended installation site will undergo a thorough review prior to implementation to ensure proper placement. The cameras will only be positioned at the restriction and will only record once a vehicle is detected as driving through it.

Perceived revenue-raising motive:

22. Repeated claims that the measure is a “cash cow/money-making scam” with insufficient safety justification.

23. The rationale for recommending the installation of ANPR at this location has been addressed via the results of the survey. The Bus Gate was designed to encourage public transport and active travel to and from Banbury train station

while preventing Station Approach Road from serving as an unofficial thoroughfare. The improvements create a second entrance and exit to the station via Tramway Road and an alternative access if there is an incident at Bridge Street. This is in line with Oxfordshire County Council's Local Transport and Connectivity Plan 2022-2050 objectives.

Station access and design issues (especially for vulnerable users):

24. Objections that the overall station scheme provides inadequate near-door drop-off and requires too long a walk for disabled and older people; concerns about the usability of the proposed alternative drop-off.

25. This response is not specific to the consultation exercise, as the comment is about parking facilities rather than the use of ANPR. However, in response to the comment, Officers can confirm that commuters have been provided with on-street drop-off bays located on Tramway Road and the option of entering the Station car park for drop-off with a 20-minute no charge period. Additional drop-off areas are available at the north and east sides of the station. The northern drop-off area provides convenient access to the main entrance of the station.

26. The final phase of construction includes a proposed new drop-off facility situated south of the new roundabout, which is subject to planning permission before development can commence. The drop-off facility will include a disabled parking space

Safety and manoeuvring within the car park:

27. Concern that the short-stay/drop-off arrangements lead to awkward turning and reversing, creating perceived safety risk.

28. This response is not specific to the consultation exercise, as the comment is about parking facilities rather than the use of ANPR. However, in response to the comment, Chiltern Railways is responsible for the ownership and maintenance of the station car parks. While we have formally requested that Chiltern Railways consider certain changes, the authority to implement any modifications does not rest with the Council.

Enforcement priorities:

29. Criticism that requested ANPR enforcement in Banbury town centre pedestrian streets (e.g., High Street/Parsons Street) has been ignored while cameras are proposed at the station location.

30. Officers acknowledge the concerns regarding ANPR enforcement at alternative locations; however, these matters are beyond the remit of this project. Officers have forwarded these concerns to the ANPR Enforcement team and have feedback that teams are working towards obtaining approval to install ANPR in Banbury Town Centre.

Surveillance and intrusion:

31. Some objections frame ANPR as excessive surveillance ("spy/open prison" measures) and an overreach.

32. ANPR cameras are designed to enforce traffic regulations and not to monitor individuals. The data collected is used solely for traffic enforcement purposes. They are designed to detect vehicles and registration numbers to only record necessary information.

Visitor wayfinding and practicality:

33. Concern that restrictions make it harder to meet visitors arriving by train, particularly where language barriers make walking directions difficult; respondents suggest this could push people towards car travel, increasing congestion/pollution.

34. This response is not specific to the consultation exercise, as the comment is about parking facilities rather than the use of ANPR. However, in response to the comment, on-street drop-off bays are positioned on Tramway Road, and drivers may utilise the Station car park for drop-off purposes with a complimentary 20-minute grace period. Additional designated drop-off locations are situated on the north and east sides of the station.

35. The final stage of construction incorporates a proposed new drop-off facility located south of the new roundabout; this is currently pending planning permission prior to development. This project has also facilitated improved bus access to the train station.

Congestion and disruption due to the work at the junction:

36. Concerns (including linked roadworks) about significant delays and a lack of confidence in the authority's approach to transport planning.

37. This response is not specific to the consultation exercise, as the comment is about parking facilities rather than the use of ANPR. In response, the Council can confirm that work is being carried out at multiple locations during the day and at nighttime to minimise the time spent at these key junctions. CCTV and real-time data sources, including Google Maps, are used to dynamically make adjustments and maintain traffic flow as best as possible. Once completed, the Cherwell Street improvements will improve bus journey times and reliability into and out of Banbury town centre as well as improve pedestrian facilities and signalling.

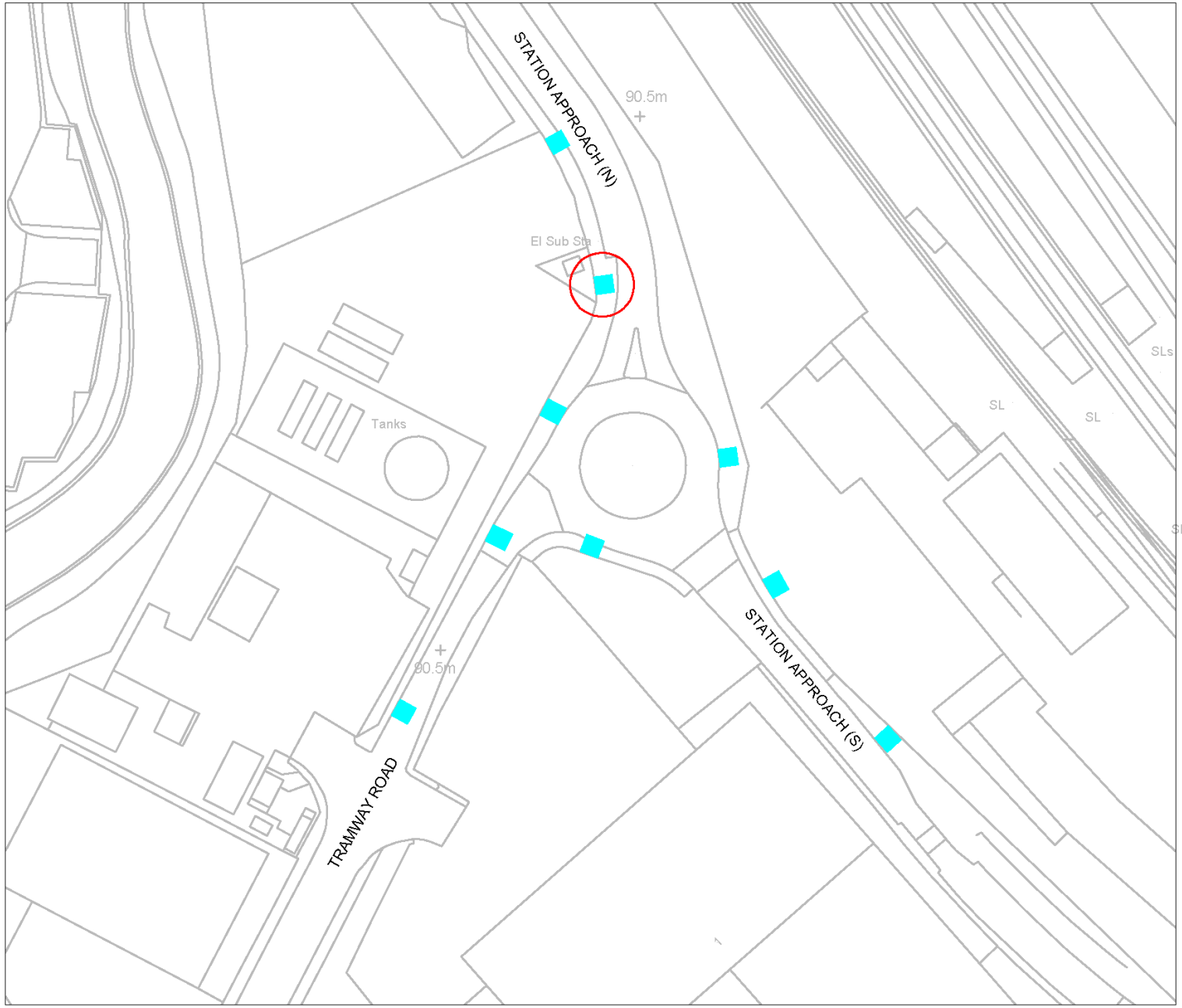
Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Location plan for ANPR camera
Annex 2: Consultation responses

Background papers:	n/a
Other Documents:	n/a

Contact Officer(s):	Saffiyah Badurdeen, (Project Manager – Infrastructure Delivery) Mohammed Ilyas (Programme Lead – Infrastructure Delivery)

May 2026



Drawing No. 0

Proposed ANPR camera location

Street lighting column

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
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MAINTENANCE/CLEANING
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USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

Proposed ANPR Camera Location

Drawing title

Banbury
Tramway Road /
Station Approach

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
	AC	CM	
	Date drawn 09/03/26	Date checked 12/03/26	Date approved

Oxfordshire Project No. & File Ref.

Drawing No. Revision 0

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\3. Live instructions\Notices & Consultations\N0349 - Banbury, Tramway ANPR consultation\PLANS\TRAMWAY ROAD ANPR LOCATION.dwg

ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Cherwell District Council, (Development Management)	**No objection** – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Banbury Easington division)	**Object** – The positioning of this ANPR is on highway land that has access to all vehicles to and from Tramway to Station Approach South which is not part of the restricted bus only route. This is worrying, why are OCC policing an open highway? Vehicles cant access the bus lane because of barriers. Banbury. Cllrs, residents, Traffic Committee, Area Oversight Group, businesses have repeatedly requested ANPR in the pedestrian areas of the town, High St. and Parsons St, which OCC have ignored. Why put in ANPR where its not needed but ignore where it is needed? This OCC station debacle, costing many £m on this site has delivered the wrong scheme. Even with a proposed new drop off by the roundabout only considered because of pressure from me, still means the walk for disabled, old etc is still too long. The 20 mins drop off in the car park is not safe as many vehicles have to manoeuvre a three point turn, if not possible I have witnessed vehicles reversing the whole length of the car park to turn.

	This proposal will lead everyone, including me to believe that it is just a money making scam by OCC and has no safety reason for its implementation. To implement this scheme which is uncalled for and unnecessary whilst ignoring the requests for the 2 x town centre APNR cameras will show a disregard for the people and elected members of Banbury. The vehicles ignoring the traffic regulation orders on High St and Parsons St are in direct conflict with pedestrians, disabled and partially sighted. For all these reasons I object to the proposed ANPR cameras at the Tramway/Station Approach which are not needed and will be a money making milch cow for OCC. For the same money, ANPR invested in the town centre OCC would be providing an unmet need and probably make more money in fines.
(o3) Local resident, (Banbury, Newlands Road)	**Object** – It doesnt seem necessary to spend yet more money on this scheme. We have not seen any vehicles abusing this. It it was perceived as a problem it should have been priced into the scheme from the start and not added as an afterthought.
(o4) Local resident, (Banbury, Old Parr Road)	**Object** – Why are you proposing to spend money on something that currently doesnt seem to be a problem. I use the station regularly and walk from Tramway to the station. I have never seen an unauthorised vehicle try to use the bus gate. I therefore object strongly to this inappropriate use of funds.
(o5) Local resident, (Banbury, Why? Big brother)	**Object** – Cash cow for the council. OCC have delivered the wrong scheme. insufficient drop off by door. Cars have to do a three point turn if a space is available, if no we have to reverse in limited space. proposed new drop off too far away for elderly & disabled. This scheme is a waste of money & OCC just want to fleece motorists.
(o6) Member of public, (Burford, High Street)	**Object** – Unnecessary overreach. There is minimal to no impact of people occasionally breaking this rule that does not require yet more camera surveillance. There is no justification for this.
(o7) Local resident, (Shenington, Shenington)	**Object** – It has become very difficult to receive our visitors coming by train. It is not possible to give instructions of how to walk out of the station to the designated short stay car parking – our visitors are East Asian, South Asian, and other non-native English speakers. Further restricting access to those of us who meet visitors at the station

	makes it largely impossible to meet visitors, and we are already recommending visitors hire a car and drive to us rather than negotiate the obstacles now in place. This of course increases pollution and congestion, but we see no alternative.
(o8) Local resident, (Shenington, Kenhill)	**Object** – This will not improve safety, instead it will be used as a revenue generation tool. The original scheme has already proved itself to be a wasted opportunity. I appreciate separate to this consultation, but the additional roadworks at the junction have paralysed Banbury. A 15 minute journey now frequently takes over an hour. Have little confidence that the new unitary authorities will prove any better based on the current approach of OCC towards rural residences.
(o9) Member of public, (Woodstock, Hensington Road)	**Object** – No more spy, open prison cash grab measures, enough is enough. Leave us alone in peace!
(o10) Member of public, (Adderbury, Kemps Road)	**Support** – Vehicles that are not permitted should use the bus gate
(o11) As part of a group/organisation, (Banbury, Warwick Rd)	**Support** – An excellent approach to enforcing traffic restrictions - should be installed in Parsons Street / High Street too. Hopefully the fines will be high enough to deter drivers who are breaking the rules. The only attached document is a location plan - no details of where any penalities will go. Again, hopefully significant penalities can be imposed and funds raised be diverted towards improving bus services.
(o12) Local resident, (Bloxham, Chipperfield park road)	**Support** – Should be enforced
(o2) Local resident, (Shenington, Rattlecombe Road)	**No objection/No opinion** – As I see no point in a bus lane it is inappropriate to comment. Try adding more bus services to the villages first. Most of us have to rely on the car to get to the station and this development is going to make it even harder to reach the station and park. Also the exit from the East car park is so bad that it can take half an hour to get out of the station area. Will this development help ease this?

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Division(s) affected: *Witney North & East, Eynsham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

WITNEY/SOUTH LEIGH & HIGH COGGES: A40 WITNEY BY-PASS ROAD – PROPOSED SPEED LIMITS, 'NO-ENTRY' &'CLEARWAY' RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following measures, as advertised:

(a) New 60mph speed limits (in place of the existing National Speed Limits) on the A40 Witney bypass, and lengths on the various adjoining 'on' & 'off' slip roads.

(b) New 40mph speed limits (in place of the existing National Speed Limits) on the B4022 Oxford Hill, High Cogges Road, and South Leigh Road.

(c) New No Entry restriction on the A40 Eastbound off-slip road at its junction with the B4022 Oxford Hill,

(d) New Clearway restrictions ('Stopping prohibited at all times') on the new A40 Eastbound off-slip & A40 Westbound on-slip roads.

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce a number of traffic measures, comprising of: a) new 60mph speed limit on the A40 Witney bypass (various lengths on the 'on' & 'off' slip roads accessing the B4022 Oxford Hill & 'Hill Farm Livery Yard'), b) new 40mph speed limits on adjoining roads, including the B4022 Oxford Hill, High Cogges Road, South Leigh Road, and various lengths on the 'on' & 'off' slip roads accessing the A40 Witney bypass; c) a new 'No Entry' restriction will be introduced on the A40 Eastbound off-slip road at its junction with the B4022 Oxford Hill, and the South Leigh No Entry onto the A40 westbound off-slip also formalised, and d) extending 'Clearway' restrictions (stopping prohibited at all times) introduced on

the new A40 Eastbound off-slip & Westbound on-slip roads servicing the B4022 Oxford Hill and access to South Leigh – as shown in **Annexes 1** to **4**.

3. The proposals have been put forward in support of the wider 'A40 Access to Witney' transport scheme – which seeks to improve access between Witney and the A40 as part of the Oxfordshire County Council Witney Transport Strategy.

Corporate Policies and Priorities

4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

    (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

    (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

    (3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) will be provided from the overall funding envelope for the Access to Witney Scheme. There are no additional budgetary implications, and the proposals therefore remain within the approved budget envelope.

6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Infrastructure Delivery', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

10. The wider 'A40 Access to Witney' transport scheme includes the ongoing construction of new west-facing slip roads at the A40/B4022 Shores Green junction to improve access to Witney, with the principal aims of the project being to:

(a) Give residents and drivers more choices, particularly those wanting to access the A40, and enable local and through traffic to access the A40 without needing to travel through the town centre or use the A40/Ducklington Lane junction,

(b) Reduce congestion and improve air quality in central Witney, including on Bridge Street and in the Air Quality Management Area,

(c) Provide new walking and cycling paths and crossings facilities on the B4022 and alongside the A40 that will provide improved and safer connections between South Leigh, High Cogges and Witney and to the shared path along the A40 to Oxford, and

(d) support the delivery of planned housing growth in Witney as set out in the adopted West Oxfordshire Local Plan 2031.

Risk Management

11. There are no new risk management issues identified in these proposals.

Formal Consultation

12. Formal consultation was carried out between 22 March and 15 May 2026. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, relevant local District Councillors, Witney Town Council, South Leigh & High Cogges, and Eynsham Parish Councils, and the local County Councillors representing the Witney North & East, and Eynsham divisions.

13. During the course of the formal consultation, 38 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
60mph speed limits	22 (58%)	2 (5%)	9 (24%)	5 (13%)
40mph speed limits	14 (37%)	5 (13%)	14 (37%)	5 (13%)
No Entry restriction	11 (29%)	1 (3%)	14 (37%)	12 (32%)
Clearway restrictions	5 (13%)	3 (8%)	22 (58%)	8 (21%)

14. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and a response raising concerns regarding the proposed 60mph speed limits on the belief that speed reductions are doing very little for road safety within the County.

15. The full responses received are shown in **Annex 5**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

16. Officers have provided individual detailed responses to each of the objections in **Annex 5**, with many of the responses received related to the lack of evidence or need for the proposed 60 mph speed limit on the A40 Witney Bypass and the new slip roads.

17. The proposed speed limit has been informed by evidence from recent speed surveys and the changing function of this section of the A40. Survey data identified 85th percentile speeds of up to 85 mph, indicating that vehicle speeds are currently above the national limit and that there is a need for improved speed management.

18. While the new slip roads are being designed to appropriate standards, their introduction will increase the level of merging and diverging movements along this section of the A40. Although this removes existing hazards such as U turn manoeuvres at Hill Farm, it also creates a more complex operating environment, which is not directly comparable with the current layout.

19. The proposed 60 mph limit is therefore intended as a proportionate measure to better align vehicle speeds with the revised road layout, reduce speed differentials between vehicles, and lower the risk and severity of collisions. It also provides a more consistent and coherent transition between speed limits along the route.

20. The intention is not to impose unnecessary restriction, but to ensure that the road operates safely and effectively once the new junction arrangement is in place.

21. Vehicle speeds and overall performance will be monitored following implementation, allowing the Council to review whether the measures are achieving the intended outcomes and make adjustments if required.

22. There were also concerns raised by a number of respondents that the proposed 60mph speed limit on the A40 would result unnecessary congestion and speed differentials. While there is a perception that higher speeds always improve flow, in junction-influenced environments, more moderate and consistent speeds can support smoother traffic progression and more stable vehicle interactions minimising delays.

23. Further, the intention of the proposed limits is to reduce variations in vehicle speeds between the mainline and joining traffic, thereby improving safety and making it easier for drivers to merge and diverge safely.

24. Some respondents only objected to the proposed No Entry restriction on the A40 Eastbound off-slip road at its junction with the B4022 Oxford Hill. The proposed No Entry restriction forms part of the wider traffic management approach associated with the new junction layout. It is intended to control specific vehicle movements and prevent manoeuvres that could give rise to

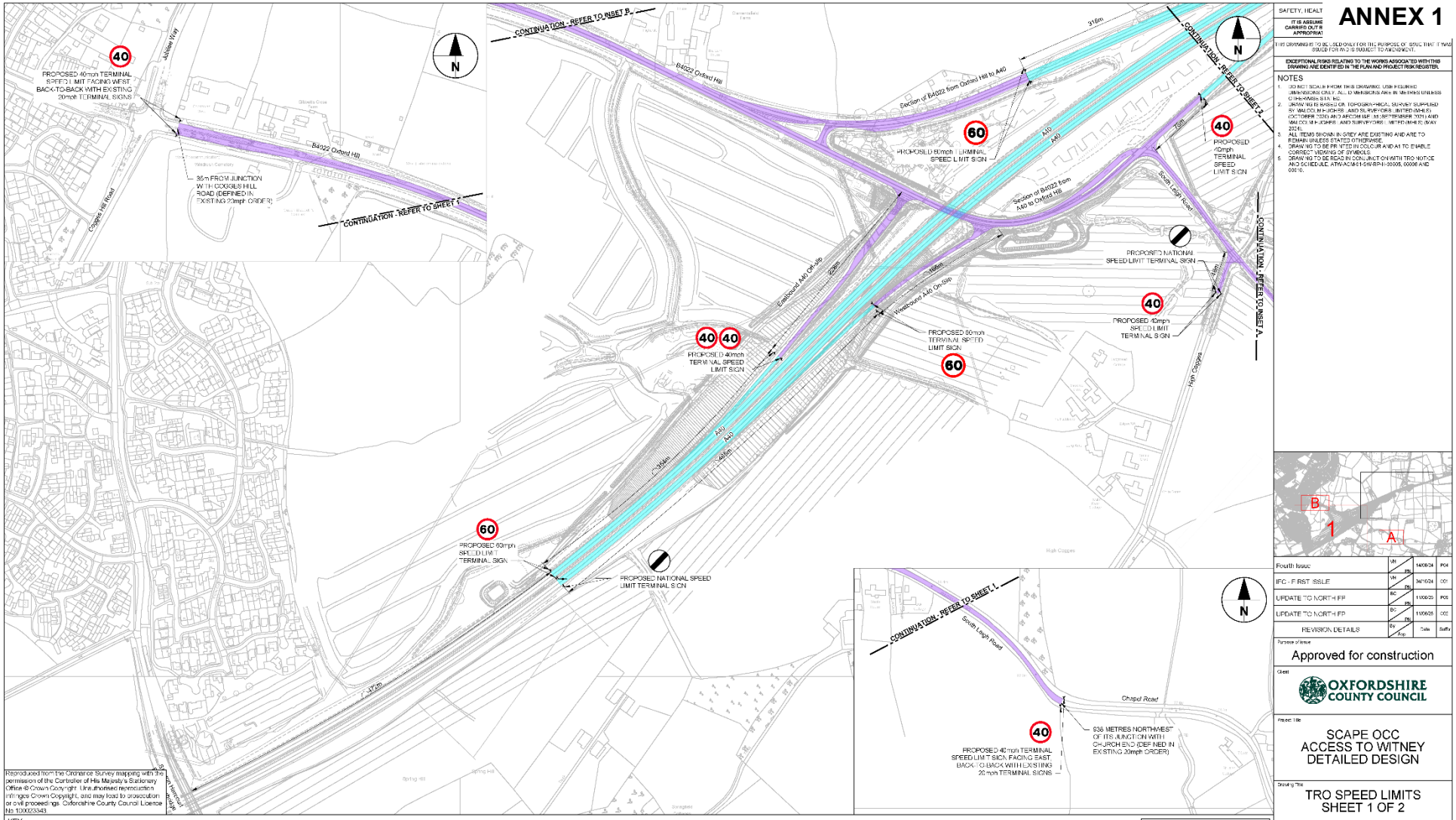
safety risks or operational conflicts, ensuring that the junction operates as designed.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annexes 1-4: Consultation plans Annex 5: Consultation responses
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Abdul Waraich (Project Manager – Infrastructure Delivery) Mohammed Ilyas (HIF2 Programme Lead – Infrastructure Delivery)

June 2026

ANNEX 1



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KEY

- PROPOSED SIGN LOCATIONS
- PROPOSED 60mph SPEED LIMIT
- PROPOSED 40mph SPEED LIMIT

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Fourth Issue	VH / PN	14/08/24	P04	
IFC - FIRST ISSUE	VH / PN	24/10/24	C01	
UPDATE TO NORTH FP	BC / PN	11/06/25	P05	
UPDATE TO NORTH FP	BC / PN	11/06/25	C02	
REVISION DETAILS	By / App	Date	Suffix	

Purpose of Issue: Approved for construction

Client: OXFORDSHIRE COUNTY COUNCIL

Project Title: SCAPE OCC ACCESS TO WITNEY DETAILED DESIGN

Drawing Title: TRO SPEED LIMITS SHEET 1 OF 2

Designed	Drawn	Reviewed	Approved	Date
JC	JC	DL	PN	11/06/25

Internal Project No.: 60720468 | Suitability: A4 | Scale @ A1 | Volume: General - Scheme Wide generic information

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ANNEX2

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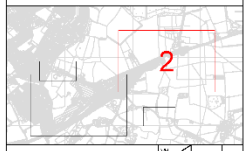

Fourth Issue	VH / PN	14/08/25	P04
IFC - FIRST ISSUE	VH / PN	04/06/25	C01
UPDATE TO NORTHFP	BC / PN	11/06/25	P03
UPDATE TO NORTHFP	BC / PN	11/06/25	C02
REVISION DETAILS	By / Appr.	Date	Suffix

Purpose of Issue: Approved for construction

Client: OXFORDSHIRE COUNTY COUNCIL

Project Title: SCAPE OCC ACCESS TO WITNEY DETAILED DESIGN

Drawing Title: TRO SPEED LIMITS SHEET 2 OF 2

Designed	Drawn	Reviewed	Approved	Date
BC	BC	DL	PN	11/06/25

Internal Project No.: 60672458	Suitability: A4
Scale @ A1:	Volume: General - Scheme Wide generic information

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Location	Type	Role	Discipline	Number	

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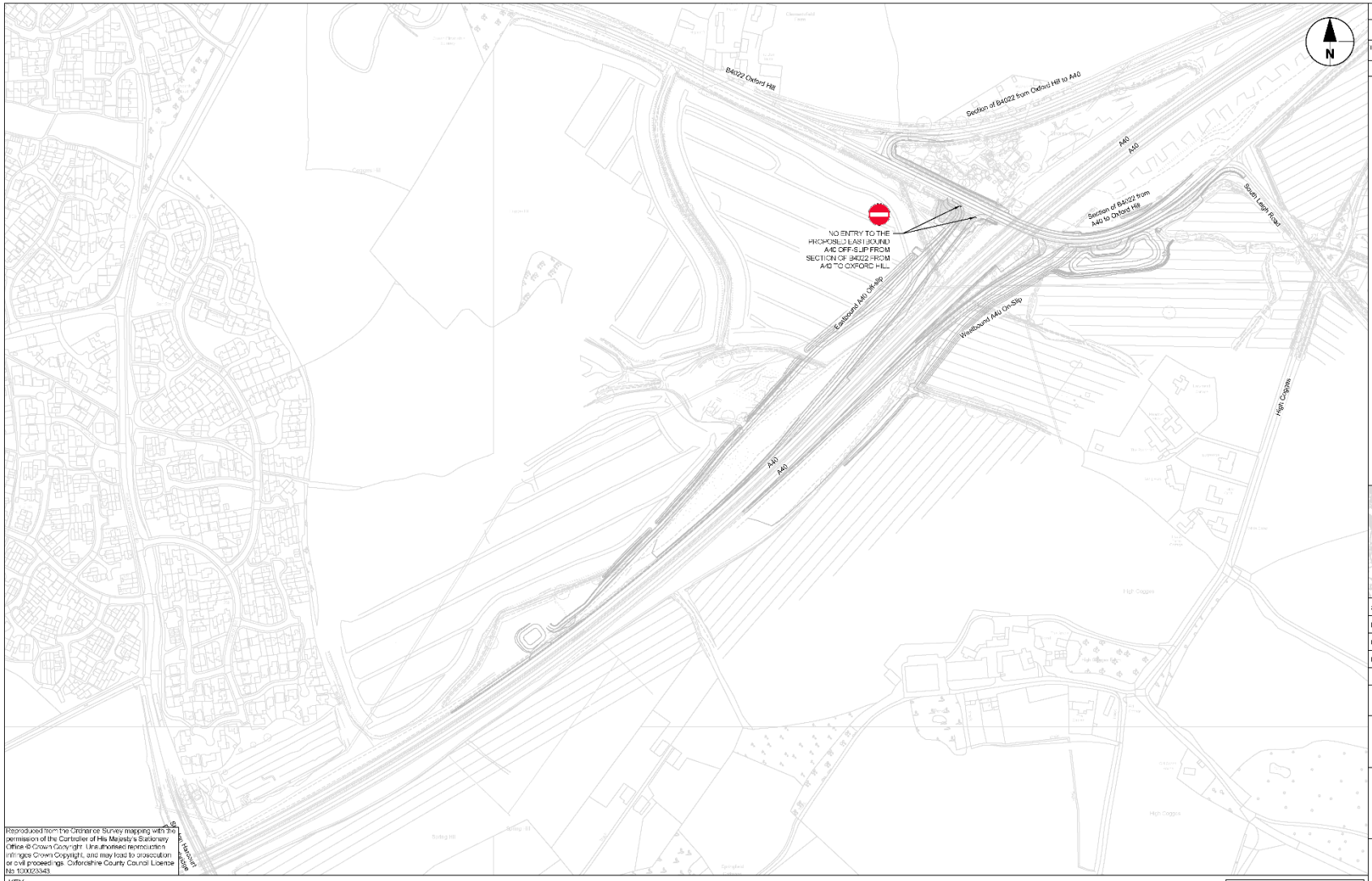
ANNEX 3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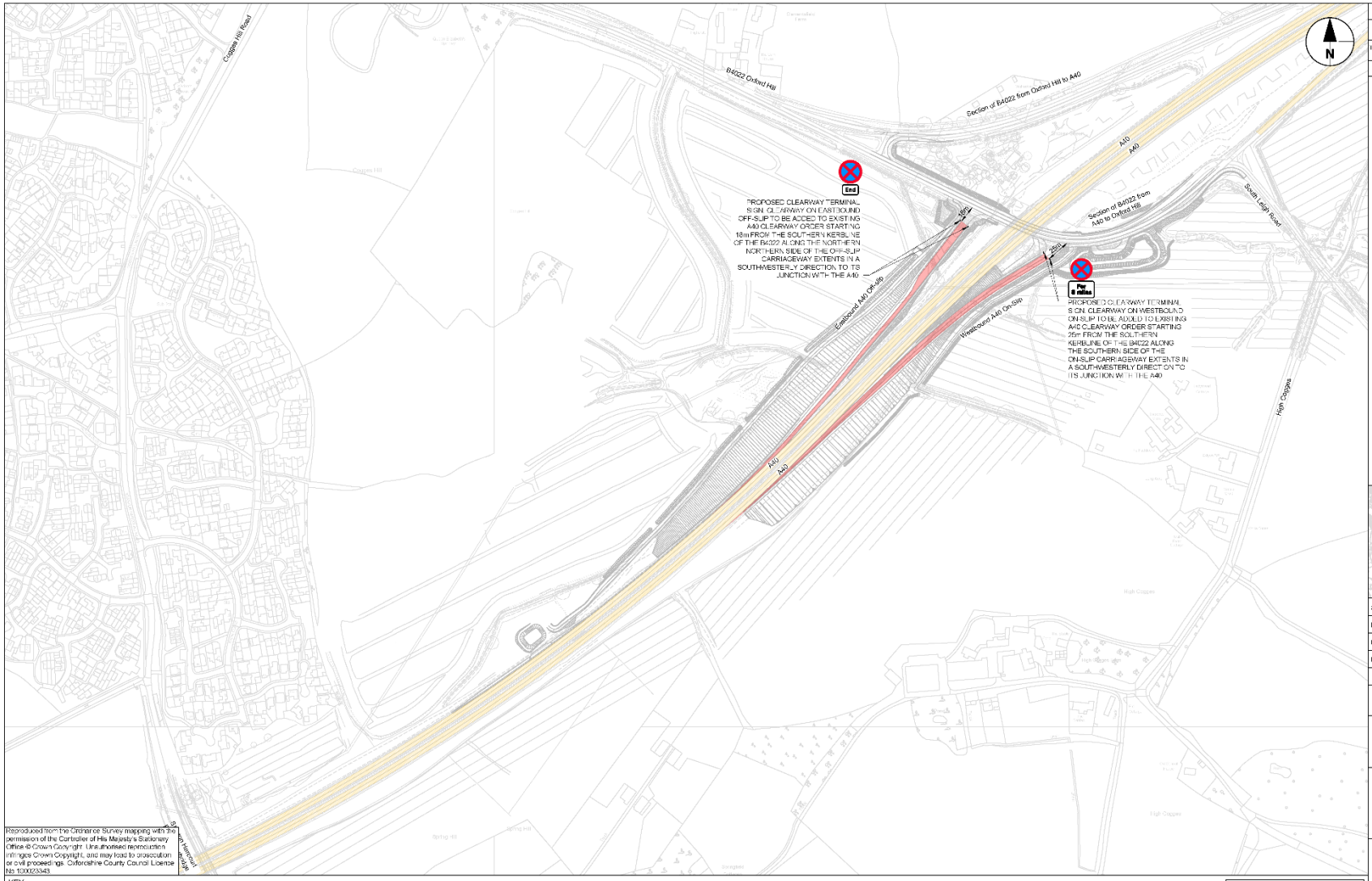
Section of B4022 from Oxford Hill to A40
A40
A40
Section of B4022 from A40 to Oxford Hill
South Leigh Road
NO ENTRY TO THE PROPOSED EASTBOUND A40 OFF-SLIP FROM SECTION OF B4022 FROM A40 TO OXFORD HILL
Eastbound A40 Off-slip
Westbound A40 On-Slip
High Coggins
A40
A40
Bridleway
Bridleway
Bridleway

ANNEX 4



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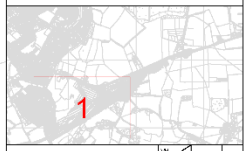

Second Issue	VH / PN	14/08/24	P02	
IFC - FIRST ISSUE	VH / PN	04/10/24	C01	
UPDATE TO NORTHFP	BC / PN	11/06/25	P03	
UPDATE TO NORTHFP	BC / PN	11/06/25	C02	
REVISION DETAILS	By / Appr.	Date	Suffix	

Purpose of Issue: Approved for construction

Client: OCC — OXFORDSHIRE COUNTY COUNCIL

Project Title: SCAPE OCC ACCESS TO WITNEY DETAILED DESIGN

Drawing Title: TRO CLEARWAYS SHEET 1 OF 1

Designed	Drawn	Reviewed	Approved	Date
BC	BC	DL	PN	11/06/25

Internal Project No.: 60712458	Suitability: A4
Scale @ A1	Volume: General - Scheme Wide generic information

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Drawing Number	Project	Originator	Volume			Rev
	ATW	-ACM	-01	-		C02
	SW	-DR	-H	-00	003	
	Location	Type	Title	Block / Number		

Plot Date: 11 June 2025 14:11:32
File Name: C:\Projects\60712458\CAD\Drawings\ATW-ACM01-SW-DR-H-00003_C02.dwg

ANNEX 5

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Email response, (unknown)	**Concerns** – If you look at table RAS0403 [Road safety statistics data tables] you can see there has been a reduction in casualties of 50% in Oxfordshire since 2015. However there has also been a reduction of casualties of 44% in Buckinghamshire over that time period where they have been much more cautious about reducing speed limits. Correcting for population (Buckinghamshire has around 580,000 people vs 760,000 in Oxfordshire) gives Oxfordshire a slightly higher but pretty similar number of road casualties per head of population - as you would expect given both counties are generally low deprivation. Given how little difference there is between the reduction in the two counties the evidence shows that many of the Oxfordshire speed reductions are doing very little if anything for road safety - with of course the negatives of increasing journey times. My gut feeling would be that local residential roads and town centres being reduced to 20 has had a positive impact and that the other changes have done very little.
Officer response:	It is important, however, to distinguish between area-wide casualty trends and the purpose of individual, site-specific speed limit changes. The proposed speed limit changes on the A40 are not intended as a blanket casualty-reduction measure, but as a proportionate response to a changed road environment. Speed survey data for this section of the A40 shows 85th-percentile speeds of up to 85 mph, significantly above the national speed limit, indicating a clear speed-management issue. The introduction of new slip roads will increase merging and diverging movements, creating a more complex layout that is less suited to higher speeds, even though some existing hazardous manoeuvres (such as U-turns at Hill Farm) are being removed.

	Evidence from both national research and local experience suggests that the greatest safety benefits from lower speed limits are achieved on local roads, in residential areas and town centres, particularly where there is interaction between vehicles, pedestrians and cyclists. We agree that these types of locations are likely to have delivered the most tangible safety benefits from 20 mph limits. On higher-standard roads such as the A40, the objective is instead to reduce collision severity, improve speed consistency, and better align driver behaviour with road layout, rather than to deliver large reductions in overall casualty numbers. The proposed 60 mph limit is therefore intended to support safer operation of the revised junction layout, improve speed compliance and consistency, and reduce risk at merge and diverge points, while minimising impacts on journey time. Importantly, vehicle speeds and collision data will be monitored following implementation, allowing the effectiveness of the measures to be reviewed and adjusted if the evidence shows they are not delivering the intended outcomes.

B. Online responses:

RESPONDENT	**COMMENTS**
(o1) County Cllr, (Oxford, New Road)	60mph speed limits – **Support** 40mph speed limits – **Support** No Entry restriction – **Support** Clearway restrictions – **Support** All of these support vision zero and the improvement of safety of our traffic network, as well as promoting bus use. My only comment is that the 60mph should perhaps be 50mph instead on the slip roads, but I defer to traffic engineers.
o1 Officer response	Thank you for your support for the proposed measures and for recognising their role in improving road safety and supporting wider objectives such as Vision Zero and sustainable transport, including bus use.

	With regard to your suggestion that a 50 mph limit may be more appropriate on the slip roads, the proposed speed limits have been developed following detailed consideration by traffic engineers, taking account of speed survey data and the future function of the road network. Surveys on this section of the A40 recorded 85th percentile speeds of up to 85 mph, indicating a need for improved speed management. The introduction of new slip roads will increase merging and diverging movements. While these changes improve connectivity and remove existing manoeuvres such as U-turns at Hill Farm, they also create a more complex road environment, which is better suited to a consistent and moderate speed. The proposed 60 mph limit has therefore been identified as a proportionate and balanced approach, aligning vehicle speeds with the revised layout while maintaining efficient traffic flow on this strategic route. It also supports a smoother transition between speed limits along the corridor and helps reduce collision risk and severity. At this stage, a lower limit such as 50 mph on the mainline or slip roads is not considered necessary based on the available evidence. However, the scheme includes monitoring of vehicle speeds and overall performance following implementation, which will allow the Council to review how the road operates in practice and determine whether any future adjustments are required.
(o2) Witney Town Council	60mph speed limits – **Support** 40mph speed limits – **Support** No Entry restriction – **Support** Clearway restrictions – **Support** Witney Town Council is supportive of the proposed traffic measures associated with the completion of the new Shores Green junction to the east of Witney. This position reflects the view that the measures have the potential to contribute positively to road safety in the surrounding area. In particular, it was thought that the introduction of revised traffic arrangements and speed management would likely assist in reducing the likelihood and severity of collisions. The proposed changes are also noted in the context of planned development in the Oxford Hill and Cogges area. The Council considers it appropriate that traffic management measures are introduced in advance of this growth, to help ensure that the highway network is suitably prepared to accommodate future demand. This forward-looking approach would support the effective functioning of the road network the agreed development moves forward.

	The proposed reduction in speed limits, including on the approach to the single carriageway section near Hill Farm, is supported in principle as a proportionate measure to reflect local road conditions and it's anticipated usage. It is also recognised that lower vehicle speeds can contribute to environmental benefits, including the potential for improvements in local air quality, particularly in an area of existing and proposed residential development. Overall, the Council considers that the proposals represent a reasonable and balanced approach to managing traffic in this location, and is content to support their implementation, subject to appropriate monitoring and any necessary future adjustment.
o2 Officer response	Thank you for your support for the proposed measures and for the considered comments provided by Witney Town Council. We welcome the recognition that the scheme has the potential to contribute positively to road safety and support the effective operation of the local highway network, particularly in the context of planned growth in the Oxford Hill and Cogges areas. The introduction of these measures alongside development is intended to ensure that the network is appropriately configured to manage future demand and changing travel patterns. The proposed speed limits and associated traffic management measures have been developed based on speed survey data and the anticipated function of the revised road layout. Surveys on this section of the A40 recorded 85th percentile speeds of up to 85 mph, indicating a need for improved speed management. The introduction of new slip roads and junction arrangements will increase merging and diverging movements, creating a more complex environment that is better suited to lower, more consistent vehicle speeds. The reduction in speed limits, including on the approach to the single carriageway section near Hill Farm, is therefore considered a proportionate response to local conditions and anticipated usage, helping to reduce collision risk and severity while maintaining the efficient movement of traffic along this strategic route. In addition to safety benefits, the Council acknowledges the potential for wider environmental improvements, including reduced noise and local air quality benefits, particularly in areas of existing and proposed residential development. These outcomes are supported through a combination of speed management, improved junction design, and measures that encourage smoother traffic flow.

	We also note and welcome your support for implementing these measures in a forward-looking manner, aligned with planned growth. As highlighted, the scheme will be subject to ongoing monitoring following implementation, including assessment of vehicle speeds and operational performance. This will ensure that the measures are performing as intended and allow for any necessary future adjustments based on observed conditions. Overall, we appreciate Witney Town Council's support and its acknowledgment that the proposals represent a balanced and evidence-led approach to managing traffic and improving safety in this location.
(o3) Local resident, (Witney, Newland)	60mph speed limits – **Object** 40mph speed limits – **No objection/No opinion** No Entry restriction – **No objection/No opinion** Clearway restrictions – **No objection/No opinion** The 60 MPH limit is unnecessary & unjustified. The existing two slips work perfectly well with the national speed limit & there is no evidence that the new slips won't - surely they have been properly designed for a 70 MPH road in the first place?
o3 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph speed limit and your view that the existing and new slip roads should be able to operate safely under the national speed limit. The proposed speed limit has been informed by evidence from recent speed surveys and the changing function of this section of the A40. Survey data identified 85th percentile speeds of up to 85 mph, indicating that vehicle speeds are currently above the national limit and that there is a need for improved speed management. While the new slip roads are being designed to appropriate standards, their introduction will increase the level of merging and diverging movements along this section of the A40. Although this removes existing hazards such as U-turn manoeuvres at Hill Farm, it also creates a more complex operating environment, which is not directly comparable with the current layout.

	The proposed 60 mph limit is therefore intended as a proportionate measure to better align vehicle speeds with the revised road layout, reduce speed differentials between vehicles, and lower the risk and severity of collisions. It also provides a more consistent and coherent transition between speed limits along the route. The intention is not to impose unnecessary restriction, but to ensure that the road operates safely and effectively once the new junction arrangement is in place. As with all elements of the scheme, vehicle speeds and overall performance will be monitored following implementation, allowing the Council to review whether the measures are achieving the intended outcomes and make adjustments if required. We appreciate you taking the time to provide your feedback.
(o4) Local resident, (Aston, Manor Close)	60mph speed limits – **Object** 40mph speed limits – **No objection/No opinion** No Entry restriction – **Support** Clearway restrictions – **Support** There appears to be no reason to reduce the A40 to 60mph e.g. nearby housing etc. As a main through road, it should operate at the national speed limit of 70mph.
o4 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph speed limit and your view that, as a principal through route, the A40 should remain at the national speed limit. The proposed reduction in speed limit is not driven solely by roadside land use (such as housing), but by the changing function and layout of this section of the road. The introduction of the new Shores Green junction and associated slip roads will increase the frequency of merging and diverging movements, resulting in a more complex driving environment than the existing arrangement. The proposed 60 mph limit is intended as a proportionate and precautionary measure to better align vehicle speeds with these changes. Lower and more consistent speeds through junction areas can help to reduce speed differentials between vehicles, improve driver reaction times, and reduce both the likelihood and severity of collisions.

	While the A40 will continue to serve as an important strategic route, the aim is to strike an appropriate balance between maintaining efficient traffic flow and ensuring that the road operates safely in light of its updated layout and function. As with all elements of the scheme, the operation of the road, including vehicle speeds, will be monitored following implementation. This will allow the Council to review the effectiveness of the measures in practice and make any adjustments if the evidence indicates that changes are required. We appreciate you taking the time to provide your feedback.
(o5) Local resident, (Carterton, Teasel Way)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **No objection/No opinion** Clearway restrictions – **No objection/No opinion** Not needed.
o5 Officer response	Thank you for your comments. We note your objection to both the proposed 60 mph and 40 mph speed limits. While the response is brief, it is important to clarify that the proposed speed limits have been developed as part of a comprehensive package of measures associated with the new Shores Green junction and wider changes to the road network. These changes alter how this section of the A40 operates, including the introduction of additional junction movements and interactions between vehicles. The proposed speed limits are therefore intended as proportionate measures to support safe and consistent vehicle speeds in a more complex road environment, helping to reduce speed differentials and the likelihood and severity of collisions. The 40 mph limits on the B4022 in particular are focused on areas where traffic conditions, geometry, or proximity to junctions require greater control of vehicle speeds.

	The aim is to ensure that the network continues to function effectively while maintaining an appropriate level of safety for all users, rather than introducing restrictions without justification. As with all aspects of the scheme, vehicle speeds and overall network performance will be monitored following implementation, allowing the Council to review how the measures operate in practice and make adjustments if required. We appreciate you taking the time to provide your feedback.
(o6) Local resident, (Abingdon, Alexander Close)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **No objection/No opinion** Clearway restrictions – **Support** The A40 is a dual carriageway with a central reservation, so I do not see a reason to reduce the speed limit to 60 mph.
o6 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph speed limit and your view that, as a dual carriageway with a central reservation, the A40 should remain subject to the national speed limit. While the presence of a central reservation is an important safety feature, the proposed speed limit is influenced not only by the road's classification, but by its function and layout, particularly at and between junctions. The introduction of the new Shores Green junction and associated slip roads will increase merging and diverging movements, creating a more complex traffic environment than a typical uninterrupted dual carriageway. In this context, the proposed 60 mph limit is intended as a proportionate measure to better align vehicle speeds with the revised road conditions. Reducing speeds in areas with increased vehicle interaction can help to improve driver awareness and reaction time, reduce speed differentials, and lower both the likelihood and severity of collisions.

	The objective is to ensure that this section of the A40 continues to operate safely and efficiently as part of the wider network, recognising that it will function as a junction-influenced corridor rather than a purely free-flowing dual carriageway. As with all elements of the scheme, vehicle speeds and operational performance will be monitored following implementation, allowing the Council to assess how the road is functioning in practice and make any adjustments if required. We appreciate you taking the time to provide your feedback.
(o7) Local resident, (Eynsham, Acre End Street)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **No objection/No opinion** Clearway restrictions – **Support** The A40 is the only high-speed road in the area and often congested with buses, lorries, farm vehicles etc. Having the 70mph section allows for the safe overtake of these larger slower vehicles and free flowing of traffic.
o7 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, and your view that retaining a 70 mph limit supports overtaking and the free flow of traffic, particularly given the presence of larger and slower vehicles such as buses, lorries and agricultural traffic. The role of the A40 as a key strategic route is recognised, and maintaining efficient movement of traffic is an important consideration. However, the proposed speed limit changes reflect the fact that this section of the road will no longer operate as a simple high-speed corridor. The introduction of the new Shores Green junction and associated slip roads will increase the number of merging, diverging, and lane-changing movements, leading to a more complex traffic environment. In this context, slightly lower and more consistent speeds can help to reduce speed differentials between vehicles, including between faster-moving cars and slower vehicles such as HGVs and buses. This can improve

	overall traffic stability, reduce braking and acceleration, and support safer overtaking opportunities where appropriate, rather than relying on higher maximum speeds alone. The proposed 60 mph limit is therefore intended as a balanced approach, helping to maintain reliable traffic flow while improving safety in an area with increased vehicle interaction. Similarly, the 40 mph limits on the B4022 are focused on locations where additional control of vehicle speeds is required due to junction layouts or local conditions. The aim is not to unnecessarily restrict movement on the network, but to ensure that the road continues to function safely and efficiently in its updated form. As with all aspects of the scheme, vehicle speeds and traffic conditions will be monitored following implementation, allowing the Council to review how the road is operating in practice and make any adjustments if required. We appreciate you taking the time to provide your feedback.
(o8) Member of public, (Burford, Bridge street)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Object** Clearway restrictions – **No objection/No opinion** I drive this road multiple times per week and there is no justification for decreasing from the nationally accepted 70mph speed limit on dual carriageways to 60mph. I have never seen an accident on this road and visibility is great. Wha problem are you trying to solve?!
o8 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, and your view that there is no clear justification for reducing the speed limit from the national standard on a dual carriageway where visibility is good and collisions may not be readily apparent.

	While personal driving experience is important, the assessment of appropriate speed limits is based on a broader evidence base, including measured traffic speeds, road layout, and anticipated changes to how the road will operate. In this case, the introduction of the new Shores Green junction and associated slip roads will significantly change the character of this section of the A40, increasing merging, diverging, and lane-changing movements. Although there may not be a high frequency of visible incidents under the current layout, the objective of the scheme is to take a proactive, preventative approach to road safety, consistent with Vision Zero principles. This means addressing known risk factors, such as high speeds and increased vehicle interaction, before collisions occur, rather than responding only after a pattern of incidents is established. The proposed 60 mph limit is therefore intended as a proportionate measure to better align vehicle speeds with the more complex junction environment, helping to reduce speed differentials, improve driver reaction times, and reduce the likelihood and severity of collisions. The 40 mph limits on the B4022 are similarly targeted at locations where additional speed management is appropriate due to local conditions and traffic movements. The aim is not to address a single existing issue in isolation, but to ensure the road continues to operate safely and efficiently as its function evolves. As with all elements of the scheme, the Council will monitor vehicle speeds and operational performance following implementation, allowing the effectiveness of the measures to be reviewed and adjustments made if necessary. We appreciate you taking the time to provide your feedback.
(o9) Local resident, (Carterton, Ritchens Drive)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Object** Clearway restrictions – **Object** Reducing speed on the main road will introduce tail backs, bunching and unnecessary accelerations increasing output of exhaust gases or consumption of battery power (as applicable). Reducing speed on approach roads will introduce speed differentials where the slip joins the main carriageway.

	Relieving congestion on the A40 should be focused on the blockage created by the new developments between the Wolvecote roundabout and the railway bridge where higher speed (60 mph) traffic is dumped into a poorly designed junction. A slip between the A40 and Peartree roundabout to allow A34 traffic to avoid north Oxford.
o9 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your concerns regarding potential impacts on congestion, vehicle emissions, and overall network operation. The proposed measures have been developed to reflect the changing function of this section of the A40, particularly following the introduction of the new Shores Green junction. This will increase the level of merging, diverging and lane-changing movements, creating a more complex operating environment than at present. In this context, managing speeds to achieve greater consistency can help to reduce sudden braking, acceleration and bunching, which are often key contributors to congestion and inefficient traffic flow. While there is a perception that higher speeds always improve flow, in junction-influenced environments, more moderate and consistent speeds can support smoother traffic progression and more stable vehicle interactions. In relation to your concern about speed differentials at slip roads, the intention of the proposed limits is to reduce variations in vehicle speeds between the mainline and joining traffic, thereby improving safety and making it easier for drivers to merge and diverge safely. We note your wider comments regarding congestion on other parts of the A40 corridor, including toward Wolvercote and the Peartree area. While these are important considerations, they are outside the scope of this specific scheme, which is focused on ensuring that the Shores Green junction and its immediate surroundings operate safely and effectively. The overall aim of the proposals is to balance safety, network performance and environmental considerations, ensuring that the road functions reliably as conditions evolve, including with planned growth in the area.

	As with all aspects of the scheme, traffic conditions, including speeds and flow, will be monitored following implementation, allowing the Council to review performance and make any necessary adjustments based on observed outcomes. We appreciate you taking the time to provide your feedback.
(o10) Local resident, (Ducklington, Standlake Road)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Object** Clearway restrictions – **Object** Simpler is better. Additional complications and signage tend to cause more accidents. Without a shadow of doubt the top priority for West Oxfordshire is improving the appalling road surfaces. Motorists swerving to avoid potholes are dangerous. The extra tyre wear due to potholes is an environmental catastrophe.
o10 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your view that simplicity in road layouts is important. The principle of keeping road layouts clear and easy to understand is recognised, and the scheme has been designed to ensure that any additional signage and restrictions are necessary, proportionate, and consistent with the revised road layout. The introduction of the new Shores Green junction changes how this section of the A40 operates, increasing the level of merging, diverging and turning movements, and requiring a more structured approach to traffic management than currently exists. The proposed measures, including speed limits and restrictions, are therefore intended to improve clarity and predictability for drivers, rather than introduce unnecessary complexity. By establishing more consistent vehicle speeds and clearly defined movements, the scheme aims to reduce uncertainty, improve driver behaviour, and lower the risk of collisions. We also acknowledge your concerns regarding road surface condition and the impact of potholes. Road maintenance is an important issue, and defects such as potholes can indeed affect safety, vehicle condition and

	user experience. However, maintenance programmes are managed separately from this scheme, and concerns relating to road condition are addressed through dedicated inspection and repair processes across the wider network. The measures proposed as part of this scheme are focused specifically on managing traffic safely and effectively in response to the new junction layout and future traffic demands, rather than addressing surface condition issues. As with all elements of the scheme, the operation of the road will be monitored following implementation, allowing the Council to review how the measures perform in practice and make any adjustments if required. We appreciate you taking the time to provide your feedback.
(o11) Local resident, (Hailey, Hailey)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Object** Clearway restrictions – **Object** No evidence to support these restrictions
o11 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your view that there is no evidence to support these measures. The proposals have been developed using an evidence-based approach, including consideration of recorded traffic speeds, the existing road layout, and importantly the changes introduced by the new Shores Green junction. These changes alter how this section of the A40 will operate, increasing the number of merging, diverging and turning movements, and therefore the level of interaction between vehicles. In this context, the proposed speed limits and associated restrictions are intended as proportionate measures to manage vehicle speeds and movements in a more complex environment, rather than being introduced in

	isolation. Lower and more consistent speeds in junction-influenced areas are widely recognised as helping to improve driver reaction times, reduce speed differentials, and lessen both the likelihood and severity of collisions. The No Entry and Clearway restrictions are similarly designed to provide clarity and control over vehicle movements, ensuring that the new junction arrangement operates safely and efficiently and that unintended or unsafe manoeuvres are avoided. The intention is therefore not to introduce unnecessary restrictions, but to ensure that the road network continues to function safely, clearly and effectively as its layout and use evolve. As with all elements of the scheme, the Council will monitor traffic conditions, including speeds and overall performance, following implementation, allowing the effectiveness of the measures to be reviewed and adjustments made if required. We appreciate you taking the time to provide your feedback.
(o12) Local resident, (Witney, Oxford road)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Object** Clearway restrictions – **Object** Will lead to more congestion and speeding.
o12 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your view that there is no evidence to support these measures. The proposals have been developed using an evidence-based approach, including consideration of recorded traffic speeds, the existing road layout, and importantly the changes introduced by the new Shores Green junction. These changes alter how this section of the A40 will operate, increasing the number of merging, diverging and turning movements, and therefore the level of interaction between vehicles.

	In this context, the proposed speed limits and associated restrictions are intended as proportionate measures to manage vehicle speeds and movements in a more complex environment, rather than being introduced in isolation. Lower and more consistent speeds in junction-influenced areas are widely recognised as helping to improve driver reaction times, reduce speed differentials, and lessen both the likelihood and severity of collisions. The No Entry and Clearway restrictions are similarly designed to provide clarity and control over vehicle movements, ensuring that the new junction arrangement operates safely and efficiently and that unintended or unsafe manoeuvres are avoided. The intention is therefore not to introduce unnecessary restrictions, but to ensure that the road network continues to function safely, clearly and effectively as its layout and use evolve. As with all elements of the scheme, the Council will monitor traffic conditions, including speeds and overall performance, following implementation, allowing the effectiveness of the measures to be reviewed and adjustments made if required. We appreciate you taking the time to provide your feedback.
(o13) Local resident, (Witney, Point place)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Object** Clearway restrictions – **Object** Not needed. Stop messing with our roads that dont need fixing
o13 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your view that there is no evidence to support these measures. The proposals have been developed using an evidence-based approach, including consideration of recorded traffic speeds, the existing road layout, and importantly the changes introduced by the new Shores Green

	junction. These changes alter how this section of the A40 will operate, increasing the number of merging, diverging and turning movements, and therefore the level of interaction between vehicles. In this context, the proposed speed limits and associated restrictions are intended as proportionate measures to manage vehicle speeds and movements in a more complex environment, rather than being introduced in isolation. Lower and more consistent speeds in junction-influenced areas are widely recognised as helping to improve driver reaction times, reduce speed differentials, and lessen both the likelihood and severity of collisions. The No Entry and Clearway restrictions are similarly designed to provide clarity and control over vehicle movements, ensuring that the new junction arrangement operates safely and efficiently and that unintended or unsafe manoeuvres are avoided. The intention is therefore not to introduce unnecessary restrictions, but to ensure that the road network continues to function safely, clearly and effectively as its layout and use evolve. As with all elements of the scheme, the Council will monitor traffic conditions, including speeds and overall performance, following implementation, allowing the effectiveness of the measures to be reviewed and adjustments made if required. We appreciate you taking the time to provide your feedback.
(o14) Local resident, (Eynsham, B4044)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Object** Clearway restrictions – **Support** Cannot see the evidence for the need to make the speed changes
o14 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry restriction, and your concern regarding the cumulative impact of traffic regulations on drivers and the wider economy.

	The Council recognises the importance of ensuring that any measures introduced on the highway network are proportionate, justified, and do not place unnecessary restrictions on road users. The proposals in this case are not intended to limit driver freedom, but to respond to the changing layout and function of this section of the A40, particularly with the introduction of the new Shores Green junction. These changes will increase the level of merging, diverging and turning movements, meaning that the road will operate differently from a typical uninterrupted high-speed dual carriageway. In such environments, managing speeds and vehicle movements is necessary to ensure that traffic can interact safely and predictably. The proposed speed limits and restrictions have therefore been developed as a balanced approach, aiming to maintain efficient movement along this important route while reducing risk and supporting reliability of journey times. More consistent speeds can also help to limit stop-start driving conditions, which in turn supports smoother traffic flow. We acknowledge your wider concern regarding the cumulative effect of regulations. For this reason, the scheme has been designed as a coherent package, ensuring that measures work together to create a clear and understandable road environment, rather than introducing isolated or unnecessary interventions. As with all elements of the scheme, traffic conditions and road performance will be monitored following implementation, allowing the Council to review their effectiveness and make any adjustments if required. We appreciate you taking the time to provide your feedback.
(o15) Local resident, (Eynsham, Orchard Close)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Object** Clearway restrictions – **Support** I see no good evidence for further restricting drivers's liberty in this way. The cumulative effect of petty regulations is not merely annoying, it's slowing down an already stagnant economy.
o15 Officer response	Thank you for your comments.

	We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry restriction, and your concern regarding the cumulative impact of traffic regulations on drivers and the wider economy. The Council recognises the importance of ensuring that any measures introduced on the highway network are proportionate, justified, and do not place unnecessary restrictions on road users. The proposals in this case are not intended to limit driver freedom, but to respond to the changing layout and function of this section of the A40, particularly with the introduction of the new Shores Green junction. These changes will increase the level of merging, diverging and turning movements, meaning that the road will operate differently from a typical uninterrupted high-speed dual carriageway. In such environments, managing speeds and vehicle movements is necessary to ensure that traffic can interact safely and predictably. The proposed speed limits and restrictions have therefore been developed as a balanced approach, aiming to maintain efficient movement along this important route while reducing risk and supporting reliability of journey times. More consistent speeds can also help to limit stop-start driving conditions, which in turn supports smoother traffic flow. We acknowledge your wider concern regarding the cumulative effect of regulations. For this reason, the scheme has been designed as a coherent package, ensuring that measures work together to create a clear and understandable road environment, rather than introducing isolated or unnecessary interventions. As with all elements of the scheme, traffic conditions and road performance will be monitored following implementation, allowing the Council to review their effectiveness and make any adjustments if required. We appreciate you taking the time to provide your feedback.
(o16) Member of public, (Haddenham, Not applicable)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Object** Clearway restrictions – **Support** All the ludicrously low speed limits across Oxfordshire encourage is people exceeding the speed limits by very large amounts which reduces road safety as the speed differential is larger.

	Divided highways are much safer than other roads across the world so a speed limit reduction isn't necessary. I am sure the new slip roads will be long enough to get up to 70mph before joining the main road - this isn't the Newbury bypass where the slip roads are short. Nor is it like the motorways in e.g. Las Vegas where you have to cross multiple lanes of traffic in a mile at 70mph.
o16 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry restriction, and your concerns regarding compliance with speed limits and their impact on safety. The Council recognises that speed limits must be credible and appropriate to the road environment in order to encourage compliance. The proposed limits in this case have been developed in response to the changing function of this section of the A40, particularly with the introduction of the new Shores Green junction, which will increase merging, diverging and lane-changing movements compared to the existing layout. While dual carriageways with central reservations are generally safer than other road types, this section will operate less like a free-flowing highway and more like a junction-influenced corridor, where there is greater interaction between vehicles. In such environments, managing speeds can help to reduce speed differentials, improve driver reaction times, and support safer merging and overtaking behaviour. In relation to your point about compliance, setting a speed limit that reflects the actual road conditions is intended to support more consistent and predictable driver behaviour. This, alongside the physical layout of the junction and associated measures, is designed to encourage appropriate speeds rather than relying solely on enforcement. The design of the new slip roads has been undertaken to appropriate standards; however, the overall objective is to ensure that both the mainline and joining traffic operate at compatible speeds, reducing conflict and improving safety as vehicles enter and leave the carriageway. The proposed measures are therefore intended as a balanced and proportionate approach, taking into account both the strategic role of the A40 and the need to safely accommodate the increased level of vehicle interaction associated with the new junction.

	As with all aspects of the scheme, vehicle speeds and road performance will be monitored following implementation, allowing the Council to review how the measures are working in practice and make any adjustments if required. We appreciate you taking the time to provide your feedback.
(o17) Local resident, (Witney, New Yatt Road)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Partially support/concerns** Clearway restrictions – **Support** Stop reducing speed limits on major roads
o17 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, your partial support for the No Entry restriction, and your view that speed limits on major roads should not be reduced. The A40's role as an important strategic route is fully recognised, and maintaining efficient movement along the corridor has been a key consideration in developing the proposals. However, the introduction of the new Shores Green junction means that this section of the road will no longer operate as a purely high-speed, free-flowing route. Instead, it will experience increased merging, diverging and turning movements, which changes how drivers interact with the road and with each other. In this context, the proposed speed limits are intended as proportionate measures to reflect the revised function of the route, rather than a general reduction applied to major roads. Managing speeds in junction-influenced areas can help to improve consistency in driver behaviour, reduce speed differentials, and lower the likelihood and severity of collisions, while still supporting reliable traffic flow. The No Entry and Clearway restrictions form part of a coordinated package of measures, designed to ensure that vehicle movements are clear and predictable and that the junction operates safely and efficiently. Your partial support for these elements is noted.

	The overall aim is to achieve a balanced approach, maintaining the strategic role of the A40 while ensuring that it functions safely under its updated layout and in the context of future traffic growth. As with all aspects of the scheme, the operation of the road, including vehicle speeds and traffic conditions, will be monitored following implementation, allowing the Council to review performance and make any necessary adjustments based on observed outcomes. We appreciate you taking the time to provide your feedback.
(o18) Local resident, (Witney, Welch Way)	60mph speed limits – **Object** 40mph speed limits – **Object** No Entry restriction – **Support** Clearway restrictions – **Support** There is no increase in traffic onto A40 and with some vehicles exiting A40 it's only reducing. There is no reason for a speed reduction and will only add to slow moving traffic in the area.
o18 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph and 40 mph speed limits, your partial support for the No Entry restriction, and your view that speed limits on major roads should not be reduced. The A40's role as an important strategic route is fully recognised, and maintaining efficient movement along the corridor has been a key consideration in developing the proposals. However, the introduction of the new Shores Green junction means that this section of the road will no longer operate as a purely high-speed, free-flowing route. Instead, it will experience increased merging, diverging and turning movements, which changes how drivers interact with the road and with each other. In this context, the proposed speed limits are intended as proportionate measures to reflect the revised function of the route, rather than a general reduction applied to major roads. Managing speeds in junction-influenced areas can help to improve consistency in driver behaviour, reduce speed differentials, and lower the likelihood and severity of collisions, while still supporting reliable traffic flow.

	The No Entry and Clearway restrictions form part of a coordinated package of measures, designed to ensure that vehicle movements are clear and predictable and that the junction operates safely and efficiently. Your partial support for these elements is noted. The overall aim is to achieve a balanced approach, maintaining the strategic role of the A40 while ensuring that it functions safely under its updated layout and in the context of future traffic growth. As with all aspects of the scheme, the operation of the road, including vehicle speeds and traffic conditions, will be monitored following implementation, allowing the Council to review performance and make any necessary adjustments based on observed outcomes. We appreciate you taking the time to provide your feedback.
(o19) Local resident, (Eynsham, Clover Place)	60mph speed limits – **Object** 40mph speed limits – **Partially support/concerns** No Entry restriction – **No objection/No opinion** Clearway restrictions – **No objection/No opinion** The Council has not provided any evidence to support the need for the 60mph restriction on the A40. The fact that there are to be new entrance/exit slip roads does not in itself require a lower speed limit; it if did, then there would be a requirement for such limits around every similar junction in the country, which is clearly not the case. The amount of extra traffic which the new junctions will generate is not excessive, and certainly nothing like that carried by similar junctions elsewhere where such speed restrictions have not been suggested or implemented. In fact, safety on the A40 will be improved by the new slip roads, as a major current hazard will be removed; this is the large amount of vehicles using the over-bridge at Hill Farm to make U turns. These vehicles slow unexpectedlt in front of a single line of traffic when turning eastbound, and join slowly in from of westbound traffic on the other side of the bridge. So overall the new sliproads are very welcome, but no further speed restriction is justified. As usual, the presumed danger comes only from those drivers who do not drive carefully or at a sensible speed, and these are the very drivers who will ignore the new speed limits anyway, making the imposition of lower limits on law abiding drivers completely ineffectual.

o19 Officer response	Thank you for your detailed comments. We note your objection to the proposed 60 mph speed limit, your concerns regarding the need for any reduction from the national speed limit, and your views on the effectiveness of such measures. We also note your partial support for the proposed 40 mph limits and your acknowledgement of the benefits of the new slip roads. The Council agrees that the introduction of the new slip roads will deliver clear safety benefits, particularly through the removal of existing manoeuvres such as U-turns at Hill Farm, which can create sudden and unexpected conflicts for drivers. This is an important improvement delivered by the scheme. However, the proposed 60 mph speed limit does not arise solely from the presence of slip roads, nor is it intended to be applied uniformly to all similar junctions. Instead, it reflects the specific characteristics of this location, including the overall layout, traffic conditions, and the way in which vehicle movements will change once the junction is in operation. The scheme introduces a greater number of merging, diverging and lane-changing movements over a relatively short section of road, which alters the function of this part of the A40 from a more free-flowing route to a junction-influenced corridor. In this context, the proposed speed limit is intended as a proportionate response to local conditions, helping to create more consistent speeds between vehicles and improving the safety of interactions between mainline traffic and vehicles entering or leaving the carriageway. The aim is not simply to respond to traffic volumes, but to address the type and complexity of vehicle movements, which are key factors in collision risk. We acknowledge your view that driver behaviour plays a fundamental role in road safety. However, speed limits and road design are both established tools for influencing driver behaviour and reducing risk across the network. The intention is to create conditions that encourage safer and more predictable driving, rather than relying solely on individual driver judgement. The proposals are therefore intended to balance the recognised benefits of the new junction layout with the need to ensure that the road continues to operate safely and effectively under its revised conditions. As with all elements of the scheme, vehicle speeds and traffic conditions will be monitored following implementation, allowing the Council to assess how the road is operating in practice and make any adjustments if required.

	We appreciate you taking the time to provide such detailed feedback.
(o20) Local resident, (Clanfield, I don't think so)	60mph speed limits – **Object** 40mph speed limits – **Partially support/concerns** No Entry restriction – **No objection/No opinion** Clearway restrictions – **Partially support/concerns** Too many different speed limits, people are not obeying unless they seem sensible.
o20 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph speed limit, your partial support for the 40 mph limits and Clearway restrictions, and your concern that having multiple different speed limits may lead to reduced compliance if drivers do not perceive them as sensible. The Council recognises the importance of setting clear, consistent and credible speed limits that reflect the road environment. The proposed limits have been developed to align with the changing function of this section of the A40, particularly following the introduction of the new Shores Green junction. This will create a more complex arrangement, with increased merging, diverging and turning movements, which requires a different approach to speed management compared to a simpler, uninterrupted route. While this does result in different speed limits along the corridor, these are intended to be logical and location sensitive, with lower limits applied in areas where vehicle interaction, junction activity or road geometry justify additional control. This approach is designed to help drivers better understand the conditions ahead and respond appropriately, rather than applying a single uniform limit that may not reflect local risks. In relation to compliance, the scheme also incorporates supporting design measures, such as road layout, signage and junction configuration, which help to reinforce appropriate speeds and encourage more consistent driver behaviour. The aim is to ensure that speed limits feel proportionate to the environment and are therefore more likely to be followed in practice.

	Overall, the proposals seek to strike a balance between simplicity, safety and network efficiency, ensuring that the road operates clearly and predictably in its revised form. As with all aspects of the scheme, vehicle speeds and driver behaviour will be monitored following implementation, allowing the Council to review how well the measures are understood and complied with, and to make any adjustments if required. We appreciate you taking the time to provide your feedback.
(o21) Local resident, (Eynsham, Tilgarsley Road)	60mph speed limits – **Object** 40mph speed limits – **Partially support/concerns** No Entry restriction – **Support** Clearway restrictions – **Support** If this is genuine consultation then why are the 40mph and 60 mph signs already in place. Shoudln't this have happened before signs installed? I see no reason for the speed limit on the dual carriageway not to be 70mph around this junction. Slip roads look to be long so plenty of time for vehicles to speed up or slow down (much better than Joining A40 westbound at A415 when tight bend limits joining vehicles ability to gain speed). On 40mph speed limit on slip roads, sign on eastbound off slip road is very close to the A40. In order to meet 40 mph cars may need to brake sharply before leaving A40 so if 40 mph limit on slip road needs to be much closer to B4022 junction. Not sure where it is planned for the 40 mph limit to cease on the westbound on slip road but once on slip road vehicles need to be able to accelerate consistently to get up to speed of dual carriageway, so should go to higher limit as soon as possible. No objection 40 mph on B4022 around various on and off slip roads on the B4022.
o21 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph speed limit, your partial support for the 40 mph limits, and your support for the No Entry and Clearway restrictions. We also note your concerns regarding the timing of signage installation and the detailed operation of the speed limits on the slip roads. With regard to the presence of speed limit signage, in some cases signs may be installed in advance of formal implementation as part of construction and scheme delivery. The legal speed limit does not come into effect until

	the relevant Traffic Regulation Order is confirmed and brought into force. The consultation process remains a genuine opportunity to consider feedback before final decisions are made. In relation to the 60 mph limit, while the A40 is currently a dual carriageway operating at the national speed limit, the introduction of the new Shores Green junction changes the way this section of road will function. Increased merging, diverging and lane-changing movements mean that it will operate as a more junction-influenced corridor, and the proposed speed limit is intended as a proportionate measure to improve safety and consistency of vehicle speeds in this environment. Regarding the operation of the 40 mph limits on the slip roads, your comments on the positioning of signs and driver behaviour are noted. The location of speed limit changes is carefully considered as part of the detailed design to ensure that drivers can adjust speeds safely and progressively, without the need for harsh braking or acceleration. Points such as the distance of signage from junctions and the opportunity for vehicles to accelerate on entry slips are important aspects of this design process and will be reviewed to ensure they are appropriate. The aim is to strike a balance between allowing vehicles to safely merge at suitable speeds and ensuring that traffic conditions remain controlled in areas of higher interaction, particularly near junctions and connecting roads such as the B4022. Your support for the 40 mph limit in this area is noted. Overall, the proposals are intended to provide a coherent and safe operating environment, taking account of both the strategic role of the A40 and the need to manage traffic effectively around the new junction. As with all aspects of the scheme, the road layout, speed limits and driver behaviour will be monitored following implementation, allowing adjustments to be made if necessary based on observed conditions. We appreciate you taking the time to provide detailed and constructive feedback.
(o22) Local resident, (witney, Southlawn)	60mph speed limits – **Object** 40mph speed limits – **Support** No Entry restriction – **No objection/No opinion** Clearway restrictions – **Support**

	the whole shores green is a new layout, why not see the results before more changes,, some of your options may be negated, some I see as sensible,, but here may also be more restrictions needed,, it is very hard to anticipate public behavior, be fluid and be ready to act accordingly when the issues arise. Data collection leads to information led solutions survey regularly act accorcingly
o22 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph speed limit, your support for the 40 mph limits and Clearway restrictions, and your view that, given the new layout at Shores Green, it may be preferable to allow the scheme to operate before introducing additional measures. The Council recognises the importance of monitoring new infrastructure and responding to live conditions, and agrees that data-led decision making is essential. However, the proposed speed limits form part of a coordinated package of measures introduced alongside the new junction layout, rather than being additional changes applied afterwards. The intention is to ensure that the road operates safely from the point it becomes operational, particularly given the increased level of merging, diverging and lane-changing movements associated with the new arrangement. Introducing appropriate speed management at this stage is considered a proportionate and precautionary approach, helping to establish consistent driver behaviour and reduce risk as users adapt to the new layout. This is particularly important during the initial period when driver familiarity may be lower and patterns of use are still developing. We acknowledge your point that it can be difficult to anticipate behaviour, and that flexibility is important. For this reason, the scheme includes a commitment to ongoing monitoring and data collection, including vehicle speeds and traffic conditions. This will allow the Council to take an evidence-led approach to reviewing how the junction and associated measures are performing in practice. Should the data indicate that adjustments are required, whether to speed limits, layout, or other controls, the Council will be able to respond accordingly to ensure the network continues to operate safely and efficiently. We appreciate your constructive comments and your support for a data-led approach to managing the network.

(o23) Local resident, (Botley, Hazel)	60mph speed limits – **Object** 40mph speed limits – **Support** No Entry restriction – **Support** Clearway restrictions – **Support** The Dual carriageway A40 should be a national trunk road and as such national speed limit. It should not be up to OCC to restrict it in any way
o23 Officer response	Thank you for your comments. Oxfordshire County Council is the highway authority for the A40 in Oxfordshire and has responsibility for its management and maintenance. We note your objection to the proposed 60 mph speed limit, alongside your support for the 40 mph limits, No Entry restriction and Clearway restrictions. We also note your view that, as a dual carriageway, the A40 should remain subject to the national speed limit and should not be restricted locally. The strategic importance of the A40 is fully recognised, and the aim of the proposals is to ensure that it continues to operate safely and efficiently as part of both the local and wider transport network. While national guidance sets a default position for speed limits, it also allows highway authorities to apply locally appropriate limits where road conditions, layout, and function justify a different approach. In this case, the introduction of the new Shores Green junction changes the way this section of the A40 will operate. Rather than functioning as a continuous, free-flowing dual carriageway, it will experience increased merging, diverging and turning movements, which require a more managed speed environment to ensure safe interaction between vehicles. The proposed 60 mph limit is therefore intended as a proportionate, site-specific measure, reflecting the revised function of the road rather than its classification alone. The aim is to reduce speed differentials, improve driver reaction time, and support safer operation through and around the junction, while maintaining reliable journey times along the route.

	Your support for the other elements of the scheme is noted. These measures form part of a coordinated package designed to provide a clear and predictable layout, helping the network to function effectively as traffic patterns evolve, including with planned growth in the area. As with all aspects of the scheme, vehicle speeds and traffic conditions will be monitored following implementation, allowing the Council to review how the road is operating in practice and make any adjustments if required. We appreciate you taking the time to provide your feedback.
(o24) Local resident, (Witney, Holloway Road)	60mph speed limits – **Object** 40mph speed limits – **Support** No Entry restriction – **Support** Clearway restrictions – **Support** Generally support the proposals. The introduction of a new 60mph limit does not seem worth the investment of time and money to make the difference from the national speed limit.
o24 Officer response	Thank you for your comments. We note your objection to the proposed 60 mph speed limit, alongside your support for the 40 mph limits, No Entry restriction and Clearway restrictions. We also note your view that, as a dual carriageway, the A40 should remain subject to the national speed limit and should not be restricted locally. The strategic importance of the A40 is fully recognised, and the aim of the proposals is to ensure that it continues to operate safely and efficiently as part of both the local and wider transport network. While national guidance sets a default position for speed limits, it also allows highway authorities to apply locally appropriate limits where road conditions, layout, and function justify a different approach. In this case, the introduction of the new Shores Green junction changes the way this section of the A40 will operate. Rather than functioning as a continuous, free-flowing dual carriageway, it will experience increased merging, diverging and turning movements, which require a more managed speed environment to ensure safe interaction between vehicles.

	The proposed 60 mph limit is therefore intended as a proportionate, site-specific measure, reflecting the revised function of the road rather than its classification alone. The aim is to reduce speed differentials, improve driver reaction time, and support safer operation through and around the junction, while maintaining reliable journey times along the route. Your support for the other elements of the scheme is noted. These measures form part of a coordinated package designed to provide a clear and predictable layout, helping the network to function effectively as traffic patterns evolve, including with planned growth in the area. As with all aspects of the scheme, vehicle speeds and traffic conditions will be monitored following implementation, allowing the Council to review how the road is operating in practice and make any adjustments if required. We appreciate you taking the time to provide your feedback.
(o25) Local resident, (Witney, Birch Grove)	60mph speed limits – **Partially support/concerns** 40mph speed limits – **Partially support/concerns** No Entry restriction – **Object** Clearway restrictions – **Partially support/concerns** The wording of question 4 is utterly ridiculous. After 1 year of building the new slip roads you're asking to add a no entry sign to it? This can't be what you mean, in which case you must reword with detailed images as it's totally confusing what is meant.
o25 Officer response	Thank you for your comments. We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your objection to the No Entry restriction. We also acknowledge your concerns regarding the clarity of the consultation material, particularly in relation to the wording of Question 4. The No Entry restriction forms part of the overall traffic management approach associated with the new junction layout and is intended to control specific vehicle movements and prevent manoeuvres that could create safety

	risks or operational issues onto the opposing direction of traffic on the slip roads. It does not relate to removing access that has only recently been constructed, but rather to ensuring that the new layout operates as intended. We recognise the importance of presenting proposals in a way that is easy to understand, particularly where layouts are new or complex. Your suggestion for clearer wording and the use of more detailed plans or images is noted, and this will be taken into account in future consultations and communications where possible. More broadly, the proposed measures are intended to create a clear, consistent and safe road environment following the introduction of the new junction, particularly given the increased level of interaction between vehicles. As with all aspects of the scheme, the operation of the junction and associated restrictions will be monitored following implementation, and any issues relating to clarity, compliance or driver behaviour can be reviewed and addressed if required. We appreciate you taking the time to provide your feedback.
(o26) Local resident, (Eynsham, Newland Street)	60mph speed limits – **Partially support/concerns** 40mph speed limits – **Partially support/concerns** No Entry restriction – **Support** Clearway restrictions – **Partially support/concerns** On point 5 - what would happen in an emergency or breakdown.
o26 Officer response	Thank you for your comments. We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your support for the No Entry restriction. We also acknowledge your concern regarding how emergencies or vehicle breakdowns would be managed under the proposed arrangements. Provision for emergencies and breakdowns is an important consideration in the design of any highway scheme. The introduction of Clearway restrictions is intended to prevent unnecessary stopping in live traffic lanes, thereby improving safety and maintaining traffic flow. However, these restrictions do not prevent vehicles from stopping in

	genuine emergencies. In such situations, drivers are permitted to stop where necessary, and this is recognised within traffic regulation and enforcement practices. The design of the road, including verge areas, slip roads and junction layouts, takes into account the need for drivers to leave the main carriageway where possible in the event of a breakdown, reducing risk to both the affected vehicle and other road users. Emergency services also retain full access to the network at all times. Overall, the aim of the proposed measures is to create a safer and more predictable road environment, while still ensuring that appropriate flexibility exists to deal with unforeseen incidents such as breakdowns or emergencies. As with all aspects of the scheme, the operation of the road will be monitored following implementation, and any issues relating to safety or practical operation can be reviewed and addressed if required. We appreciate you taking the time to raise this important point.
(o27) Local resident, (Witney, Witney)	60mph speed limits – **No objection/No opinion** 40mph speed limits – **No objection/No opinion** No Entry restriction – **No objection/No opinion** Clearway restrictions – **Support** n/a
o27 Officer response	Thank you for your comments. We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your support for the No Entry restriction
(o28) Local resident, (Witney, French Close)	60mph speed limits – **No objection/No opinion** 40mph speed limits – **No objection/No opinion** No Entry restriction – **No objection/No opinion** Clearway restrictions – **Support** Agree with safety reasons

o28 Officer response	Thank you for your comments. We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your support for the No Entry restriction.
(o29) Local resident, (Minster Lovell, Church Road)	60mph speed limits – **No objection/No opinion** 40mph speed limits – **No objection/No opinion** No Entry restriction – **Object** Clearway restrictions – **No objection/No opinion** Its a survey and I am given you my opinion
o29 Officer response	Thank you for your comments. We note your objection to the No Entry restriction, as well as your neutral position on the other proposed measures. We also acknowledge your comment regarding the consultation itself. The purpose of this process is to gather a wide range of views, and all responses are considered as part of the decision-making process. Your feedback has therefore been recorded and taken into account. The proposed No Entry restriction forms part of the wider traffic management approach associated with the new junction layout. It is intended to control specific vehicle movements and prevent manoeuvres that could give rise to safety risks or operational conflicts, ensuring that the junction operates as designed. While not all respondents will agree with every element of the proposals, the aim is to deliver a coherent and safe road environment, particularly given the changes to traffic patterns and movements introduced by the scheme. As with all aspects of the proposals, the operation of the restriction will be monitored following implementation, allowing the Council to review how it is working in practice and make any adjustments if required. We appreciate you taking the time to provide your feedback.

(o30) Local resident, (Eynsham, Irrelevant)	60mph speed limits – **No objection/No opinion** 40mph speed limits – **Support** No Entry restriction – **No objection/No opinion** Clearway restrictions – **No objection/No opinion** n/a
o30 Officer response	Thank you for your comments. We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your support for the No Entry restriction.
(o31) Local resident, (Witney, Newland Mill)	60mph speed limits – **No objection/No opinion** 40mph speed limits – **Support** No Entry restriction – **No objection/No opinion** Clearway restrictions – **No objection/No opinion** Having used the existing junction arrangements, I'm please to see the creation of the new slip roads on and off the A40 at Shores Green.
o31 Officer response	Thank you for your comments. We note your support for the proposed 40 mph speed limits and your neutral position on the other elements of the scheme. We also welcome your positive feedback regarding the delivery of the new slip roads at Shores Green. The creation of these new links is a key part of the scheme and is intended to improve accessibility to and from the A40, as well as to redistribute traffic more effectively across the local network. This should help to reduce pressure on existing junctions and improve overall journey reliability in the area.

	The supportive speed management measures, including the 40 mph limits, are designed to complement the new layout by ensuring that vehicle speeds are appropriate to the increased level of junction activity and interaction, helping the road to operate safely and efficiently. While you have expressed no strong view on the other elements, these have been developed as part of a coordinated package of measures to ensure the junction and surrounding network function as intended following the changes. As with all aspects of the scheme, the road will be monitored following implementation to assess how it operates in practice and to identify whether any further refinements are needed. We appreciate you taking the time to provide your feedback.
(o32) Local resident, (Witney, West End)	60mph speed limits – **Support** 40mph speed limits – **Support** No Entry restriction – **No objection/No opinion** Clearway restrictions – **Support** Slower speeds = safer roads, less noise, less pollution. If only there was more enforcement measures to ensure people stick to them..... Especially the 20 mph limit in Witney itself.
o32 Officer response	Thank you for your comments. We note your support for the proposed 60 mph and 40 mph speed limits, as well as the Clearway restrictions, and your view that lower speeds can contribute to improved safety, reduced noise and better air quality. The Council agrees that appropriate speed management plays an important role in creating safer and more environmentally sustainable road conditions. The proposed limits have been developed to reflect the changing function of this section of the A40, helping to ensure that vehicle speeds are more consistent and better suited to the increased level of interaction associated with the new junction layout.

	We also note your comments regarding enforcement, particularly in relation to 20 mph limits within Witney. Effective compliance is an important factor in delivering the intended benefits of any speed limit. While enforcement is primarily a matter for the police, the scheme has been designed so that road layout, signage and traffic management measures work together to encourage appropriate driver behaviour, rather than relying solely on enforcement action. Your feedback highlights the importance of ensuring that speed limits are both credible and supported by the road environment, which remains a key consideration in the development of such schemes. As with all aspects of the proposals, vehicle speeds and driver behaviour will be monitored following implementation, allowing the Council to review how effectively the measures are working in practice. We appreciate you taking the time to provide your feedback.
(o33) Local resident, (Cogges in Witney., Manor Road)	60mph speed limits – **Support** 40mph speed limits – **Support** No Entry restriction – **Support** Clearway restrictions – **No objection/No opinion** I think these proposals will benefit the residents of [Cogges,] Witney and South Leigh compared to the current restricted access to the A40. I also think the speed restrictions and limited access to slips roads from the opposite direction are reasonably sensible.
o33 Officer response	Thank you for your comments. We note your support for the proposed speed limits and No Entry restriction, and your view that the scheme will benefit residents in Cogges, Witney and South Leigh. The new slip roads are intended to improve access to the A40 and reduce pressure on existing local routes. The associated speed limits and controlled movements are designed to support safe and efficient operation of the revised junction.

	We appreciate your view that the proposals represent a sensible and balanced approach, and thank you for taking the time to provide your feedback.
(o34) Local resident, (Eynsham, Witney, Chilbridge Road)	60mph speed limits – **Support** 40mph speed limits – **Support** No Entry restriction – **Support** Clearway restrictions – **Support** If all of this stops the excessive traffic coming down to the two mini roundabouts then I am in favour.
o34 Officer response	Thank you for your comments. We note your support for the proposed measures and your view that they may help reduce traffic using the two mini roundabouts. The new slip roads are intended to improve access to and from the A40 and redistribute traffic more effectively, which should help reduce pressure on existing junctions and local roads, including the mini roundabouts. We appreciate your support and thank you for taking the time to provide your feedback.
(o35) Local resident, (Shores Green Witney, Shores Green A40 sli road)	60mph speed limits – **Support** 40mph speed limits – **Support** No Entry restriction – **Support** Clearway restrictions – **Support** I live on the A40 slip road at Shores Green, and the new road layout has removed the safety buffer that previously existed for residents entering and exiting their driveways. The former layout included a hatched area on the inside lane, which encouraged vehicles to move into the outside lane and created a safer environment for accessing our properties.

	With the removal of this feature, both myself and my neighbour are now required to enter and leave our driveways directly into fast-moving traffic, including cars, buses, and heavy goods vehicles travelling at speeds of up to 70 mph. I believe this has significantly increased the risk to residents' safety. I am also extremely concerned that local residents who are directly affected by these changes were not personally informed or consulted. I have written to both the Highways Authority and the local council to express my concerns regarding the dangers created by the new layout. To date, I have received no response and have instead been forced to rely on searching online for updates and information regarding the scheme. I support the proposed changes for my own saftey reasons
o35 Officer response	Thank you for your comments. We note your support for the proposed measures and your concerns regarding the impact of the new road layout on access to your property. We acknowledge the importance of safe access for residents, particularly where properties front onto or are accessed from higher-speed roads. The changes to the layout, including the removal of features such as hatched areas, can alter how vehicles position themselves on the carriageway and may affect how residents experience entering and exiting their driveways. Your concerns about this change are understood. The proposed speed limits form part of the wider scheme to help ensure that vehicle speeds are more consistent and appropriate to the updated layout, which in turn can improve safety for all users, including those accessing adjacent properties. We are also sorry to hear about your experience in seeking information and responses. Ensuring that residents feel informed and able to engage with the process is important, and your feedback will be noted to help improve communication going forward. As the scheme becomes operational, conditions will be monitored, and feedback such as yours is valuable in identifying any locations where further review may be required. We appreciate your support for the proposals and thank you for taking the time to highlight these concerns.

(o36) Local resident, (Shores Green Witney, OX29 6UU, Shores Green)	60mph speed limits – **Support** 40mph speed limits – **Support** No Entry restriction – **Support** Clearway restrictions – **Support** I am resident on the A40 on slip at Shores Green and any safety restrictions are welcome because current layout is dangerous for accessing my property, all safe lanes were removed at the start of roadworks and have not been reinstated.
o36 Officer response	Thank you for your comments. We note your support for the proposed measures and your concerns regarding the safety of accessing your property from the A40 slip road. We recognise that changes to the road layout, including the removal of previous features such as informal buffer space or lane markings, can affect how residents experience access to their properties. Your concerns about the current arrangement and the absence of features that previously provided an element of separation from passing traffic are understood. The proposed speed limits and associated measures are intended to help ensure that vehicle speeds are more consistent and appropriate to the revised layout, which can improve safety for all users, including residents accessing adjacent properties. Lower and more predictable speeds can help provide drivers with more time to react to turning movements and improve overall conditions on the slip roads. Your feedback regarding the current situation is important, and as the scheme progresses, conditions will be monitored in operation. This will allow the Council to review whether any further adjustments or additional measures are required to support safe access for residents. We appreciate your support for the proposals and thank you for taking the time to raise these concerns.
(o37) Local resident, (Witney, Birdlip Close)	60mph speed limits – **Support** 40mph speed limits – **Support** No Entry restriction – **Support**

	Clearway restrictions – **Support** n/a
o37 Officer response	Thank you for your comments. We note your support for the proposed measures and your view that they may help reduce traffic using the two mini roundabouts. The new slip roads are intended to improve access to and from the A40 and redistribute traffic more effectively, which should help reduce pressure on existing junctions and local roads, including the mini roundabouts. We appreciate your support and thank you for taking the time to provide your feedback.
(o38) Local resident, (Witney, The Willows)	60mph speed limits – **Support** 40mph speed limits – **Support** No Entry restriction – **Support** Clearway restrictions – **Support** Sound like safe, reasonable proposals
o38 Officer response	Thank you for your comments. We note your support for the proposed measures and your view that they may help reduce traffic using the two mini roundabouts. The new slip roads are intended to improve access to and from the A40 and redistribute traffic more effectively, which should help reduce pressure on existing junctions and local roads, including the mini roundabouts. We appreciate your support and thank you for taking the time to provide your feedback.

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Division(s) affected: *Headington & Quarry*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

OXFORD: HEADINGTON MARKET & GLADSTONE ROAD – PROPOSED PARKING RESTRICTION AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

(a) Approve the proposed dual use ('Limited waiting Mon-Fri 7am-8pm & Sat 4pm-8pm, 30 mins, no return 1 hour' and 'Market Traders only Sat 6am-4pm' bay in Kennett Road (west side), as advertised.

(b) Approve the proposed dual use ('Limited waiting Mon-Fri 8am-6.30pm & Sat 4pm-6.30pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am-4pm)'bay in New High Street, as advertised.

(c) Approve the proposed dual-use ('Loading only Mon-Fri 7am-8pm & Sat 4pm-8pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am - 4pm') bays on the north and south side of London Road, as per the intended operational hours (see paragraph 30).

(d) Approve the proposed removal of the shared use parking bay and replacement with new 'No Waiting At Any Time' (double yellow lines) adjacent to the No. 45 Gladstone Road, as advertised.

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to repurpose some existing limited waiting or loading bays in Kennett Road, London Road & New High Street to dual use bays allowing for Market Trader permit holders parking on Saturdays and the proposed removal of a shared use parking bay outside No. 45 Gladstone Road– as shown in **Annexes 1** to **4**.

3. 'Headington Action Group' who run the Headington Market, which takes place every Saturday have requested that four existing parking bays (on Kennett Road, London Road & New High Street) are amended to allow for Market Holders (permits) to use the bays during the market operation times. The

affected bays are currently suspended on a temporary basis, but a more permanent solution is required to ensure effective management of the market.

4. Officers have worked with and had site meetings with 'Headington Action Group' and the local County Councillor, Cllr Roz Smith during the development of these proposals. Both the Action Group and Cllr Smith are supportive of the proposed changes.

5. Additionally, due to a new dropped kerb being approved for installation at No. 45 Gladstone Road, the existing 'Shared-use' parking bay adjacent to the property needs to be removed in its entirety and replaced with new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) to allow for safe access & exit to/from the property.

Corporate Policies and Priorities

6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.2 & 3:

   (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

   (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

   (3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

7. Funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) and any agreed associated implementation works has been received directly from Headington Action Group via Community Infrastructure Levy (CIL) monies. There are no risks or pressures on existing council budgets or resources.

8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

12. The Headington Market proposals have been put forward to provide the market and its traders with a more permanent solution to ensure effective management of the market.

13. The proposal for Gladstone Road has been put forward to help ensure that safe access & exit to/from the property is supported and that suitable visibility is also maintained.

Risk Management

14. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

15. Formal consultation was carried out between 09 April and 08 May 2026. 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, relevant local City Councillors, and the local County Councillor representing the Headington & Quarry division.

16. A letter was also sent directly to approx.370 properties, and public notices were also placed on site in the vicinity of the proposals.

17. During the course of the formal consultation, 11 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Kennett Road	3	1	6	1
London Road (N)	2	1	6	2
London Road (S)	2	1	6	2
New High Street	2	-	6	3
Gladstone Road	2	1	2	6

18. Additionally, a further two emails were received directly – with Thames Valley Police not objecting to the proposals, and a local resident expressing their support for the proposal in Gladstone Road.

19. The full responses are shown in **Annex 5**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) General feedback to the proposals:

20. The consultation feedback demonstrates strong support for the Headington Market as a valued community asset and highlights a clear desire to ensure its ongoing viability, with many respondents supporting the provision of dedicated parking for traders to facilitate set-up, encourage stallholder participation, and maintain the market's role within the local economy.

21. However, this support is balanced by some concerns regarding existing parking pressures along London Road and surrounding streets, with respondents noting that any reduction in general parking provision may lead to displacement, increased instances of illegal or obstructive parking, and heightened tensions among residents. Issues relating to non-compliance with current restrictions, particularly at junctions and on pavements, are also frequently raised, alongside calls for improved enforcement.

22. Additionally, concerns have been expressed regarding the potential impact on residential amenity, and the need to retain adequate provision for disabled users and carers.

23. Overall, the feedback highlights the need to achieve a balanced approach that supports the market and its traders while effectively managing parking demand, maintaining safe and accessible streets, and minimising adverse impacts on residents.

Officer response:

24. The importance of the Headington Market as a local amenity and economic driver is recognised. The proposals seek to support its continued operation, whilst balancing the needs of residents, visitors and the wider highway network.

25. The proposals respond to this by formalising parking arrangements for traders at key times, improving consistency and reducing the need for temporary measures.

26. Displacement effects have been considered by officers with the locations and timing of restrictions being designed to minimise wider impacts, and alternative parking options within nearby car parks are available. The proposals only allocate parking for market traders during the peak market hours (Saturday 6am-4pm). The bays revert to the limited waiting for all users or loading bay provision at all other times (during operational hours).

27. The need to maintain accessibility is also recognised. Existing disabled parking provision (disabled parking bays) are being retained and are not affected by these proposals. Additionally, disabled badge holders are permitted to park on

double yellow lines (without loading restrictions) for 3 hours and for an unlimited time in limited waiting and permit parking bays.

28. Whilst officers acknowledge a loss of parking provision from the proposed removal of the dual use (permit holders or 2 hours) parking bay in Gladstone Road, the bay only provides parking space for 1 vehicle and therefore this removal will not adversely affect residents or visitors in the area.

29. The proposed amendment in Gladstone Road will ensure safe access & exit to/from the property and maintain suitable visibility.

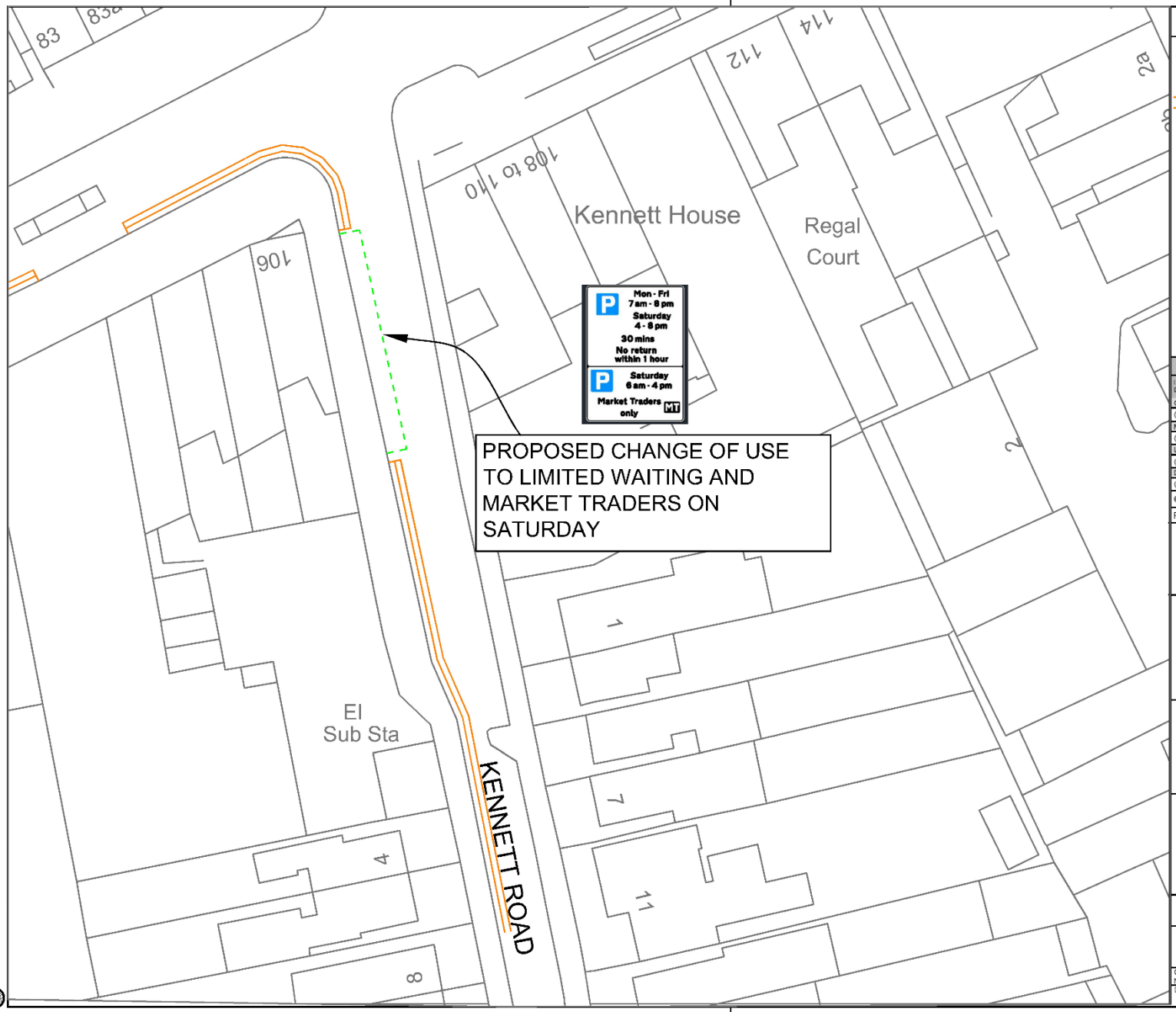
30. Respondents concern regarding enforcement and current illegal parking are also noted by officers. Enforcement activity will continue, and the effectiveness of restrictions will be monitored following implementation.

31. Officers have identified a minor typographical error in the advertised notice relating to London Road. The proposed bay arrangements are intended to operate as 'Loading only Mon–Fri 7am–8pm and Sat 4pm–8pm, 1 hour, no return within 1 hour', and 'Market Traders only Sat 6am–4pm'. However, the advertised notice incorrectly states 'Market Traders only Sat 6am–6pm'. It is recommended to approve the bay amendments as per the intended operational hours.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1 - 4: Consultation plans Annex 5: Consultation responses
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	James Whiting (Team Leader – TRO & Schemes) Vicki Neville (Senior Officer – TRO & Schemes)

June 2026



Drawing No. PRD/2025/TRO/023 v2

KEY

EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)

PROPOSED CHANGE OF USE FROM LIMITED WAITING MON-SAT 7AM-8PM 30 MINS NO RETURN WITHIN 1 HOUR TO LIMITED WAITING MON-FRI 7AM-8PM & SATURDAY 4PM - 8PM 30 MINS NO RETURN WITHIN 1 HOUR & SATURDAY 6AM-4PM MARKET TRADERS ONLY 'MT'

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

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MAINTENANCE/CLEANING	
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USE	
(ENTER 'NONE' IF APPLICABLE)	
DECOMMISSIONING/DEMOLITION	
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Environment & Place
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Tel: 0845 310 1111

Project title
Traffic Regulation Order Consultation Drawing 2026

Drawing title
Proposed Parking Changes
Parking bay amendment
Kennett Road
Oxford

Drawing Status
Consultation

Scale @ A4	Drawn by	Checked by	Approved by
1:500	VN	JW	JW
	Date drawn: March 2026	Date checked	Date approved

Oxfordshire Project No. & File Ref.

Drawing No. PRD/2025/TRO/023 Revision v2

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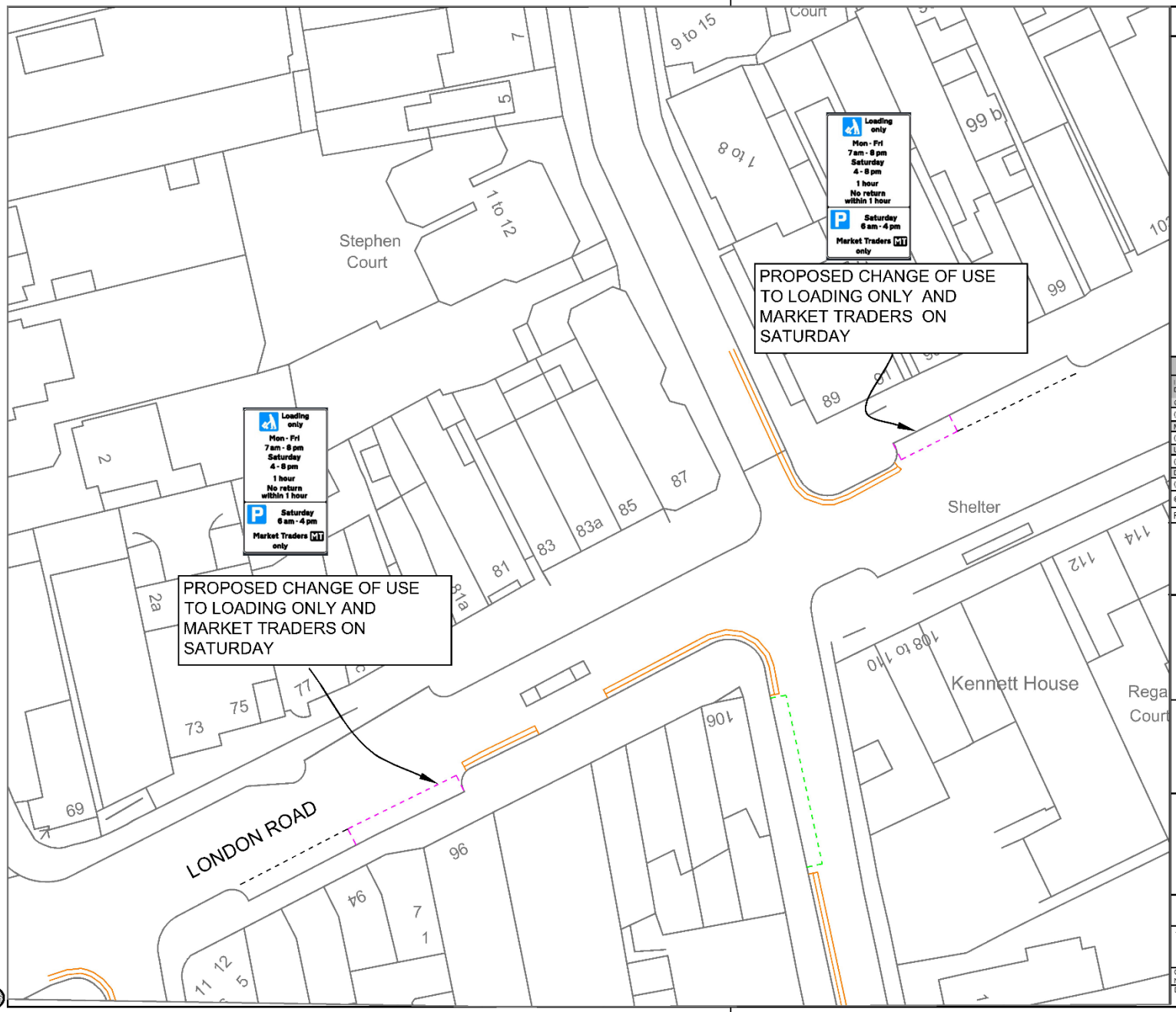

Drawing No. PRD/2025/TRO/024 v2

KEY

EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)

PROPOSED CHANGE OF USE FROM LOADING ONLY MON-SAT 7AM-8PM 1 NO RETURN WITHIN 1 HOUR TO LOADING ONLY MON-FRI 7AM- 8PM & SATURDAY 4PM - 8PM 1 HOUR NO RETURN WITHIN 1 HOUR & SATURDAY 6AM-4PM MARKET TRADERS ONLY 'MT'

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
Traffic Regulation Order Consultation Drawing 2026

Drawing title
Proposed Parking Changes
Parking bay amendments
London Road
Oxford

Drawing Status
Consultation

Scale @ A4	Drawn by	Checked by	Approved by
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	Date drawn: March 2026	Date checked	Date approved

Oxfordshire Project No. & File Ref.

Drawing No. PRD/2025/TRO/024 Revision v2

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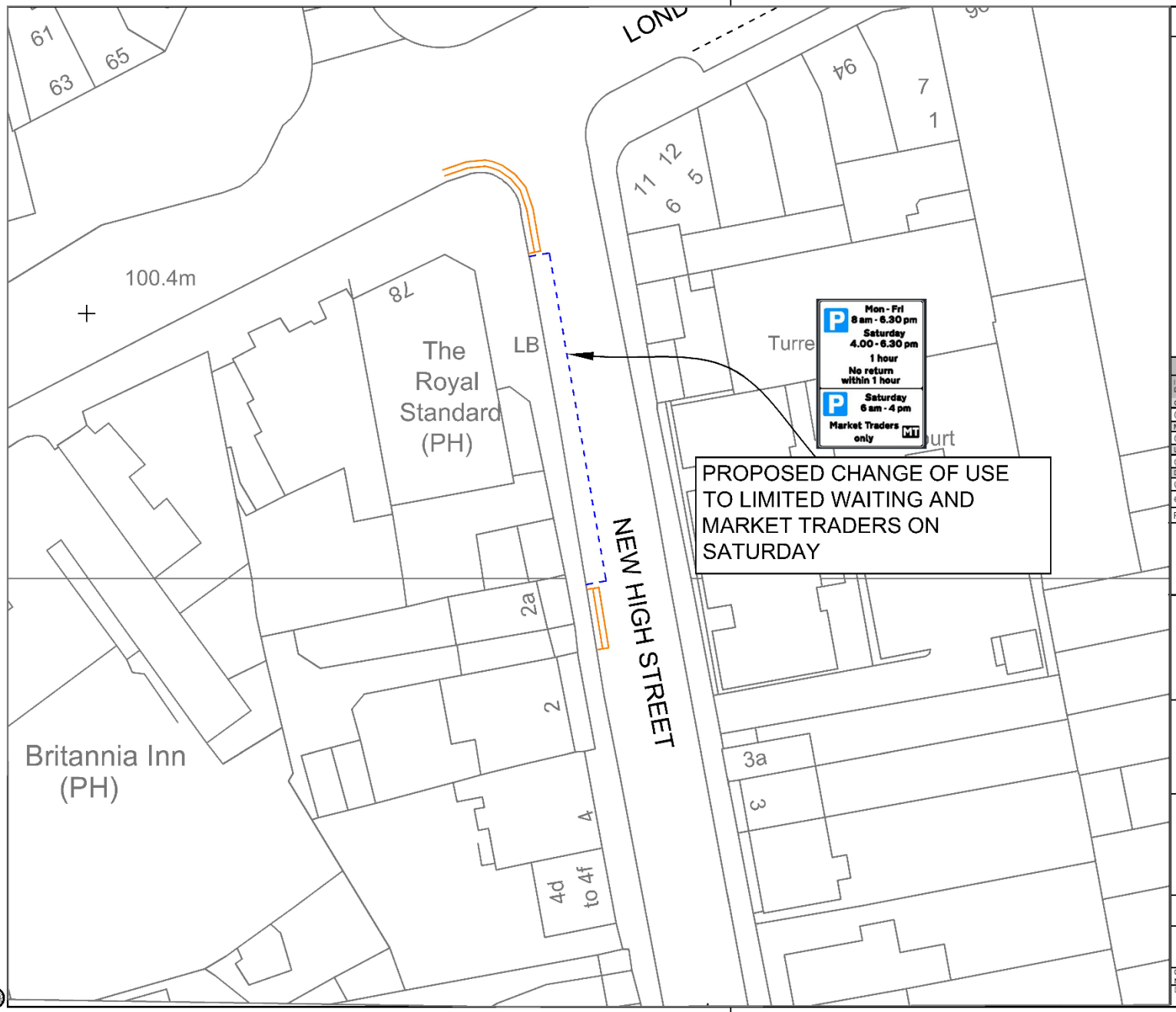
ANNEX 3



Drawing No. PRD/2025/TRO/022 v2

KEY

EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)

PROPOSED CHANGE OF USE FROM LIMITED WAITING MON-SAT 8AM-6.30PM 1 HOUR NO RETURN WITHIN 1 HOUR TO LIMITED WAITING MON-FRI 8AM-6.30PM & SATURDAY 4PM-6.30PM 1 HOUR NO RETURN WITHIN 1 HOUR & SATURDAY 6AM-4PM MARKET TRADERS ONLY 'MT'

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Project title
Traffic Regulation Order Consultation Drawing 2026

Drawing title
Proposed Parking Changes
Parking bay amendment
New High Street
Oxford

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Consultation

Scale @ A4	Drawn by	Checked by	Approved by
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	Date drawn: March 2026	Date checked	Date approved

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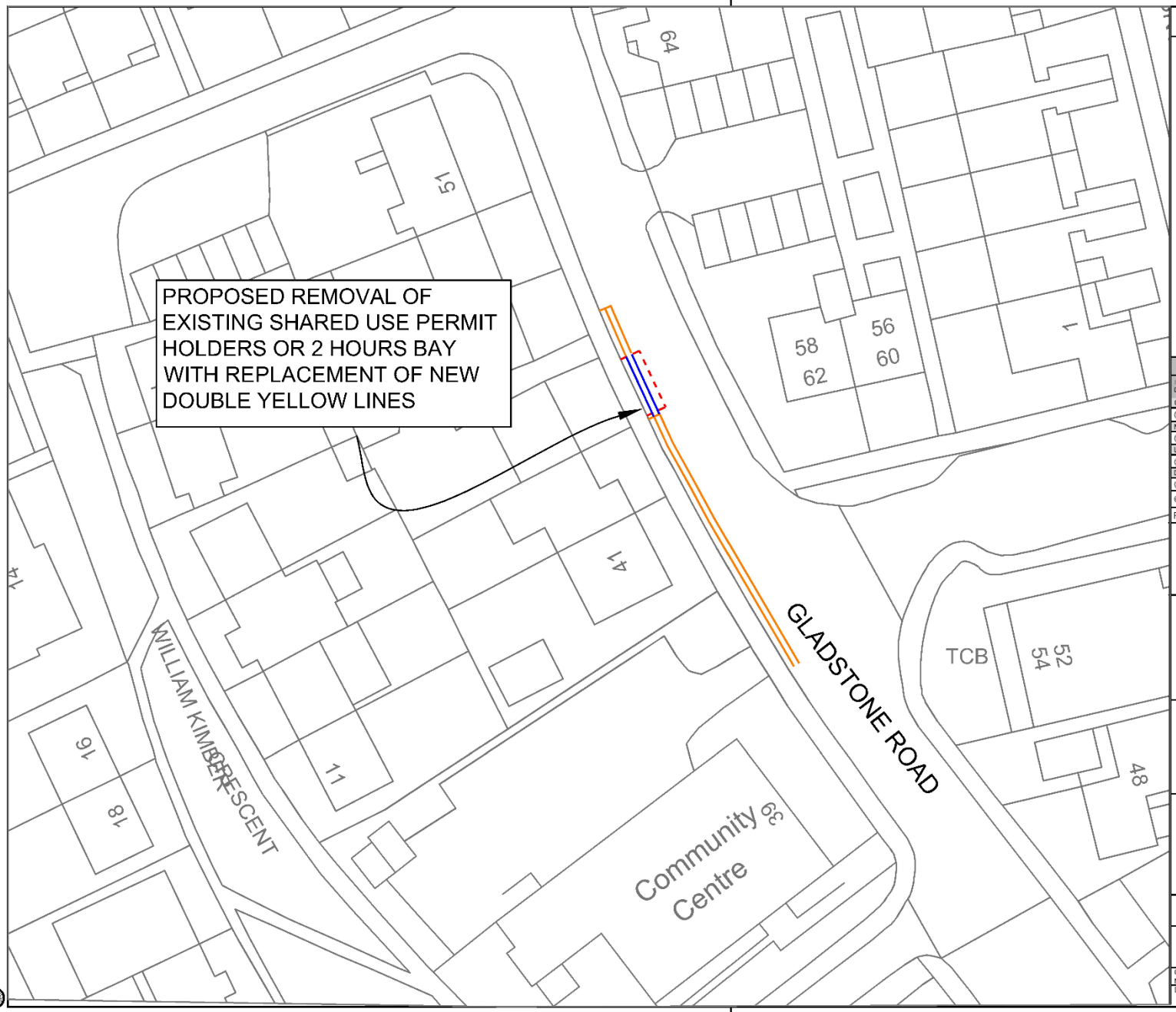

Drawing No. PRD/2025/TRO/025 v1

KEY

EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)

PROPOSED NEW NO WAITING AT ANY TIME (DOUBLE YELLOW LINES

PROPOSED REMOVAL OF EXISTING SHARED USE PERMIT HOLDERS OR 2 HOURS PARKING BAY

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
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MAINTENANCE/CLEANING
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USE
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Project title
Traffic Regulation Order Consultation Drawing 2026

Drawing title
Proposed Parking Changes
Parking bay removal
Gladstone Road
Oxford

Drawing Status
Consultation

Scale @ A4	Drawn by	Checked by	Approved by
1:500	VN	JW	JW
	Date drawn: March 2026	Date checked	Date approved

Oxfordshire Project No. & File Ref.

Drawing No. PRD/2025/TRO/025 Revision v1

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ANNEX 5

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Local resident, (Oxford, Gladstone Road)	**Support** – My support for this removal is based on the fact that the current signage and the associated box are no longer required for the operational needs of the property. Their presence creates unnecessary street clutter and can cause confusion for road users regarding parking and access. I believe that removing them will improve the clarity of the highway layout without any detrimental impact on local traffic flow or safety. I understand that objections have been received. To ensure I am fully prepared for the meeting on June 18th, could you please provide a summary of the grounds for these objections? I would also appreciate confirmation of the deadline for submitting any final supporting evidence to the Councillor for Transport.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Member of public, (Oxford, Sandy Lane)	Kennett Road – **Object** London Road (N) – **Object** London Road (S) – **Object** New High Street – **Object** Small businesses have already suffered all round Oxford from increasing traffic restrictions. Stop killing them with unnecessary parking bans. The excuse is flimsy. The farmers market is one day a week. Gladstone Road – **No objection/No opinion** I don't know where it applies
(o2) Local resident, (Headington, Ramsay)	Kennett Road – **Object** London Road (N) – **Object** London Road (S) – **Object** New High Street – **Object** Alternative provisions should be made for market holders and less traffic parking bays used, plus enforcement of existing traders flouting the existing rules like Medina Gladstone Road – **Object** Any dropped kerb application should apply for this in advance - so having the kerb dropped isn't a good basis for any decision
(o3) Local resident, (Headington, Gladstone road)	Kennett Road – **Object** London Road (N) – **Partially support/Concerns** London Road (S) – **Partially support/Concerns**

	New High Street – **No objection/No opinion** Gladstone road parking restrictions will limit availability for residents. We already have a shortage of parking spaces as it is ! There have already been parking disputes between residents over the limited available parking this would definitely ok ncrease tensions in the community. We have a number of disabled residents who get carers coming in and visitors. If you remove this parking you are also making it difficult for them to access care, support and independence! The same applies to London road parking. Please keep the disabled parking bays they are necessary,!! The only ones within walking distance to the shops Gladstone Road – **Object** *[Comments as above]*
(o4) Local resident, (Headington, London Road)	Kennett Road – **Support** London Road (N) – **Support** London Road (S) – **Support** New High Street – **Support** Taking away these parkings only make shoppers park illegally along my road. So by allowing it members of the public are able to conduct their shopping and spend time helping local stalls during the market, whilst having piece of mind the council ment to surve them isn't giving them fines for enjoying a day out or doing necessary grocery runs. Gladstone Road – **Support** Parking on a double yellow is against the road act
(o5) Member of public, (Headington, York Avenye)	Kennett Road – **Support** London Road (N) – **Support** London Road (S) – **Support** New High Street – **Support**

	The market is a beautiful part of Headington's heritage and appeal and must be guarded and strengthened Gladstone Road – **Support** The elderly, youth and disabled must be safe to make use of this dropped kerb
(o6) Local resident, (Oxford, Kennett Road)	Kennett Road – **Partially support/Concerns** London Road (N) – **No objection/No opinion** London Road (S) – **No objection/No opinion** New High Street – **No objection/No opinion** The only issue is that we have a major problem with parking at the T-junction with London Road (yes, unbelievable) and on the pavement opposite to the area that you address. People completely ignore the double yellow lines and leave cars there obstructing the way when delivery lorries come in.They park half the car on the pavement completely blocking it and half on the road. Kennett Road is much used by pedestrians to the hospitals via Gardiner St and the cut through from there but that two way end of it is dangerous many times a day. Would it be possible to put red lines on the road opposite the area that is for market traders? Parking at Waitrose is literally 1-2 minutes' walk away. Gladstone Road – **No objection/No opinion** Cycling at the top of Kennett Road is also quite dangerous as cars often mounted the pavement even while on the phone. If on the bike or on foot I usually stop and don't carry on until they have parked but it's not always possible to see them if they come up behind you. I was told off by a driver for standing still until he finished. He parked right on the pavement. For drivers to notice there needs to be a huge sign that is unavoidable saying "No parking on the pavement at any time" and red lines on the road.
(o7) Local resident, (Headington, Kennett Road)	Kennett Road – **Support** London Road (N) – **Support** London Road (S) – **Support** New High Street – **Support**

	The Headington market is a much-valued Saturday event and market traders should be supported with nearby dedicated parking in order to set up their stalls. Due to the changed nature of shops on London Road (eg the major attractions Sainsbury's and Medina used to be a poorly-frequented clothes shop and a bed shop) parking is exceedingly pressured; parking restrictions frequently violated at the top ofKennett Road. A permanent change to parking rules on Saturday morning would mean the market organisers and council save time in having to put up weekly signage. Gladstone Road – **No objection/No opinion** I don't live near Gladstone Road so have no understanding of the issues pertaining.
(o8) Local resident, (Headington, London Road)	Kennett Road – **Support** London Road (N) – **Support** London Road (S) – **Support** New High Street – **Support** As a resident of 104 London road i see these cars and vans parked up every saturday and it is chaos on the street for us to come and go from our property. The people who are doing the markets should have priority so no other cars park up illegally down the road during this time. As they are local markets for this community i think they should deserve priority Gladstone Road – **No objection/No opinion** I don't live near there
(o9) Local resident, (Headington, W road)	Kennett Road – **Support** London Road (N) – **Support** London Road (S) – **Support** New High Street – **Support** Will dedicated parking for the market and hopefully will encourage more stalls etc .. The market is great .. maybe we could have a midweek one too ..

	Gladstone Road – **No objection/No opinion** Don't have a comment re this
(o10) Local resident, (Headington, Old Road)	Kennett Road – **Support** London Road (N) – **Support** London Road (S) – **Support** New High Street – **Support** The market is an excellent amenity that should be supported with adequate reserved parking. Sufficient parking is available in the two main car parks for those who wish to drive to Headington shops. Gladstone Road – **No objection/No opinion** The road is quite narrow when fully parked but on the other hand it isn't a main thoroughfare, so I am neutral on this proposal.
(o11) Local resident, (Headington, London Road)	Kennett Road – **No objection/No opinion** London Road (N) – **No objection/No opinion** London Road (S) – **No objection/No opinion** New High Street – **No objection/No opinion** if the market is to survive, parking for the traders needs to be prioritised Gladstone Road – **Partially support/Concerns** This is surely a fait accompli if you have already consented to drop the kerb? In principle i would oppose the loss of on street parking for private parking in this location but it does seem a nonsense for the limited parking to be retained with no parking restrictions either side.

Division(s) affected: *Rose Hill & Littlemore*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

OXFORD: GRENOBLE ROAD – PROPOSED 'NO WAITING AT ANY TIME' PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) on the eastern side of Grenoble Road at Greater Leys, as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to replace the existing 'unrestricted' parking bay on the east side of Grenoble Road at Greater Leys (adjacent to the water treatment works) with approx.110 metres of new 'No Waiting at Any Time' parking prohibition, creating a continuous length of no waiting between the two roundabout junctions – as shown in **Annex 1**.

2. The proposals have been put forward as a result of the development of land adjacent to Grenoble Road in Oxford (between the water treatment works & the carriageway) for commercial purposes in relation to the 'Oxford Science Park', two new access junctions onto the southbound carriageway will be constructed.

3. The proposed accesses are to be located within an existing 'unrestricted' parking bay on the eastern side of the highway, and as a result this will need to be removed and replaced with new 'No Waiting at Any Time' (double yellow line) parking restrictions.

Corporate Policies and Priorities

4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

(2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

(3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

5. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.

6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements North/Central', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

10. The proposals have been put forward to help improve road safety in the area, by ensuring that the visibility splays for the new access are maintained, and allowing for safe access and egress into the site.

Risk Management

11. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

12. Formal consultation was carried out between 09 April and 08 May 2026. 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, relevant local City Councillors, Littlemore Parish Council, and the local County Councillors representing the Rose Hill & Littlemore, and the Berinsfield & Garsington divisions.

13. Public notices were also placed on site adjacent to the proposals.

14. During the course of the formal consultation two emails were received directly – with Thames Valley Police not objecting, and Unlimited Oxfordshire (Disabled People's Organisation run by and for disabled people) objecting on that basis that waiting on the northern half of the length should still be permitted, which would be sufficient for approx.7 or 8 cars.

15. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

16. Officers note that the objector makes a valid point about the extent of Double Yellow Lining required to achieve the necessary visibility splay at the egress point, they do not feel that this existing parking area is appropriate or safe for people to walk from.

17. The removal of this entire area of parking was clearly shown on the relevant Planning Application drawings, and so have already been consulted on and agreed at that specific stage already. These proposals – if approved – would remove this potentially unsafe area of parking in line with the Planning Approval.

18. It should be noted that any Blue Badge holders would still be entitled to park there for up to three hours, albeit they would still be subject to the undesirable accessibility conditions associated with the current parking bay provision.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plan Annex 2: Consultation responses
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Julian Richardson (Lead Engineer – Highway Agreements Central) Mike Smith (Team Leader – Highway Agreements North/Central)

June 2026

Rev	Description	Author	Checked	Approved	Date
P01	FOR DECISION	DL	LG		10.03.26

Author MF Drafting Check DL
Designer CI Design Check LG

NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES (mm) AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (mAOD) UNLESS STATED OTHERWISE.
2. 40mm MARKINGS ARE TO BE PROVIDED IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (2016). ROAD MARKINGS ARE TO BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS.
3. MODIFICATIONS TO TRAFFIC REGULATION ORDERS TO BE AGREED WITH OCC HIGHWAYS.
4. SIGNPOSTS TO BE INSTALLED IN ACCORDANCE WITH OXFORDSHIRE COUNTY COUNCIL STANDARD DETAIL HSD/120/005.

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Project No. 12638919

Client SIENNA CONSTRUCTION
Project OXFORD SCIENCE PARK S278
Status FOR INFORMATION
Status Code S3

Drawing Title TRO CONSULTATION PLAN
Size A1
Drawing No. OSPH-GHD-XX-XX-DR-C-014
Rev P01

Plot Date: 10 March 2026 - 9:17 PM Plotted by: Dave Lamb
File Name: N:\UK\Oxford\Projects\421\12638919\CAD\Drawings\OSPH-GHD-XX-XX-DR-C-014.dwg

ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Local group/organisation, (Unlimited Oxfordshire)	**Object** – I note that the proposal includes "No Waiting at Any Time" between the two proposed access junctions, in order to provide the necessary visibility for drivers of vehicles entering Grenoble Road at the southern access. However, "No Waiting at Any Time" on the southern half of this length would provide sufficient visibility. Therefore, I recommend that waiting on the northern half (about 55 metres) of this length should still be permitted. That would be sufficient for 7 or 8 cars.

Division(s) affected: *North Hinksey*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

BOTLEY: WESTMINSTER WAY AREA - PROPOSED PARKING MEASURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of double yellow lines on sections of Arthray Road, Conifer Close, Cope Close, Cumnor Hill, Finmore Road, Hurst Rise Road, Hutchcomb Road, Montagu Road, Springfield Road, St Pauls Crescent, The Garth West Way and Westminster Way.**

b) **Defer the introduction of 'Residents permit parking places only' (Monday-Saturday, 8am to 6pm) areas on lengths of Arthray Road, Conifer Close, Cope Close, Finmore Road, Hurst Rise Road (between its junctions with Cumnor Hill & Springfield Road), Hutchcomb Road (between its junctions with Springfield Road & Montagu Road), Montagu Road, Springfield Road, St Pauls Crescent, The Garth, and Westminster Way (between its junctions with Arthray Road & Yarnells Hill).**

c) **Approve the introduction of cycle parking on West Way, adjacent to Elms Parade.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposed parking measures in Botley as shown in **Annex 1**.

2. As part of the West Way redevelopment in Botley, a section 106 contribution was secured to introduce a CPZ to the surrounding roads to mitigate any obstructive parking that may occur. As a result, parking beat surveys were carried out in July 2025 to ascertain the volume of vehicles parked in the 'Westminster Way Botley' area and an informal consultation exercise was also carried out in September/ October 2025, which aimed to gauge the views of

local communities on the potential for new parking schemes to be brought forward.

3. The responses and feedback provided from the 2025 consultation have aided in the development of a proposed permit parking scheme for the 'Westminster Way Botley' area – which has been done in collaboration with the local County Councillor.

Corporate Policies and Priorities

4. In the newly adopted 'Oxfordshire Strategic Plan 2025-2028' the Council has ambitious plans to create a greener, fairer and healthier Oxfordshire. This includes objectives to *"Create better spaces for residents and visitors in our town centres." (Greener Oxfordshire).*

5. The Strategic plan sets out that the Council will continue to roll out our Local Transport and Connectivity Plan (LTCP), which aims to cut carbon emissions from transport. This means encouraging people to use public transport, cycling and walking instead of driving.

6. The LTCP sets out that the management of parking is an effective way to tackle congestion and its negative consequences. It is also an essential factor affecting the convenience and subsequent attractiveness of different transport modes.

7. In addition, our adopted Network Management Plan (2023-2028) sets out how our parking policies will support and link in with the ambitious transport goals by:

   (a) Managing kerb side space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking.
   (b) Promoting the introduction of resident parking zones to improve the lives of residents and to encourage use of public transport by cutting down on opportunities for commuter parking.

Financial Implications

8. The proposals are being funded through an allocated capital budget to review and introduce Controlled Parking Zones in the County. The are no additional pressures on new budgets or resources to deliver the amendments.

9. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

   Comments checked by:

Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

11. The scheme has been promoted by the Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

12. There are no negative staff implications, with the design & appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

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

14. Officers confirm that 'Blue badge' holders can park with a valid badge on display within limited waiting/ permit holder parking bays without time limit or restriction, and on single/double yellow line parking restrictions (providing a loading/unloading ban is not in force) for up to a maximum of three hours.

15. Additionally, the Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant and will provide additional parking capacity for any holder of an authorised current blue badge.

Sustainability Implications

16. The proposals are being put forward ensure the permit parking areas remain fit for purpose, which continue to serve the needs of the local community.

Risk Management

17. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

18. Formal consultation was carried out between 12 March and 10 April 2026. 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, local City Council Cllrs, Botley & North Hinksey Parish Council, and the local County Councillor representing the North Hinksey division

19. Letters were sent directly to approximately 1870 properties in the immediate vicinity (including a copy of the plan & details on permit eligibility and costs), public notices were also displayed on site at various locations within the area.

20. During the course of the formal consultation, 201 responses were received via the online survey, where 194 identified as local residents, three as a member of the public, two as a Local Councillor, one as a County Councillor and one that was classed as 'other'.

21. In terms of the overall view on the proposed parking scheme in the area, majority of those that wrote in are not in favour of the scheme. Charts shown in **Annex 2** shows the feedback received.

22. A further table (shown in **Annex 3**) provides details of the most common themes/concerns summarised from the public feedback received.

23. The County Councillor for North Hinksey was contacted by officers after the close of the consultation for their comments. They responded as follows:

    I support the officers recommendations in this report. Because of the financial challenges to the retail market recently, many of the units are empty. This has meant that the amount of car parking on site is sufficient at the moment. Deferring the decision on the CPZ for several months will enable the officers to judge the impact of more retail and residential use on the surrounding area.

24. Thames Valley Police submitted a non-objection to the scheme.

25. A further nine email responses were received. Three responses have stated there is a cost-of-living crisis and permits shouldn't be charged, and one response highlighted the terms and conditions of Schedule 4 in the Traffic Regulation Order aren't practical and need to be reviewed. The other responses include a request for micromobility bays, a request to extend the proposed scheme to the whole of Hurst Rise Road with double yellow lines on all junctions, a request for two hour free parking to be considered as part of the

scheme, the negative impact on local businesses/ businesses run from home, the impact on mental health of residents and also one resident has stated there are no parking issues at all. A detailed response has been provided regarding Cope Close, stating there are no issues, the scheme will only allow for four legitimate parking spaces (not including those where there are dropped kerbs) and it has also been asked whether a visitor's permit will have to be purchased if visitors park on a dropped kerb. Finally, more information has been requested on the outcome of the informal consultation, whether any responses were received from Sycamore Close, questions regarding road safety figures for the area and whether any complaints have been received from statutory consultees.

26. The full responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) General feedback to the proposals:

27. A large proportion of responses state that there is no parking problem within the proposed zone (46), including specific mentions that there are no issues on Crabtree Road (5), Arthray Road (2), Montagu Road (1), The Garth (1), Cope Close (1), Conifer Close (1) and St Pauls Crescent (1).

28. Some respondents support the introduction of the scheme, stating it is needed (30), with a small number also suggesting wider transport and active travel benefits such as assisting buses (2), cyclists (1) and improving safety where high car ownership can create hazards for pedestrians and cyclists (1).

29. Others oppose the proposals, with comments that the scheme would penalise residents (14) and could negatively affect house prices (2).

30. There are concerns about unintended consequences and displacement, including that parking would move to unrestricted roads and create road safety issues around schools (1), and that vehicles may instead park on grass verges on St Pauls Crescent (1).

31. A small number of comments identify locations where parking problems do exist, citing Arthray Road (1) and Montagu Road (1), and one response suggests introducing marked parking bays.

32. Some responses challenge the premise that non-residents are the cause, stating residents themselves are creating the issues rather than non-residents (2), and that there are no commuter issues on dead-end roads (1).

33. Several comments propose alternative or amended approaches, including considering single yellow line restrictions instead of a residents' permit scheme (2) and including two hours' free visitor parking within the zone.

34. A small number of respondents raise process, evidence and assurance issues, including concerns about whether the scheme is safe (1), that no evidence has been provided to justify it (1), that no report has been provided on the outcome of the informal consultation (1), a query on how many fewer cars would park if introduced (1), and a comment that the Statement of Reasons is disingenuous.

35. A comment has been received in favour of the proposed cycle parking on West Way.

Officer response

36. Following the informal consultation with residents in September/October 2025, Officers worked with the County Councillor to develop proposals for various roads in Botley with the idea to help better manage the demand for residents parking in the area and also address issues arising from the mixed-use development on Botley Centre at West Way. Whilst some residents have stated there are no parking issues on their road, this is not fully consistent with the feedback received via the informal consultation.

37. The main objective of resident permit schemes is to prioritise parking for residents and their visitors. Furthermore, there is no evidence to suggest that permit schemes affect property prices.

38. Displacement parking is a potential issue with any scheme. As a result, once a scheme has been implemented, we monitor it for a period of 12 months and assess whether further measures are necessary. Also, we have recommended double yellow lines around the grass verges on St Pauls Crescent which if approved, any vehicles parked on the grass verges at this location run the risk of being issued with a Penalty Charge Notice.

39. Within a permit parking area (PPA), roads designated for residents' parking are not marked with bay markings, and restrictions are conveyed by signs only. These types of schemes minimise the visual and environmental impact on an area when compared to a traditional controlled parking zone (CPZ).

40. Whilst a permit parking scheme removes obstructive parking caused by non-residents, it also only allows 2 permit per property which in turn creates a safer environment. Furthermore, we have received mixed feedback from residents that reside in the no through roads, some state there is a parking issue, and some have said there isn't.

41. A single yellow line restriction was considered for this area, but it was not proposed as it means that residents can also not park on the highway during these times. It also does not prevent non-residents from parking in this area outside of the operational times. Also, a 2-hour free parking restriction was not considered as the aim of the scheme is to prevent non-residents from parking in this area.

42. As part of the scheme design, Officers are recommending double yellow lines to junctions, bend and any areas where the road is narrow which if approved, will improve road safety.

43. As stated previously, the rationale behind proposing this scheme was based on the feedback obtained from the informal consultation and conversations with the County Councillor. However, Officers are mindful that the West Way development is not at full capacity, there are several commercial units and residential dwellings which are not occupied and therefore residents may not be feeling the full effect of this as yet. As a result, it is recommended to defer this item to allow Officers to do further parking beat surveys in 6 months' time at which point, the redevelopment should hopefully be fully occupied. This recommendation was also discussed with the County Councillor in a meeting on 29th April, who confirmed she was also in agreement with this approach.

44. We do not publicise reports from informal consultations. However, a breakdown of the number of responses received per road during the informal consultation can be seen below:

Road name	Number of responses received
Arnolds Way	6
Arthray Road	35
Beech Road	9
Cedar Road	14
Chestnut Road	13
Conifer Close	11
Cope Close	8
Crabtree Road	19
Crozier Close	2
Cumnor Hill	20
Cumnor Rise Road	6
Eynsham Road	2
Finmore Road	3
Hawthorn Close	10
Hazel Road	1
Hurst Rise Road	30
Hutchcomb Road	14
Laburnum Road	9
Larch Close	2
Lime Road	10
Maple Close	3
Montagu Road	20
Raleigh Park Road	17

Springfield Road	6
St Pauls Crescent	17
Stanville Road	2
Sweetmans Road	13
Sycamore Road	5
The Garth	5
Toynbee Close	1
West Way	5
Westminster Way	21
Yarnells Hill	22

45. Whilst a parking beat survey was undertaken prior to the informal consultation, this only gave us the number of vehicles parked at this location. We do not have information on whether the vehicles in question belong to residents or non-residents.

46. Finally, the Statement of Reasons does state the reasons why we have proposed this scheme. The main focus is to remove obstructive parking caused by non-residents which some residents have written in and confirmed to be the case and the proposal to introduce double yellow lines at certain locations, if improved, will facilitate the safe movement of vehicles and traffic around this area.

b) Costs associated with the scheme:

47. Most feedback argues the permit charges are unreasonable or unfair (56). A small number request that two permits per household should be provided free of charge (2), while one comment considers the permit costs reasonable (1).

Officer response

48. The principle of charging for permit parking permits is to ensure that the costs for their operation are covered. This includes back-office administration, sign and line maintenance, and the enforcement of the schemes. The aim is to run these schemes on a cost-neutral basis and prioritising parking for residents.

c) Proposed timing of the scheme:

49. Comments on timing indicate that obstructive parking is perceived as an all-day issue (2), while one response highlights that the parking problem on Montagu Road is primarily in the evening after 6pm (1).

Officer response

50. With such few comments proposing alternative timings for the permit parking scheme, this would not be considered at this stage. Furthermore, as stated previously, it is recommended to defer this item so further investigations can be undertaken in 6 months' time.

d) Operational elements of the scheme:

51. A key concern is that the scheme could displace parking onto nearby unrestricted roads, and respondents want the scheme boundary or covered roads to be widened to reduce knock-on impacts (50).

52. Another common theme is that the scheme could restrict visitors (28), with calls for more visitor permits (5) and clarity on how visitor parking would work in specific circumstances (e.g., would a visitor permit be required if parking over a dropped kerb) (1).

53. Respondents also raised implementation and compliance issues, including the need for regular enforcement if introduced (12) and concern that current restrictions are not enforced (9).

54. Several comments focus on equity/impact and eligibility, including potential negative impacts on elderly residents (7), disabled residents (7), and those relying on carers/medical staff (6), as well as requests such as free permits for contractors (9), more than two resident permits (1), and extending eligibility to specific roads/areas (e.g., Westlands and Westminster Way) (1, 1).

Officer response

10. Displacement is a potential issue with any scheme; however, all schemes are monitored, and further measures can be considered if necessary.

55. The visitor permit system in Oxfordshire has been in place for several years and generally works well for most residents. The first 25 visitor sessions are free. Furthermore, a visitor permit would still be required if a vehicle is parked across a dropped kerb as it is classed as public highway.

56. It is standard practice where new schemes are introduced, to increase the level of enforcement to drive better compliance of the restrictions and to change behaviours of non-residents who have become used to parking within the area.

57. There are carer permits available for those who need support at home, allowing them to pass the permit to their visitors without a time limit on the number of visits. Furthermore, blue badge holders can within a permit scheme for free providing their blue badge is on display.

58. The permit scheme also accommodates tradespeople through contractor permits and allows the Council to suspend restrictions for events or utility works.

59. A cap on 2 permits per property is the Council's standard policy for new permit schemes and this is required to ensure the scheme is equitable and fair for all users and often there is a higher demand for on-street parking in general.

e) Proposed no waiting at any time restrictions:

60. Overall, the most frequent view is that double yellow lines would improve safety and traffic flow (9), with specific support for introducing them in Westminster Way (6).

61. Several responses request additional or extended double yellow line coverage at particular locations. The most common extension request is to extend the Westminster Way restriction up to the A34 slip road (4). There are also repeated calls for double yellow lines at the junction of Cumnor Hill and Hurst Rise Road as per the proposal (4).

62. A smaller number of comments argue that restrictions are unnecessary in certain streets, specifically stating that double yellow lines are not needed on St Pauls Crescent (3) and Cope Close (2). Related to this, two comments also request additional lines opposite the junction as well (2), indicating concerns about junction functionality and clearance.

63. Finally, there are a range of single-mention, site-specific requests for further restrictions: additional lines on Hutchcomb Road (1), the junction of Conifer Close and Hurst Rise Road (1), Cope Close (supporting lines there) (1), Hurst Rise Road between Conifer Close and Cumnor Hill (1), implementing double yellow lines throughout the zone rather than only at junctions (1), adding restrictions on Finmore (east side) to assist buses (1), and at the junction of Hurst Rise Road and Arnolds Way (1).

Officer response

64. The scheme cannot consider extending the scope to include additional restrictions, but if approved, it would be monitored, and further changes could be considered.

65. The proposed locations for the addition of new double yellow lines have been kept to a minimum and limited to areas where they would assist with road safety.

66. The double yellow lines on Cope Close have been proposed at the junction and around the turning circle. These proposals have received mixed reviews with some residents being in favour and some against. Furthermore, this restriction has been proposed on the junctions and around the grass verges on St Pauls Crescent to protect them as vehicles are currently parking there, causing damage to them.

f) Other comments:

67. The largest cluster criticise earlier planning decisions—specifically that the Council made a poor decision approving the West Way development (6).

68. Another recurring concern is that pavement parking is a problem in the area (5), suggesting ongoing obstruction or misuse of footways.

69. A number of transport-behaviour and road-safety issues are also raised. Respondents call for more incentives to promote the park-and-ride facility (3)

and report speeding issues in the area (3), indicating interest in measures that both reduce car dependence and improve safety.

70. A smaller set of comments focus on requests for information and process transparency, including requests to see feedback from the informal consultation (2) and a question about whether bus companies, the District Council, or emergency services have raised complaints about access issues (1). There is also a request for figures relating to road safety incidents (1).

71. The remaining points are individual, site-specific suggestions: tackling pavement parking in the Church Way pedestrian area (1), making Hurst Rise Road one-way from Botley Road (1), considering pinch points for public transport around the estate (1) and calling for better public transport generally (1). Other one-off comments include improving West Way shops car-park signage/management (1), adding limited-waiting bays on Conifer Close for dental visitors (1), providing additional cycle parking (1), adding micromobility bays for e-bikes/e-scooters (1), and using funding for resurfacing/potholes (1).

Officer response

72. The comments regarding the decision to approve the West Way development are outside of the scope of this scheme but will be passed onto the Planning team.

73. Parking on pavements is a national issue and technically not an automatic offence outside of London. The Department for Transport is currently exploring whether there needs to be a change to primary legislation on this issues and lobby groups are advocating extending the ban currently in place across the Greater London, to the rest of the country. The Council is closely monitoring the situation to determine if new policies need to be put in place.

74. Issues relating to road safety such as speeding are outside the scope of the project, but the Council does have an active road safety team that responds to safety concerns raised by the public. The points highlighted will be passed over to the road safety team for investigation. Furthermore, comments relating to the park and ride facility will also be forwarded onto the relevant team for consideration.

75. As stated in point 41, we do not publish reports relating to informal consultations. A breakdown of the number of responses received per road can also be found in point 41. No complaints have been received regarding access issues from bus companies, the District Council or emergency services.

76. Officers have liaised with the Road Safety Team who have checked the reported collision record for the latest 5-years (2021-2025) and confirmed there were no incidents recorded within the scope of the proposals.

77. Requests to introduce additional cycle parking, micromobility bays one-way schemes and for better public transport fall outside of the scope of this project

but these comments will be forwarded onto the relevant entities for consideration.

78. West Way shops car park is a private car park and outside of the scope of the County Council. However, the comments will be fed back to the District Councillors.

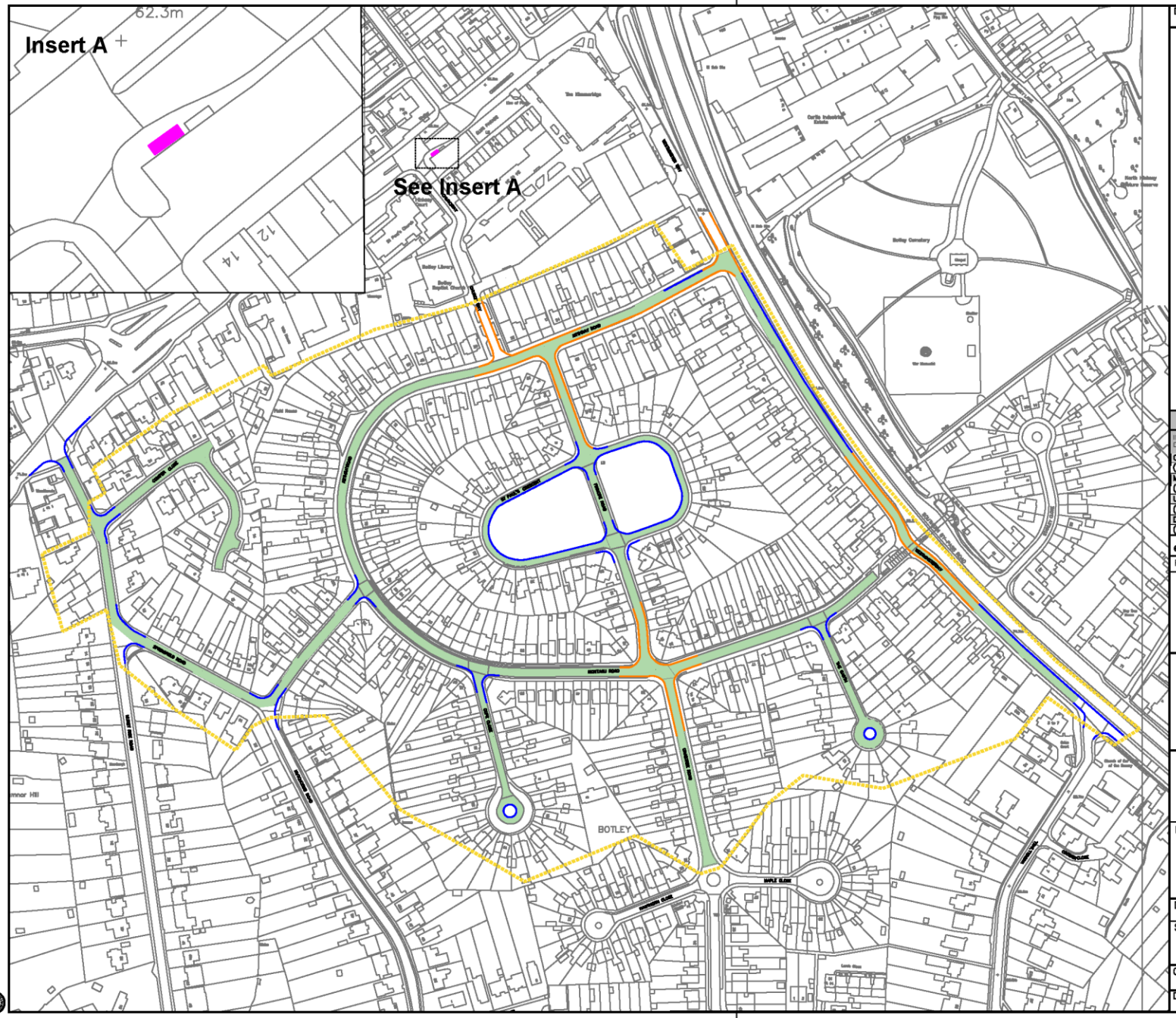
79. As stated previously, this scheme cannot consider extending the scope to include additional restrictions such as limited waiting bays, but if approved, it would be monitored, and further changes could be considered.

80. Finally, whilst a request has been made for this funding to be utilised to repair potholes and resurfacing, this is not possible as the funding has been received via a section 106 contribution to assist with any obstructive parking that may arise as a result of the West Way redevelopment.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plans Annex 2: Response summary charts Annex 3: Response summary tables Annex 4: Consultation responses (*separate document*) Annex 5: Equality Impact Assessment
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Manjinder Jutla – Senior Officer Parking

May 2026



Drawing No. 0

KEY:

- Existing double yellow lines
- Proposed double yellow lines
- Boundary of eligible properties
- Proposed Permit Parking Area Mon-Sat 8am-6pm
- Proposed Sheffield Cycle Stands

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
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title: Botley S106 25/26

Drawing title: Proposed Permit Parking Area Westminster Way Botley

Drawing Status

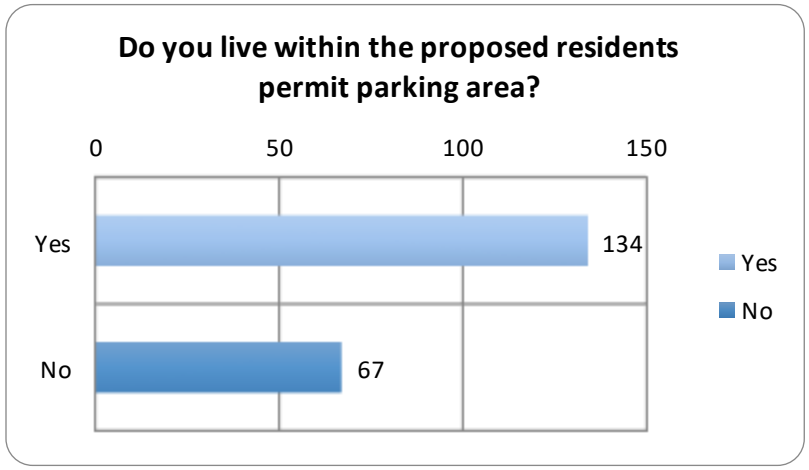
Scale @ A3	Drawn by	Checked by	Approved by
	MJ	JW	JW
	Date drawn 20/01/2025	Date checked 21/01/2025	Date approved 21/01/2025

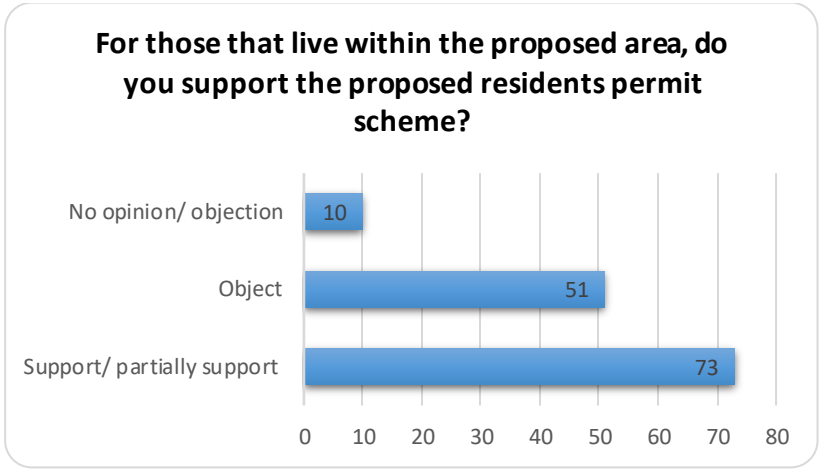
Oxfordshire Project No. & File Ref

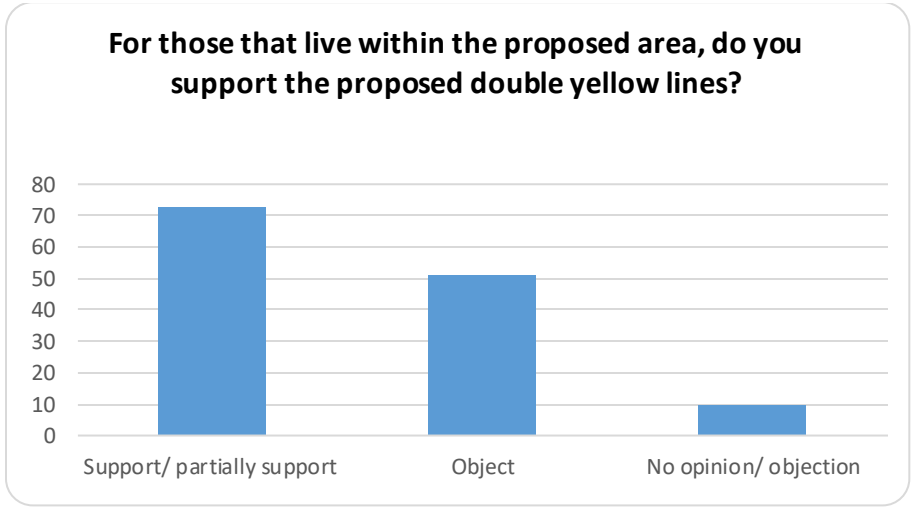
Drawing No. | Revision 0

P:\2. Network Management\Parking Control\SCHEMES & MAINTENANCE\2. District Areas\4. Vale of WH1. Live Projects\Botley CPZ\CAD\West Wing Botley v2.dwg

ANNEX 2


Do you live within the proposed residents permit parking area?
0
50
100
150
Yes
134
No
67
Yes
No


For those that live within the proposed area, do you support the proposed residents permit scheme?
No opinion/ objection
10
Object
51
Support/ partially support
73
0
10
20
30
40
50
60
70
80


For those that live within the proposed area, do you support the proposed double yellow lines?
80
70
60
50
40
30
20
10
0
Support/ partially support
Object
No opinion/ objection

ANNEX 3

a) General comments for the proposed parking scheme:

COMMENT	No. COMMENTS
There are no parking issues in the proposed zone	46
The scheme is needed	30
The schemes penalise residents	14
There are no parking issues on Crabtree Road	5
The proposed scheme will assist buses	2
There are no parking issues on Arthray Road	2
The proposed scheme will negatively impact house prices	2
It is residents who are causing the issues, not non-residents	2
Single yellow line restriction should be considered as an alternative to a residents permit scheme	2
2-hour free visitor parking should be included in the zone	2
Concerns whether the scheme is safe	1
There are parking problems on Arthray Road	1
There are parking problems on Montagu Road	1
Parking bays should be implemented	1
The scheme will assist cyclists	1
There are no parking issues on Montagu Road	1
There are no parking issues on The Garth	1
There are no parking issues on Cope Close	1
There are no parking issues on Conifer Close	1
Residents own 3+ cars which poses a danger to pedestrians and cyclists	1
Currently vehicles parking on Hurst Rise Road are helping to slow traffic down, assisting with road safety	1
No evidence provided to justify the proposed scheme	1

No report has been provided showing the outcome of the informal consultation	1
How many less cars will be parking in this zone if this scheme is introduced?	1
The Statement of Reasons is disingenuous	1
There are no commuter issues on dead end roads	1
Vehicles will end up parking on the grass verges on St Pauls Crescent	1
There are no parking issues on St Pauls Crescent	1
The schemes will displace parking to unrestricted roads and results in road safety issues around schools	1

b) General comments relating to the cost of the scheme:

COMMENT	No. COMMENTS
Costs of permits are unreasonable and unfair	56
2 free permits should be provided per household	2
Costs of permits are reasonable	1

c) General comments relating to the timing of the scheme:

COMMENT	No. COMMENTS
Obstructive parking in this area occurs 24/7	2
Montagu Road - parking issues occur after 6pm	1

d) General comments relating to the operational aspect of the scheme:

COMMENT	No. COMMENTS
The scheme will result in displacement parking on unrestricted roads in the vicinity and other roads should be included	50

The scheme will restrict visitors	28
Regular enforcement of the scheme is needed, if it is introduced	12
Current restrictions are not enforced	9
Contractors should be given free permits	9
The scheme will negatively impact the elderly	7
The scheme will negatively impact disabled residents	7
The scheme will negatively impact those that have a carer/ medical staff	6
More visitors permits are required	5
The scheme will negatively impact the businesses operating from home, general businesses and services in the area	2
The TRO has been queried - schedule 4, column 6 - with regards to maximum number of permits and conditions of use	2
More than 2 residents permit are required	1
The scheme will negatively impact those that require assistance with childcare	1
Westlands should be included in permit eligibility	1
All of Westminster Way should be included in permit eligibility	1
The scheme will negatively impact those that have no access to off street parking	1
There are a lot of dropped curbs on Cope Close, how will visitor parking be managed?	1

e) General comments relating to the proposed no waiting at any time restriction:

COMMENT	No. COMMENTS
The double yellow lines will assist with safety and traffic flow	9
Double yellow lines in Westminster Way are supported	6
The proposed double yellow lines on Westminster Way should be extended all the way up to the A34 slip road	4
Double yellow lines are needed on the junction of Cumnor Hill with Hurst Rise Road	4

The double yellow lines on St Pauls Crescent are not needed	3
Double yellow lines are not needed on Cope Close	2
Additional double yellow lines are needed opposite the junction as well	2
Additional double yellow lines are needed on Hutchcomb Road	1
Double yellow lines are needed on the junction of Conifer Close with Hurst Rise Road	1
Double yellow lines are needed on Cope Close	1
Additional double yellow lines are needed on Hurst Rise Road between Conifer Close and Cumnor Hill	1
Double yellow lines are needed throughout the zone, not just at the junctions	1
Additional double yellow lines are needed on Finmore east side within St Pauls Crescent and between ST Pauls Crescent and Montagu Road to assist buses	1
Double yellow lines are needed at the junction of Hurst Rise Road and Arnolds Way	1

f) Other comments:

COMMENT	No. COMMENTS
The Council made a poor decision approving the West Way development	6
There is an issue with pavement parking in the area	5
More incentives should be introduced to promote the park and ride facility	3
There are issues with speeding in the area	3
Feedback from the informal consultation has been requested	2
Vehicles are currently parking on the pavements in the pedestrian area on Church Way	1
Hurst Rise Road should be made one way for access from Botley Road	1
Consideration needs to be given to the pinch points for public transport around the estate	1
Better public transport is needed	1
Car park provision at West Way shops is poorly signposted and managed	1
Limited waiting bays should be considered on Conifer Close to assist those visiting the dentist	1

Additional cycle parking is needed	1
Micromobiity bays should be considered to mke e-bikes and e-scooters more attractive	1
Figures relating to roas safety incidents have been requested	1
Have any complaints been received by bus companies, District Council or emergency services regarding access issues?	1
Funding should be utilised for resurfacing and to fix potholes	1

ANNEX 5

Oxfordshire County Council

Equalities Impact Assessment

BOTLEY, WESTMINSTER WAY PPA – PROPOSED PARKING MEASURES

10/03/2026

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Section 1: Summary details

Directorate and Service Area	ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	BOTLEY, WESTMINISTER WAY PPA – PROPOSED PARKING MEASURES
Is this a new or existing function or policy?	Existing – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county's recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment 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).	**Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan (NMP) 2023-2028** LTCP - We have ambitious plans to give residents more options for travel as outlined in our countywide Local Transport and Connectivity Plan. By supporting and encouraging active travel – walking and cycling – we can help improve people's health and wellbeing, reduce traffic congestion, and help address the climate crisis. In particular Policy 31: a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. Continue to work closely with all stakeholders, partners, and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. NMP – Builds on LTCP as an operational document to better manage the highway network, reduce traffic congestion by (in this case) better management of the on-street parking asset, providing parking surety for local communities, redirecting commuter parking to off-street facilities, creating an environment that encourages active travel by improving bus journey times and active travel modes.

	With the introduction of Civil Parking Enforcement across the County in 2021, we are embarking on a series of parking reviews across the County to ensure that the right restrictions are implemented in the right places, supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced. Many areas in Oxfordshire are already covered by permit parking schemes and where these have been implemented, they have been extremely successful in removing commuter parking. Permit parking schemes help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits. All residents in Permit controlled areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. In some instances, businesses may be eligible for permits. Residents can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits. Parking permit charges may affect low-income households. The charges are however necessary to ensure that more of the schemes operating costs are met, and they are able to continue to operate and deliver their transport and environmental benefits.
Completed By	James Whiting – Team Leader, TRO and Parking Schemes
Authorised By	Cathy Champion – Operations Manager (Civil Enforcement)
Date of Assessment	10/03/2026

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Civil Parking Enforcement was decriminalised in 2021 and this opened up opportunities to consider areas that would benefit from the introduction of Permit parking schemes. Botley is a village in Vale of White Horse was in scope for this project as a result of funding secured through the West Way redevelopment to mitigate any obstructive parking caused by visitors to the area. We have consulted local stakeholders and residents for their opinions over wide area around Botley.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The proposals include a mixture of no waiting restrictions and permit holder bays to better manage parking in the Westminster Way area which will give priority to residents by preventing long stay parking by non-residents. No waiting restrictions are also proposed at locations where access needs to be maintained and to promote road safety. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor.
Evidence / Intelligence 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	Prior to undertaking the public consultation, an informal consultation took place in September/ October 2025 to understand the parking issues in the area. There was a mixed response to the informal consultation but upon speaking with the County Councillor it was apparent there is a issue with non-resident parking in this area. After this, a further meeting was held with the County Councillor to discuss the preliminary design. They approved the scheme and requested that the County Council to progress with the statutory consultation.

ability to deliver our climate commitments.	
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.	The proposals have been developed in consultation with the County Councillors and following consultation with residents to address a known problem of non-resident parking in the Westminster Way area. The do-nothing option would likely result in the County Council receiving complaints about the parking impacting the local community due to a lack of parking capacity for residents and local businesses.

Section 3: Impact Assessment - Protected Characteristics	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	☐	☒	☐	A reduction in non-resident parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children. No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for the second set.	OCC project team	Post implementation engagement including with Local Member

Disability	☐	☒	☐	Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care. A reduction in non-resident parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.	Blue badge holders can apply to have a bay provided outside their homes. Blue badge holders can park in permit holder spaces without time limit without a permit and for free, as long as the blue badge is on display.	OCC project team	Post implementation engagement including with Local Member

Gender Reassignment	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on marital status.			
Pregnancy & Maternity	☐	☒	☐	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. A reduction in non-resident parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.	A resident permit scheme will increase the kerb capacity available to residents as it will remove the obstructive parking currently taking place by non-residents. Due to this there is a greater probability that users will be able to find spaces closer to their destinations.	OCC project team	Post implementation engagement including with Local Member

Race	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation.			
Religion or Belief	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on religion of belief,			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities.			
Armed Forces	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on armed forces.			
Carers	☐	☒	☐	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	The polices for operating permit parking areas includes provision for carers in the form of a permit which the person requiring care can hand the care provider at each visit.	OCC project team	Post implementation engagement including with Local Member
Areas of deprivation	☐	☐	☒	Introduction of a charge for parking permits, may be harder to afford for people in areas of deprivation.	The charge for residents' permits are in-line with existing charges for parking permits levied in Botley. Charges are reviewed on an annual basis as part of	OCC project team	Post implementation engagement including with Local Member

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
					the Councils Fees and Charges budget setting. The decision to proceed with a scheme takes into account all factors including new fees and charges for residents and business users.		

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	☒	☐	☐	Staff working for the County Council will not be disproportionately impacted.			
Other Council Services	☐	☒	☐	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Social workers and registered carers are already catered for in OCC polices and can apply for a permit to allow them to park in permit parking areas whist undertaking their duties.	OCC project team	Monitoring as part of a wider policy change.
Providers	☒	☐	☐	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value [1]	☒	☐	☐	No impact on social value within existing contracts.			

[1] 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.

Review Date	
Person Responsible for Review	
Authorised By	

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ANNEX 4

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Local group/organisation, (Oxfordshire Liveable Streets)	**Support** – The gains from Controlled Parking Zones elsewhere have been clear. Putting DYLs on junctions and corners will reduce road danger. And restricting commuter parking is essential to the longer-term plans for Oxford's traffic management. However the one cycle parking bay going in as part of this scheme seems almost tokenistic. This is a lost opportunity to put at least some visitor cycle parking onto every street in the area. And while none of the current micromobility schemes cover this area, the contracts are being renegotiated now and it would be good to see the schemes extended to do so - which would require allocation of kerbside space for micromobility bays. The significant gradients in this area make e-bike and e-scooters relatively more attractive. The forthcoming upgrade of walking and cycling access on Botley Rd under the railway line, the Oxpens foot-cycle bridge, and other improvements will make routes from this area into Oxford city centre much more accessible for cycling and scooting. We should be planning ahead for that.
(e3) Local resident, (Botley, Cope Close)	I can understand that lower down the hill eg St Pauls Crescent & Arthray road where commuter's parking is a problem but in our small close it is not a problem and is unnecessary & parking is generally resolved between ourselves. This seems like a money making gambit & I'm blowed if I will pay £80 to park in my own street not to mention the bureaucracy required to get permits.

	Anyway, I can't see that this area will be policed very frequently so this is all a ridiculous waste of money which would be better off seeing to the many potholes.
(e4) Local resident, (Botley, Hurst Rise Road)	Sometime ago we wrote about the consistent problems with commuters parking in Hurst Rise Road. However, at the time financing a resolution to this did not seem to be available. We are pleased to read that this has changed because it will undoubtedly make it much safer for the pedestrian, cyclist and motorist not having to navigate parked cars at the junction with Cumnor Hill/West Way. However, it will not solve the problem unless the whole of Hurst Rise Road is permit only parking because restricting a short distance in the road will only serve to move commuter parking further up Hurst Rise Road. Looking at the other end of Hurst Rise Road outside Matthew Arnold School there is a big problem with parking this end & the majority of the time is in a very dangerous manner obscuring vision for the motorist to turn out of Hurst Rise Road onto Arnolds Way. Therefore consideration should also be given to double yellow lines at this junction. Once again there is a need to be mindful that double yellow lines will once again move cars further down into Hurst Rise Road which is not in anyones interest. So again we feel that the whole street should be for permit holders only. I now have some photos of the situation we are faced with on a daily basis with parking on the junction with Hurst Rise Road & Arnolds Way. This is illegal anyway as far as the Highway Code goes but it appears nobody takes any notice of this. However, as mentioned in our previous email just painting double yellow lines at the junction will only serve to move all the parking farther down or up the street as it applies to each end of Hurst Rise Road so it needs to go hand in hand with Residents Parking only for the whole street.
(e5) Local resident, (Botley, Springfield Road)	I wish to register my objections to parking permits. I don't believe there is a significant problem parking here and I think the economic impact doesn't justify the proposal. My customers will have to pay the extra charges which are unnecessary
(e6) Local resident, (Botley, Maple Close)	I write to register my objections to the Botley: Westminster Way area - proposed residential permit parking Question marks over the consultation details The background to this formal consultation is that an informal consultation on the same issue was launched in the autumn of 2025 (closed 17/10/25). In that consultation, it was highlighted that section 106 money was set aside

	to complete a feasibility study to assess potential new parking measures as a result of the west way shopping centre redevelopment. The area consulted upon for new parking measures covered most of the Botley parish and a small section of the Cumnor parish. The outcome and data collected from this feasibility study was described as follows in the 'What next' section of the informal consultation: 'In discussion with the relevant County Councillor(s), the feedback from the consultation will be reviewed after it closes, and if there is a consensus for parking measures to be taken forward, these will be subject to further 'formal' consultation with residents at a later date.' Therefore, we can assume there was such a consensus. We can also assume that the consensus is backed by hard data from the informal consultation exercise and any other activity undertaken as part of the feasibility study that was financed by the section 106 money set aside from the Westway shopping centre development. The struggle has been to uncover what information exists that drives the need for this consultation. You did forward my request for further information to Manjinder Jutla and Manjinder did send me a map showing an overview of residential responses. He was unable to answer follow up questions. He asked me to submit my questions as part of the consultation process. I do not consider this to be reasonable on the part of the council. The questions asked are not unreasonable or particularly complex. Does the council expect me to raise a Freedom of Information request every time I ask a question? That seems unreasonable and a very expensive strategy on the part of the council. I cannot see how the council can claim they have consulted widely and taken account of local residents' points of view if they are not prepared to be open about the findings of the feasibility study and informal consultation. The secretive approach that the council is adopting, invites the accusation of what the real motives are of the process. However, I do include the following questions that I emailed to the council that relate to the pdf map that was sent to me (see below) 'Looking at your attached document, when you say the majority of residents want a particular parking measure does that actually mean a majority of residents or simply a majority of those who responded. Can you provide details about the numbers of people that responded in each road? I am NOT asking for details about which address said what. I note that Sycamore Road (the close off Lime Road) has no colour or coloured disc associated with it. Does that mean nobody responded to the informal consultation?

	I note that in the formal consultation documents, the council refers to 2 parliamentary acts that talk about what the council can do in response to safety issues and freedom of movement. I am interested to know if the road safety figures for any of the roads in this area are particularly high (compared to national averages). Also has the bus company, district council (refuse collection) or emergency services complained about access?' I also attended my local councillor's surgery to ask about her views. It appeared that her arguments for the need for parking permits were driven mostly by specific complaints about improper parking that blocked peoples access to their driveway. She also was aware of some complaints from the bus company and maybe some issues raised by emergency services although this was not quite so clear. I think she agreed with me that the data was not clear and she undertook to dig further. However, given the time left in the consultation, I think that will give local people little opportunity to digest the understanding that such data offers. I also thought the research data from the council officer contradicted the perhaps more circumstantial evidence offered by the councillor. She repeatedly mentioned the problems with parking in Conifer close yet the council supplied map seems to suggest the residents in the street do not consider there is a parking problem in their close and do not want any parking measures taken. Given the driver for this formal consultation was that there is a clear consensus for parking measures, I would dispute that the council have done nearly enough research or engaged with the community sufficiently well to justify moving forward with this process. In an attempt to add a bit more context to my questions above. I am not especially aware that the roads on this estate are especially dangerous (certainly not when compared to national averages). I have lived here for over 32 years. It is not to say that a problem exists but I am not aware of it. I do not subscribe to the argument that 'there is an accident waiting to happen'. I want to see the data over the previous decades with trends highlighted. What are the issues with buses? I am aware that the buses do occasionally have alterations with local drivers. The issue is usually relating to who should give way first and allow the other to pass. I am not aware of prolonged stand offs. I am not aware of violent responses. I don't know if there is any real data about the quantity of such incidents but doubt it will justify burdening the residents with parking costs simply because of some bad behaviour from individual motorists. I am also aware that the bus sometimes has difficulties turning at junctions. I am not aware that this is a problem that happens on a regular basis. However, the impact on the transport system efficiency might be a problem. However, even if it is an issue, surely effective policing of the current parking measures is the solution.

	Implementing further restrictions will not make a difference particularly given that the area being considered affects such a small proportion of the bus route. For most roads being targeted by these parking measures, the impact on the buses will be minimal (not least because most of the roads don't have buses passing along them). Implementing further measures will not make a difference if they are not enforced as the current measures are not being enforced. Issues with emergency vehicles? I am not aware of any. Issues with Refuse collection? I am not aware that there are any and I don't believe the district council has made any complaints. Who is actually pushing for parking permits? The map provided by the council officer suggested that the residents of Springfield Road feel there is a parking problem on their road and that they would like a parking permit scheme implemented. This was relatively easy position to check. Springfield Road only has about 15 residences on it. When I knocked on the door to check their point of view, I found the residents had an opposite opinion. Could it be that individuals who shout loudly are the true drivers of this process? I don't think that is a reasonable approach or justification. Given only two roads in the area targeted for parking permits 'voted' for parking permits and that I have already determined that one of those roads does not support that position, I question whether the council has substantive or, in fact, any support from local people for this scheme. I also note that some of the documents listed on the consultation web site do not open properly if you don't have access to the latest version of Microsoft word. That is not fair on those who have older software or use a different operating system such as that you might find on Apple products. Do we really have a parking problem? What is the purpose of a public highway? I think the clue is in the title. Public implies that Mrs Smith of Inverness is entitled to find a space on the public highway, park and go about her lawful business. I think that anyone reading this will have had occasion to park on the public highway for one reason or another. It seems a bit rich to suggest others cannot park in our local area. No one will have deeds declaring that the space on the road outside their home is for their personal use. Indeed, the council makes that clear in the consultation documents. If we remove the sense of entitlement and confirm there are no safety or access issues over and above the average for across the country, why do we need a controlled parking scheme. The council has not established this as fact. Perhaps we might run out of parking spaces on occasion (particularly the case when the Westway shopping centre was being rebuilt despite assurances that the workforce would use the park and ride!).

	However, if safety and access is not compromised then the parking situation simply becomes self-regulating. When space runs out, no more cars can park. All that is required is for the proper enforcement of current parking regulations. Is this a complaint about the volume of vehicles or is it about the way some vehicles park? Do a few loud voices obscure the majority view? It seems to me that the only other justification for a parking permit scheme is to support the local economy. If the argument was that local businesses need to guarantee parking access, then perhaps there is an argument. However, charging local businesses to park at the rates proposed will do more damage than it solves. As a local businessman whose business is almost exclusively focused on this area, I can say there is very little evidence of parking impacting the local economy. Other than enforcing the local parking rules already in force, there are no requirements for extra parking measures. What about the economic impact? Parking for small businesses at £20/day or £33 for up to a week will have a devastating impact on the local economy. These costs will be added directly to the customer bill. There is no scope for efficiency improvements that perhaps mitigates the extra charges. I couldn't get a small van or one that is electric that might support other council goals and therefore reduce the cost. It is a flat charge and will be recovered from local people by increased prices. That is unfair because it is those who have smaller houses and limited driveway space that will pay the most. As a professional gardener, many of my customers are elderly or disabled and they rely on the help I offer. It is certainly not going to be the rich and wealthy that pay this bill. Some of the tools I use are 100kg in weight. I have to park close to my client with my van. I cannot take them on the bus as an alternative. If I come to a client twice a month (not unusual), I would use all their free parking vouchers. Should that client also need help from a window cleaner, handyman, cleaner, boiler service etc. etc., they will very quickly use all the other vouchers that they might buy. 50 vouchers is their lot and that is before you consider friends and family that might come and visit (you can bet these clients rarely travel anyway!). This scheme penalises the most vulnerable in need of help. There is only one source of revenue in any supply chain to cover the costs incurred in delivering the service. The customer always pays. That will result in people having to make choices. Which services do they really need. Those other businesses will have to do without their custom. All this because the council wants to push through a parking permit scheme that is not wanted or more importantly required.

	It is possible that the council sees this as an opportunity to drive down car use and ownership. The problem is that without an effective efficient alternative, the attempt will fail. The council seem to fail to understand why people own cars. The fact is that driving is the most efficient way of getting from A to B in probably 80% of journeys that people undertake. This is of considerable economic significance. It is certainly one of the most significant drivers of growth in the 20th century. The council might get that down to say 75% through investment in alternatives that are more efficient at moving people than the car. However, that will only happen if the investment is made up front. If you are successful, you won't need penalties and taxes to force people out of cars. People will always use the more efficient option because time is precious to people. People hate having to travel in the vast majority of cases. Penalties and taxes just anger people when little or frivolous effort is put into alternatives. The council should be creating transport plans that integrates people cars into the transport mix. That would be economically enhancing. Parking strategy should be part of the plan. This scheme has little strategic value. It undermines the country's economic performance. Some in the council may think this is somewhat of an overreaction but let's consider another analogy. What if I said I am not going to recycle anymore? I could reason my efforts won't make a material difference so what is the point? However, the point is that recycling works because everyone does their bit. Now consider the council parking strategy. Surely, it won't make that much of a difference? However, if all councils act in this way creating arbitrary parking schemes that impact the efficiency of local business and push up cost bases, the economy will be affected. Small business delivers most of the economic drive for the country. They employ most of the people and pay a lot of tax. If you force them to close, government will have to close hospitals, schools, police stations and cut local government grants. The irony isn't lost. The environmental impact? I am a gardener who recycles on site. I purposely do not have a waste licence and encourage clients to recycle all organic material on site. It is good for their garden, good for the planet and good for the council's cost base in terms of green waste collection. I am given to understand my approach aligns with council policy. I need significant tools to enable clients to recycle on site. So, despite my best efforts, the council now seeks to tax me off the streets so you can collect a parking tax that isn't required and very few want. This policy does of course encourage people to dig up more front gardens thus reducing the need for gardening effort. However, that also causes greater storm water run-off problems and drives increased flooding risks. That in turn means even more remediation from the environment agency. We know that one of the main drivers for

	the Oxford flood relief is the urbanisation of green land including the impact of front gardens being used as car parks. This scheme will deliver more flooding problems that others will be expected to solve. Is this really just a parking tax? Given the council has provided so little justification for this parking scheme, one might simply assume this is just another way of taxing people for other schemes the council cannot quite raise the finance for. I understand this is ring fenced revenue so I guess we can expect the money to be spent on more 20 mph limit signs or bus and cycle lanes. I doubt local people will get much benefit. It has been suggested that the scheme will be cost neutral. However, it is difficult to believe that. Will the council have to employ more people to run the scheme. I very much doubt it. Therefore, once the signs are paid for the money just rolls in year after year. It is not a difficult business case to reckon but it illustrates that very few in local government look at the bigger picture. Each area of government has its own goals and rarely considers the greater good. I also note that the area consulted upon for parking permits is a sub set of the roads considered by the original informal consultation. No doubt that means the council will seek a further consultation for the rest of the estate in the future. Because that will be a new consultation, I imagine the council will keep the two areas separate with different parking codes. That will double the costs for local business. If you have two clients to serve in one day, one in each area, the cost to the business will be £20 for each client. You will expect the business to purchase a permit for each area. There is a suspicion that someone in the council thinks this is a license to print money. I can assure you it isn't and there is no magic money tree. In summary I wish to object to the implementation of this scheme on the grounds of fairness and economic impact particularly because the council seeks to withhold the key data about its implementation.
(e7) Local resident, (Botley, Cope Close)	I am writing to formally object to the plans to install a residential parking permit area on Cope Close in Botley. This specifically relates to point 'iii' in the public notice and but could be extended to other areas with similar layouts e.g. The Garth. The main reasons for objection are: 1. Size of Cope Close and the limited parking spaces for a scheme to be applied to.

	a. Cope Close is a small cul-de-sac with a turning circle. With the proposed yellow lines extended, there will be 4 spaces to park which do not block dropped curbs. One resident is permanently parked in one of the spaces with the other three mostly vacant during working hours, except for trade visits. Please see attached photos. b. It would be a waste of funding available to put up signage and administer these four spaces, when funding available could be better used to fully resurface Arthray Road properly and could save the council money from pothole claims. 2. Proximity to the Westminster Way shopping area. a. Cope Close is a 10-minute walk from the shopping area which is enough of a deterrent for day commuters to park there. Therefore the 'deterrence of day parking' should not be used for a justification for the installation of the parking permit zone and instead another justification should be sought for this street. 3. Large quantity of dropped curbs on the Close a. The majority of the Close is dropped curb. The council will need to make clear whether visitors of a house with a dropped curb, who may be blocking the dropped curb will need to use a visitors permit and how this will be administered without the deployment of bays, further yellow lines or white lines. b. The council will also need to find space for the parking permit area signs, which will be a challenge, especially at the top of the Close where the whole turning circle is a dropped curb. 4. Cost of living crisis a. With the war in Iran threatening to once again push up prices further for the general population, a further bill to deal with at this time could be considered as a tone deaf move from the council. 5. Mental health crisis a. With so many mental health services at capacity, one would have to question the need for another 'hoop to jump through' for the general resident to avoid fines from a public body. Schemes like these are proven to increase anxiety, with common questions such as 'have I parked in the bay correctly?' or 'has my visitors permit been applied successfully?' all contributing to increased levels of anxiety in the neighbourhood.
(e8) Local resident, (Botley, Conifer Close)	We welcome the CPZ, supporting the County Council in this plan. Since moving here over 14 years ago, we have been inconvenienced by persistent use of our cul-de-sac by drivers treating it as a free park-and-ride. This has included large commercial vans, and sub-contractors working on the lengthy West Way development. We wonder, however, why an e.g. 2-hour permitted parking period (as pertains in Oxford City) is not planned.

	In our particular case, due to the size of our drive, we will not qualify for a resident's permit. This will make it impossible for us to park elsewhere in the designated zone, a great inconvenience, especially in view of our late-80's ages. We sometimes park on the street outside local houses. We have only one car. Is there any leeway? Or can the Council rethink this stipulation? Lastly, how will the system be enforced? By whom?

B. Online responses:

RESPONDENT	**COMMENTS**
(o1) Local resident, (Botley, Arthray)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Parking problems come from the high rise buildings and shopping area. They do not affect the neighborhood or areas we park in. Penalty to park in front of our residence is unacceptable. Difficulty to host guests is unacceptable. A tax on residents does not solve the parking issue at West Way.
(o2) Local resident, (Botley, Arthray)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** There's room to park on Westminster way. Problem vehicles, those working, such as contractor vans and taxis, will ignore the double solid lines anyway. This won't solve the issue and negatively impacts residents

	Only a portion of arthray road has parking issues while the proposal impacts a wide area of the neighborhood. Better close of action: remove parking restrictions on the enormous parking lot that the new development has. The high rise apartments without parking is the route of the issue, but they have room to park.
(o3) Local resident, (Botley, Arthray)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I do not see a problem of people using these streets to park. There's no traffic or congestion around. It seems that the only benefiting here are the ones collecting fines or money for the permits.. Furthermore, only 25 visitor permits is appalling. Surely locals should be entitled to more free visitor permits. I am a local resident and I struggle to understand the actual benefit of these changes to other locals. I am disappointed with these changes
(o4) Local resident, (Botley, Arthray)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Don't feel residents should have to pay for permits if they don't have parking
(o5) Local resident, (Botley, Arthray)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Parking permits for residents It's not that big a problem and I do not want the hassle of getting permits for when friends visit.

(o6) Local resident, (Botley, Arthray Rd)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** It's a good idea.
(o7) Local resident, (Botley, Arthray Rd)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** While parking is sometimes an issue on our road it generally isn't too bad now the construction work has ended. I don't think it warrants resident's parking yet and I have concerns about introducing a permit scheme for a number of reasons. Primarily the issue is enforcement or lack of it. We already have cars regularly parked on double yellow lines and cars that ignore the pedestrianisation restrictions on Church Way. Yet penalties are rarely if ever issued and it appears there is very limited capacity to actually enforce the rules. I fear that if a permit scheme is introduced - it would be similar and wouldn't actually make much of a difference. My second concern is the risk that this just displaces the problem slightly further, for example further up Hurst Rise Rd or even more likely on Seacourt Rd and neighbouring roads on the other side of West Way. Finally I object to this on cost grounds - it puts a high price on residents. It isn't clear whether those of us who park on a driveway would need to pay for our own cars and would make it expensive for those needing contactors, regular carers or similar. On these grounds I object to residents permits because I don't think the benefits outweigh the costs. There are problems with people parking too close to junctions and obstructing visibility so I support the introduction of more yellow lines as this should hopefully make the roads safer for both drivers and pedestrians
(o8) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** This whole proposal is unnecessary, it will cost residents money that they can ill afford to lose and will discourage contractors from taking jobs in the area.

	I am frustrated that the Council is proceeding with this proposal, parking is not an issue in this area (no more than any other residential area). You are trying to solve a problem that doesn't exist with a solution which will be costly and annoying. Please don't go ahead with this.
(o9) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** there is restricted parking now but nobody ever checks if someone wants to visit or do some work at your property they should not have to worry about parking patrolled sensible parking should be tried
(o10) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Both restrictions, this is absolutely ridiculous. Because no one wants to have to pay for parking by their house! There is seriously no reason for it. Shame on you!
(o11) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** I believe that there is a problem with the standard of parking in the area, mainly vehicles either blocking the road or blocking the pavement. Double yellow lines should help with the first problem. Parking wardens should deal with the other issue. It also might be helpful for the parking bays to be painted / more defined.

	I object to the principle that people should have to pay to park their vehicles on the road outside of their house. If the permits were free to residents I would be less inclined to object. However, having lived in other areas with parking restrictions I've found them to be more of a nuisance than of any help. Currently, absolutely everything is becoming more expensive and now apparently the best thing for the local area is to make parking outside your house more expensive to? In the case of families with young children and visiting grandparents who are there for Child care regularly. Are they only allowed to visit 50 times a year? I personally think the most pragmatic approach is to apply the new double lines and then reassess the situation once the Botley Road has re-opened.
(o12) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** The fee for residents Supporting the scheme because residents often cannot find parking. However, I am concerned about the fee.
(o13) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** Charging me to park my veicjle outside the home ive paid council tax on for 24 years ,whilst putting up with the construction on west way project ,for which you at the council never cared if contractors parked here .building studeng accomadation and apartments with no thought to parking ,and now you want to charge me to park outside my pwn home its ludicrous.
(o14) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object**

	'No Waiting at Any Time' restrictions – **Support** I don't mind the introduction of parking permits but I object to the residents having to pay for them. Some houses have no driveways and or more cars than spaces. The parking has become a problem because of all the new flats in Botley and the council profited very nicely from the sale of that land, why should we now have to pay?
(o15) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** No 6. Introduction of double yellow lines on Westminster Way The existing traffic and parking restrictions in the area are already not being enforced. Cars drive through Church Way at speed through the pedestrian only 10am to 4pm area. Parking on our street is not an issue and we don't want to have to pay for new restrictions which will likely not be enforced anyways given the current restrictions already aren't. Making Westminster way double yellow will cause all the parking from the large houses with multiple cars to spill over onto adjacent roads.
(o16) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Both restrictions. I don't think it will be beneficial for the area, or improve the parking situation. It will have a knock on effect on the surrounding residential areas, resulting in residents having to pay for resident permits and visitors parking permits. There are existing restrictions in place which are not enforced, e.g. pedestrian only area 9am-4pm Church Way, so I don't believe that adding additional restrictions and costs will benefit the residents.

(o17) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** 1. I don't see the need for parking permits, since the development has been finished there is NOT a parking problem on Arthray Road. Any issues with parking come from illegally parked cars or badly parked cars which the proposals would not stop. 2. When we moved to Oxford nearly 10 years ago we didn't even look at houses in restricted parking areas and I fear making this area restricted parking would make homes harder to sell. 3. A friend who lives in an area that was made into a parking permit area a few years ago found that almost everyone who didn't have a drive, dug up their garden and made it a drive thus negatively affecting the environment and the look of the area. 4. The thought of adding costs to building work by charging contractors to park is unfair and will create an added financial burden to people already stretched to the limit. We have just had to have roof work done due to leaks and your proposals would have added £120 to our bill, money we can ill afford. 5 It feels like a way for the council to take more money from it's residents. It will add an unneccesary financial burden to everyone.
(o18) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Residents permits, fantastic idea. Although absolutely unacceptable for current residents of these streets to pay you AN ADDITIONAL £80 per year so you can hand out licenses and control parking with wardens. How about no fee? Our tax money should be covering this, and if not, why not? Why isn't our tax money covering our needs? Otherwise why are we paying you council tax? I will absolutely not be paying anything to anyone for parking outside my own property.

(o19) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** The cost to residents is outrageous and unnecessary. However, a certain level of charge would be fair if the Council properly enforced speed limits on the road.
(o20) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Parking is extremely difficult for residents in this area and increased controls are essential. The cost of permits send proportionate to the cost of enforcement and for most people the provision of visitor permits seems sufficient, though there may be cases where carers or medical staff need more regular access and provision for this must obviously be provided as a necessity.
(o21) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Object to having designated parking permits and don't want to pay a fee and make relatives friends complete on line forms to park! Elderly parents not it savvy either! Jerk it as is! Don't want to pay fees and mahe my family and friends have to do so! Elderly parents not it savvy
(o22) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object**

	Residents parking Not necessary.
(o23) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** I have no issue with people parking on Arthray Road. One of the benefits to living this far out of town is that we don't have to worry about parking restrictions in our daily life. I also object to having to pay to park on our road (fee for resident permit). Especially this far out of town and when we are so cut off from the city centre.
(o24) Local resident, (Botley, Arthray Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** I am generally in support but I have concerns about enforcement and cost. These measures need to work with the car parking provision at the West Way shops which is poorly signposted and managed and enforcement of the on street measures. Also charge for permits seem high.
(o25) Local resident, (Botley, Cedar Rd)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** This proposal is an absolute disgrace and you should be ashamed to be putting it forward. This is obviously motivated by the vicious combination of idiotic anti-car bigots and the owners of the car park behind Elms Parade who want to force more people to pay to park in their car park. There is no need to restrict parking in Botley. There is no need for parking permits in Botley. There is no need for the proposed additional double yellow lines. There are already too many of them. There is no need to remove the parking spaces that the additional double yellow lines will remove. It is yet another stupid and wasteful dog in the manger proposal.

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(o26) Local resident, (Botley, Chestnut Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I object to both! This will only move the cars from the permit roads to the ones further up and is a ridiculous money making proposal. I have been living in the area for over 15 years and have never had an issue with parking. I object! The surrounding roads are not as congested as it is being made out. I have been in the area for over 15 years and have never experienced any issues. This proposal, if there is a potential issue of parking will only move all the cars further up. At least currently the limited cars that are using these roads are spread out on all the roads within the area. This is a money making scam and will only in the next couple of years extend out to the entire area. The current proposed fee of £80 a year will only double annually as seen in other areas and make it even more expensive to live on Oxford! Like it isn't expensive enough as it is!
(o27) Botley & North Hinksey Parish Council, (Botley,)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Botley & North Hinksey Parish Council voted by a majority (8 for, 1 against, 1 abstain) in the 19th March full Council Meeting to oppose the introduction of permits on the basis of the £80 cost to residents, but to support the double yellow line placements. The area covered is at the centre of the parish of Botley & North Hinksey.

(o28) Local resident, (Botley, Conifer Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Conifer Close is overburdened with commuter vehicles on a daily basis, making parking very difficult for residents and residents visitors. The surrounding roads (especially Springfield, Arthray & Hurst Rise Rds) suffer with the same issue.
(o29) Local resident, (Botley, Conifer Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** It is clear that with a dentist nearby and more local businesses and shops, and people who want to avoid parking in the P&R and park here as a free P&R, something had to happen. It will be a safer place when all this is in place
(o30) Local resident, (Botley, Conifer Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Double yellow lines have for some time been needed at the junction of Cumnor Hill with Hurst Rise Road (the current white lines have less and less effect, although accompanied by an explanatory sign their purpose might have been clearer and made them more likely to have been observed), also at the junction between Hurst Rise Road and Conifer Close. That part of Hurst Rise Road bends deceptively and commuter (?) cars left on the road and in the cul-de-sac are real hazards to moving traffic. Parking restriction within Conifer Close would perhaps tighten up residents' use of the road for parking instead of on their driveway, leaving road space for visitors. I'm sure there are similar problems in other parts of the

	Westminster Way area. Arthray Road is particularly bad in my experience. Springfield Road is also bad, though the state of the road surface (max speed advisable 10 mph) possibly deters some motorists.
(o31) Local resident, (Botley, Conifer Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** I'm fully supportive of nearly all the aspects of the proposal, and actually very happy to see this. My only quibble relates to the section of Hurst Rise Road between Conifer Close and Cumnor Hill (call this section HRR-CC). I think it would be better if I'm fully supportive of nearly all the aspects of the proposal, and actually very happy to see this. My only quibble relates to the section of Hurst Rise Road between Conifer Close and Cumnor Hill (call this section HRR-CC). I think it would be better if the whole of that section (HRR-CC) were to be double yellow lines rather than having a portion of it be residents only parking. The reason being that having any parking on HRR-CC seems to act as a choke point (effectively single lane) for traffic trying to enter or leave Hurst Rise Road from Cumnor Hill, which appears to create a danger zone -- there's very good visibility for vehicles coming down Hurst Rise Road, moderate visibility for those exiting Conifer Close (since they typically pause at the junction), but poor effective visibility for those exiting Cumnor Hill from above or below since traffic conditions require them to enter Hurst Rise Road 'more decisively' -- a situation I've noticed _very_ frequently. It would clearly be an inconvenience for the residents of Hurst Rise Road if the double yellow lines were to extend further up Hurst Rise Road than the junction with Conifer Close, but given that there are no properties within the proposed boundary of eligible properties on HRR-CC and the proposal provides for resident parking adjacent to eligible properties on Hurst Rise Road and Conifer Close, extending the double yellow lines along HRR-CC would seem to not inconvenience any eligible residents whilst significantly improving sightlines and traffic/pedestriansafety.
(o32) Local resident, (Botley, Conifer Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** Re No 5: We consider that blanket permit parking only is too severe. We think that the system should allow for e.g. 2-hour visitors' parking, as exists in Oxford. Re No 6: We are unable to comment on the suggested double yellow line aspect, as the map

	Obviously, because we have a view.
(o33) Local resident, (Botley, Conifer Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** I support the proposals because it's often difficult to get past due to inconsiderate parking
(o34) Local resident, (Botley, Conifer Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Parking on Hurst Rise Road and exit onto Cumnor Hill is dangerous. I have had difficulty turning right towards Oxford as people have parked on the white lines. Also the road under the non residents cars is damaged and rarely maintained as cars are always parked there. Note: I would be in favour of a 2 hour parking limit at the top of Conifer Close to allow for short visits such as people going to the dentist
(o35) Local resident, (Botley, Conifer Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** The proposed scheme as it stands is broader than it needs to be. See question 8 for the specific reasons. As per the statement of reasons,' The Council continues to consider the provision of suitable and adequate parking and to (1) facilitating the expeditious, convenient, and safe movement of vehicles and other traffic; and in particular (2) to manage the demand between retail and residential parking and discourage commuter parking. Point 1 is not relevant in respect of roads which are a close or a crescent- and we live on one. In respect of point 2, there is no retail parking in the area in my experience of living here for 25 years, and whilst we recognise that

	on some streets (e.g., Arthray) there may be more resident vehicles than parking spaces at a property that is not widespread. At a strategic level we would ask what is the problem that you are seeking to solve? The aims as stated, for the reasons above, seem disingenuous. There are issues with parking on certain streets only- not the entire area- during the day. and this seems in all honesty as if it is aimed at (i) preventing commuters from using residential streets in the area and (ii) using this as a revenue generating scheme. Personally we don't have an issue with commuters parking on dead-end streets, and adhering to the restrictions/ lines, and for that reason we do not agree with the proposals as stated. We would also ask that any scheme you do introduce considers the parking needs of those that work in Botley, and provide a service to residents throughout the day,
(o36) Local resident, (Botley, Conifer Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** We are supporting the proposals because the amount of cars, not owned by residents, has increased substantially in the last few years. People are using it as an unofficial Park an Ride and unloading their bikes after parking or else going to the get the bus to travel onwards. The visitors to the dentist on the main road also park here as there is no room at the dentist's property. We also witnessed an ambulance, on one occasion, unable to drop their patient at the patient's house and they had to transport them in a wheelchair as they were unable to get through with cars parked on both sides.
(o37) Local resident, (Botley,)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Proposed permit parking Mon to Sat in proposed area. I don't believe there is a problem with parking at present in the area. Thanks for your letter inviting us to consult on these proposals. I don't believe there is a problem with parking at present in the area. This is unlikely to help the residents of botley - just increase the demands of everyday living (such as applying for permits, additional admin for when visitors come or workman need to attend to properties). We don't not support this & don't see as being needed.

(o38) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** More needs to be done to prevent pavement parking, especially along Arthray Road.
(o39) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** It has become obvious since the new Botley shop buildings were erected that people are parking on the surrounding residential streets. I am concerned that too many cars are parked there, and that this is causing a safety hazard to the residents.
(o40) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** The situation as is does not need introduction of parking restrictions or permits of any sort. I am a resident of the area in question and do not see any reason whatsoever to implement any of the proposals.
(o41) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Partially support/concerns**

	If the parking permits are to be deployed, further yellow lines will need painting to define which side of the road permit holders can park on to avoid road blockages. I mainly object to my street Cope Close being included in the plans. With the increase in yellow lines, there will be circa 3 street spaces available which do not block dropped curbs. I sometimes park across my dropped curb when we have visitors and contractors and this space would not be used for commuters to west way. It seems like a money making scheme by the council which has not been thought through and does not align with the reasons stated. We live on a single lane cul de sac which is quiet and sleepy - not a commuting hotspot! I also have to question whether the site has been visited by the Senior Officer to check the practicalities of the scheme. Most residents park on their drive on the verge but like to have the option of blocking their dropped curbs should they have visitors. Any parking restrictions could also enable the complete blocking of our road without further yellow lines.
(o42) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** The entire proposal. There is no issue on this road for parking. I object as I consider the needs of my community. How will they be visited by friends and loved ones. How will their care companies visit to provide care? How will their GPs and opticians, social workers and healthcare workers support them when the are unable to park? There homes barely fit one car, let alone guests.
(o43) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Botley is not used for commuters, that is what seacourt park and ride is for, which is free. The residents parking is completely unnecessary, there is plenty of road and/or driveway parking for residents. We want to encourage visitors, and therefore businesses to Botley, not deter them. This would make Botley a complete pain for outsiders to come and spend money - on par with drivers to Cowley road. This only causes a headache for sorting out permits, and more work for the council to police it.

	Spend the time/effort on putting correct signage up in westway, making proper cycle paths, and repairing the state of the roads.
(o44) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Dangerous parking, people being blocked in caused by the West Way parking charges. Children and residents have to walk in the road because the pavements are blocked by cars. People should park on their own drive ways, and convert their front gardens if needed.
(o45) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Propose double yellow lines in Cope Close
(o46) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Too many cars parked in those areas. Please apply double yellow in all proposed permit parking area instead of Mon - Sat from 8am - 6pm.
(o47) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object**

	Unnecessary to force Cope Close residents to pay c£100 per year when there is neither an actual problem nor likely knock-on effects from Westminster Way restrictions if imposed. Visiting family members to elderly residents etc. will also be forced to pay an unnecessary charge. It will make getting contractors to attend to works harder, too. I object to what is a cynical attempt to get more money out of Vale residents at a time of cost of living crisis. Elderly residents with visitors will be hit hard as they will also be penalised under the proposed scheme. The restrictions are not essential.
(o48) Local resident, (Botley, Cope Close)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** There is no justification for introducing parking permits for Cope Close - there is no problem with parking here, and particularly not in the area comprising the turning circle. Neighbours are co-operative and respect each other's needs, and it is too far from the shops and offices of the Botley Road for commuters or tradespeople to park here. A number of elderly and otherwise vulnerable people live in the Close who need frequent visits from family and health personnel. It is ridiculous in the first place that that these residents would be financially penalised through the introduction of permits, but even more significant is the negative impact on physical and psychological well-being. The choice of Cope Close seems arbitrary and ill-considered at best, especially since a number of other Closes have not been included in the proposal. It is hard to see what the proposal could usefully do, but easy to see that it is potentially damaging.
(o49) Local resident, (Botley, Crabtree)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Crabtree road is too far up the hill for a permit for residential parking it should only be applied up to the top of Finmore Road the cross junction with montagu road, we do not need parking permits for Crabtree Road as only residents can park outside thier house there is no other parking in the road for anybody else without blocking

	someone's access so there is no issue with parking on Crabtree Road so there shoukd be no permits for this road it's too far out
(o50) Local resident, (Botley, Crabtree Rd)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Nowhere to park at all There is nowhere for cars to park of these proposals go ahead
(o51) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** We object to both restrictions There is no parking issue currently on Crabtree Road. We do not want the extra administration and hassle of complying with a residents permit holder scheme and managing this around visitors, family, trades people etc.
(o52) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** There is no parking issue currently. There is ample parking in the area around the West way development and elms parade and I have never had issues parking there but the proposed restrictions will cause substantial issues for contractors working on our property (building work often exceeds a week). Permits are expensive and the administration of them is wasteful use of council resources. Street light positions on the road outside my property prevents the conversion of front garden to off road parking and I fear that the restrictions would make it even more impossible should the space in front of my home become a permitted space to drop the kerb. Barriers to visitor parking would increase social isolation and family support. Strongly object to all proposed measures and feel ignored by the previous consultation to which I also replied.

	There is no parking issue currently. There is ample parking in the area around the West way development and elms parade and I have never had issues parking there but the proposed restrictions will cause substantial issues for contractors working on our property (building work often exceeds a week). Permits are expensive and the administration of them is wasteful use of council resources. Street light positions on the road outside my property prevents the conversion of front garden to off road parking and I fear that the restrictions would make it even more impossible should the space in front of my home become a permitted space to drop the kerb. Barriers to visitor parking would increase social isolation and family support.
(o53) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Most properties in the area already have at least one car park in their front garden. Residents still choose to park on the street and own 3+ vehicles, and this poses danger to pedestrians/cyclists. Also, people who should not be allowed to park on the streets (commercial vehicles, HMO residents, West Way flat residents, non-residents) keep parking on the street. At least the entire lengths of Westminster Way and Finmore Road should have double yellow line. These are major cycling and school commute routes. Cars parked on a side, often halfway on the pavement blocking it, are major safety hazards.
(o54) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** All of it. This seems to be yet another OCC money making scheme plus yet more Big Brother Control. This was my home from birth (I am 77j and I've never seen the "Problem". So I see your intervention as officious and irrelevant. As I said; This seems to be yet another OCC money making scheme plus yet more Big Brother Control. This was my home from birth (I am 77j and I've never seen the "Problem". So I see your intervention as officious and irrelevant.

	You will no doubt be wasting of my money on more traffic officials to enforce the new restrictions (and “justify” the charges)? Most houses, like mine and near neighbours, have parking for 2 or 3 cars on their forecourt and drive. Those that don’t can easily convert their rather pointless front garden as we did long ago. So we don’t need resident parking. In fact parking on any of the bus route is to put the vehicle in danger, as well as blocking the footpath. You can already prosecute cars who do this. The curb has inclined curb stones on it along much of Crabtree Road to allow cars to enter & leave their forecourt parking. Parking there would obstruct such access, but it happens rarely, because people are not stupid. I see this as the OCC simply wasting time & money, please use it more wisely! What evidence have you that there is a problem? Have you done a proper TQM analysis? If so then it has not been clearly set out. I object also because this urbanisation is very unsightly. It was needed in central Oxford, I agree, but not here.
(o55) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** ‘Residents permit holders parking only’ restrictions – **Object** ‘No Waiting at Any Time’ restrictions – **Support** We haven't had any issues with the existing arrangements. Our house doesn't have any off street parking and we frequently have family coming to support which would be limited by the proposed 50 visitor permit cap
(o56) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** ‘Residents permit holders parking only’ restrictions – **Object** ‘No Waiting at Any Time’ restrictions – **No objection/No opinion** No need to have parking permits in this area. 50 visitor permits per year feels far too restrictive; we are due to have a baby soon and would like to be able to have visitors like our family more than once a week
(o57) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** ‘Residents permit holders parking only’ restrictions – **Object**

	'No Waiting at Any Time' restrictions – **Support** Parking by non residents in crabtree is not really a problem. Almost all of the residents have drives and drop kerbs in front their drive so no one can really park there anyway. Also, why should residents have to pay for a permit? It should be free, or at least the first one should be. Also - if you are concerned about all day parking, why not have a one hour restriction in the middle of the day, which would prevent all day parking and reduce the need for so many visitor permits. Why not offer visitor permits (25 a year for free). I feel this is just another money grab to raise money for the council. WE DONT HAVE A PROBLEM WITH PARKING ON CRABTREE.
(o58) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Through this project you are reducing the accessibility for residents and visitors and it will have a negative impact on local businesses. I have concerns about the lack of drop-off for elderly residents, people with disabilities or residents with severe mobility who rely on carers and family. This proposal lacked transparency from beginning, it also failed to include detailed plans in order for us to make an informed decision. I am objecting the proposal. Please bare in mind that by removing parking, will force cars into nearby residential roads, causing congestion and parking difficulties elsewhere.
(o59) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I have small children and I would like to continue having ability to have family members visiting without a restricted number of visits they can make in a year. I think the neighbourhood doesn't need parking. We need Botley area to have road without potholes.

	Parking is unnecessary here.
(o60) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** I support these proposals but they absolutely MUST be properly enforced. Existing double yellow line parking restrictions are not enforced at all at the moment. If residents pay for a permit it is only reasonable to expect enforcement of the parking restrictions.
(o61) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I don't wish to have 'Residents permit holders parking only' or 'No waiting at any time' (double yellow line). This is not suitable for this area at all. It is not suitable for this area. We are functioning very well as everything currently is, we don't need more restrictions.
(o62) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I have been leaving in this area for the past 10 years and the amount of cars that residents have and the amount of street space available does not make parking a concerning matter to support the introduction of parking permits. It would just add up to an already increasing stress due to the fact of current introduction, of reduced speed that only make cars stay longer in the city and increase pollution, the fact that we need permits to travel wherever we want inside the city wich is an attack to the freedom of movement despite the end goal, and the fact that works in the city are ridiculous. For example Botley Road, which paralyzed the city for how many years now ?

	Because I can see the city that I love going in a direction that is not aligned with what people actually need.
(o63) Local resident, (Botley, Hurst Rise)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** The parking restrictions are not needed in our area, as there is no issue with parking availability. Restrictions would only make parking more expensive and complicated for residents
(o64) Local resident, (Botley, Hurst Rise Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** The problems in the Hurst Rise Road area are parents at Matthew Arnold school racing to and from each morning and evening. The commuters parked at the bottom of the road are useful as their cars act to slow down the traffic, and they are mostly commuting on bikes from here into town. There is no need for residents parking in this area. Furthermore if you make the bottom end of Hurst Rise Road residents parking only the commuters will move up the road until eventually reaching the top stretch near the school where all the parents and pupils and teachers park their cars, often with engines idling for hours on end. There are traffic problems in the new development at Botley shops, the traffic restrictions are ignored and people drive through all day making the pedestrian area outside the community centre and churches into a danger rather than a traffic free zone. The reasons are in the reply to the previous question i.e. The problems in Hurst Rise Road area are parents at Matthew Arnold school racing to and from each morning and evening. The commuters parked at the bottom of the road are useful as their cars act to slow own the traffic, and they are mostly commuting on bikes from here into town. There is no need for residents parking in this area. Furthermore if you make the bottom end of Hurst Rise Road residents parking only the commuters will move up the road until eventually reaching the top stretch near the school where all the parents and pupils and teachers park their cars, often with engines idling for hours on end.

	There are traffic problems in the new development at Botley shops, the traffic restrictions are ignored and people drive through all day making the pedestrian area outside the community centre and churches into a danger rather than a traffic free zone.
(o65) Member of public, (Botley, Hurst Rise Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Visitors. Most of the houses around mine have patios, where we can park our cars. We don't need to park outside, but visitors need it. Visitors. Most of the houses around mine have patios, where we can park our cars. We don't need to park outside.
(o66) Local Cllr (i.e. Town/Parish/District), (Botley, Hurst Rise Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** I have no objection to the proposal but parking restrictions should also be placed at the top of Hurst Rise Road . Parking in this area causes many problems to the residents . Thoughtless parking blocks access to the dwellings and greatly restricts veh As the local Parish Councillor I get many complaints from the residents regarding parking near the top of Hurst Rise Road
(o67) Local resident, (Botley, Hurst Rise Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion**

	The cars that park at the bottom of Hurst Rise Road are useful as their parked cars slow down the traffic, and the drivers are mostly commuting on bikes from here into town. There is no need for residents parking in this area. Furthermore if you make the bottom end of Hurst Rise Road residents parking only, the commuters will simply move up the road until eventually reaching the top stretch near Matthew Arnold school where parents, teachers and pupils park their cars, often with engines idling before and after school. They tend to use Hurst Rise Road for access and the parked cars at the bottom of the road act as a traffic slowing funnel. We pay council tax to the Vale of White Horse: is that district council in agreement with is proposed change in parking which would see charges made by a different council if residents parking permits are introduced in this road beyond the proposed area as currently marked on the map? There are traffic problems in the new development at Botley shops, the traffic restrictions there are ignored and people drive through all day making the pedestrian area outside the community centre and churches into a danger area (especially by the popular cafe), rather than a traffic-free zone. Over the recent period of road works in the Botley Road, and before that construction of the windswept and unpopular Botley shops, Botley residents have been subjected to a huge reconstruction project in the centre of the community, major road redevelopment at the junction to the ring road, years of lack of reasonable access to the city centre, and recently the congestion charge. This last after years of ring road only access by car (to visit GP surgery, optician, dentist, look after grandchildren, and.vet visits). It is not possible to take two buses for a hospital appointment, or pick up children from school in Marston. We pay road tax, car park fees, congestion charge, council tax and now you are proposing chargeable parking permits. We are retired. Why are there no shuttle buses in this city? Why no car parking/shuttle bus services to the hospitals (it works for airports - why not hospitals? Why no park and cycle facilities to encourage cycling? Instead residents are simply encumbered with yet another charge. I do hope this proposal for residents parking permits is not introduced. It's not needed and the impact would be to have faster traffic in this narrow road which is also a main route for children walking and cycling to and from Matthew Arnold School.
(o68) Local resident, (Botley, Hutchcomb Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** I support the proposed double lines, particularly on our street (Hutchcomb Rd), as people do often park on these corners which is dangerous for people turning onto the street. It also makes it hard for cyclists to manoeuvre safely. However, my concern with the residents only permits are it makes it even more difficult for people to visit Botley. With the railway bridge still being closed, Botley is already inaccessible for some. Having permits makes it

	harder for people to visit residents in the area. Even though we would be eligible to apply for a permit, we have to supply vehicle registration details which means, if we do not have a car, we cannot apply for a permit to let our visitors use this. I think it further penalises residents of Botley.
(o69) Local resident, (Botley, Hutchcomb Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** Streets included in the restricted roads I am concerned that the restrictions stop just outside of our house, 27 Hutchcomb Road. We already have commuter cars parking outside our house when the streets near by are busy. The parking restrictions should continue up the hill towards Ceder Rd. This should also be the case for Hurst Rise Rd. Both these streets are much closer to the main road into town than some of the other roads listed in the restricted area.
(o70) Local resident, (Botley, Hutchcomb Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** I have lived in Botley for nearly 30 years and in all that time I have never known if any problematic issues with parking, in Hutchcomb Road particularly it has never been an issue with always road parking available. Although I have a drive there are times when I will need to park in the road or have family visiting, if these proposals go through it will please a further financial cost for permits to add to the overwhelming struggles in today's rise of costs for everything. It seems such an unnecessary proposal and another kick in the teeth for the occupants of Botley that have had to endure the fiasco of the Botley Road closure. As with the money making congestion charge, the parking enforcements would push people to clog up other surrounding roads, I hope this is rejected but I'm not holding out much hope.
(o71) Local resident, (Botley, Laburnum Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object**

	‘No Waiting at Any Time’ restrictions – **Object** I object to all the restrictions I do not feel there is a need for this. I have lived in the area for 30 years on the bus route and have had no problems. It is just a control and money making schem
(o72) Local resident, (Botley, Montagu)	Do you live within the proposed area ? **Yes** ‘Residents permit holders parking only’ restrictions – **No objection/No opinion** ‘No Waiting at Any Time’ restrictions – **Partially support/concerns** I pay sufficient taxes to the municipality and have fulfilled my tax obligations, yet I receive no adequate services in return. Now, they’re demanding payment from me simply for parking my car in front of my home. I strongly oppose this practice, as I fee I don’t want to pay ney more money
(o73) Local resident, (Botley, Montagu)	Do you live within the proposed area ? **Yes** ‘Residents permit holders parking only’ restrictions – **Object** ‘No Waiting at Any Time’ restrictions – **Support** The cars largely are residents so permits won't help. The scheme will be expensive and not achieve anything
(o74) Local resident, (Botley, Montagu)	Do you live within the proposed area ? **Yes** ‘Residents permit holders parking only’ restrictions – **Object** ‘No Waiting at Any Time’ restrictions – **Object** There are no issues with parking on my road and none that I know of in my neighbourhood. As a person with a disability this will have a huge impact on me. Friends and family will not be able to visit and park freely. My elderly parents will not be able to drive over to visit (after the Botley Road is opened some 3.5 years later) as now parking restrictions will be in place. This is a totally unnecessary measure and smacks of a money making exercise for the county council. There is no need for any further restrictions on Westminster Way. There is no

	issue. Please spend our council tax, which is incredibly high, on schemes that the community actually need, want and will benefit them. Rather than schemes which will directly be negative, particularly to the elderly and disabled, are more about dogma and making cash than really listening to local community. I am entirely against this scheme and after 3 years of having my life put on hold and losing income because of the closure of Botley Road I particularly resent this further imposition which will make my life more difficult. There are no issues with parking on my road and none that I know of in my neighbourhood. As a person with a disability this will have a huge impact on me. Friends and family will not be able to visit and park freely. My elderly parents will not be able to drive over to visit (after the Botley Road is opened some 3.5 years later) as now parking restrictions will be in place. This is a totally unnecessary measure and smacks of a money making exercise for the county council. There is no need for any further restrictions on Westminster Way. There is no issue. Please spend our council tax, which is incredibly high, on schemes that the community actually need, want and will benefit them. Rather than schemes which will directly be negative, particularly to the elderly and disabled, are more about dogma and making cash than really listening to local community. I am entirely against this scheme and after 3 years of having my life put on hold and losing income because of the closure of Botley Road I particularly resent this further imposition which will make my life more difficult.
(o75) Local resident, (Botley, Montagu)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Partially support/concerns** No additional double yellow lines proposed on Arthray Road between Finmore Road and Westminster Way. This stretch of Arthray Road is on a bus route (4A) and on-the street parking often results in traffic backing up even when the buses are not passing thro I am a local resident who often has to give way / squeeze onto the verges when not given way on Arthray Road between Finmore Road and Westminster Way.
(o76) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support**

	Supporting because parking has become worse over the past few years, to the extent that we and several over households have been blocked in by parked cars/vans so that we cant gat a vehicle out of the close, often for 24 hours. The main culprits have been commercial vans. Requests to the companies have not resulted in change.
(o77) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Parking isn't an issue I've experienced locally in any way that'll be fixed by charging residents eighty pounds per annum. The only real issues I've experienced have been persistent parking on yellow lines over extended periods which are risky. If the proposals do go through, I also believe the amount of visitors permits is very low
(o78) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Excellent proposal - the intersection of Arthray and Westminster is often excessively dangerous due to the amount of parked cars. Visibility is poor and crossing is hazardous for pedestrians. Limiting this to residents will help.
(o79) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Can't see the need for it, concerned about visitors parking The area is big. I don't see a huge problem currently and will just displace the cars elsewhere.

(o80) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Object to any restrictions on parking in the area. Object as it will severely limit allowed visitors and cost residents to park on the road. There is currently no issue with parking in the area and I have no problem with the amount of cars parking on the road
(o81) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** I don't think there is a problem currently not that this will improve anything. The cars parked on the road are 90% residents from what I can see with no more than two cars per house (usually one on drive and one on road). Residents permits would achieve nothing bar forcing them to buy a permit while still blocking the road. The signage will also just be annoying and ugly while offering no benefit in reducing cars parked on the roads. The number of visitor permits is also quite low if say a friend or parents visit for a day or a morning here or there it can quickly hit 25 with a max of 50 seems low. If a friend pops over for a coffee more than 25 times a year that's not really a lot. Contractor wise this will simply add undue faff to the building work and renovations that go on in the area with the current provisions unsuitable if not able to transfer a permit across vehicles i.e. Typically one to two vehicles per house having work done but not always the same van and the admin involved will be excessive. Overall I just don't think there is a real problem ATM and the proposed permit area will simply add faff and stress to dealing with parking and visitors while achieving nothing in terms of reducing cars on the road here while adding a bunch of ugly signs everywhere. The scheme will be worse than the parking
(o82) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support**

	'No Waiting at Any Time' restrictions – **Support** So many non-resident cars are parking here and catching the bus into town or wherever their place of work is. They park all over the pavements and untidily where they can. The cars are left here all day. It's really getting out of hand.
(o83) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Westminster way double yellow lines yes Other streets no It would cost residents £80 for a permit not happy with that
(o84) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** Please do not introduce parking permits, it will negatively impact the local area. There is not a problem with parking in the area, and permits will only harm residents -- disproportionately those without a driveway.
(o85) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Both the double lines and the resident only parking. The way it works now it is perfectly fine and I don't see why resident now need to pay an extra £70 per year I think the area is already lacking parking for residents, so imposing this restriction would only be detrimental. There are many households with more than two cars (because of adult children living at home), what are they

	suppose to do? Especially if getting into town or to work is so hard. I would be more in favour for better transport going around the ring road first to get people less reliant on cars
(o86) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** There are currently no issues in the parking on Montagu Road and it is only used by residents anyway. We are outside the ring road and are therefore happily afforded a freer and quieter life than in central Oxford, one privilege of which is no permitting. It is such a pain to have visitors over when you have permits and I don't know why we would add this in to our community when so many have driveways and are happy with the current arrangement.
(o87) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Parking is not a challenge during the day on Montagu Road - restrictions would not bring improvement to residents. This would significantly impact residents finances and social lives however while additionally potentially disrupting further the challenges to the struggling Elms Parade retail area. There would also be challenges to me in facilitating child care arrangements with 2 working parents and limited off street parking - this is a further cost on working parents. Furthermore, introducing needless parking restrictions would negatively impact the value of local homes. The double yellows on Westminster way would likely improve congestion and safety.
(o88) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object**

	There is no need for these restrictions to be introduced. It is a money making scheme whereby the council is charging local people for a parking permit place on the roads when there is no problem anyway. Plenty of areas to park. It is actually going to cause problems so that free parking areas will be restricted if permit areas are introduced. Plenty of room in car park too. Please do not introduce these parking permits! See above. There is no need to do this apart from making money for the council.
(o89) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** People commuting to Oxford, taxis and other commercial vehicles often park on Montagu Road for lengthy periods
(o90) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Partially support/concerns** The fact that there will be double yellow lines outside our property I don't see why I have to pay for a residents permit to park outside my own house! or to buy a bundle of visitors permits just so my family can visit! All because other people park in the zone to go to Oxford for work. We shouldn't have to pay because of other people. It sounds like it's just another cash collecting scheme against residents.
(o91) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion**

	The proposed parking permit system would be introduce unnecessary restrictions on local residents - for those who do not have off-street parking, it would be unfair to have to pay an annual permit fee. For those who do, the limitations on guest/visitor parking would be unnecessarily restrictive - maximum 50 per year is not nearly enough, this wouldn't even allow for one visitor per week. As someone who works from home, I need to be able to have clients/colleagues visiting more than once per week. There isn't currently a problem: there is no issue with commuters or visitors, there is plenty of space. This proposed permit scheme is unnecessary and would cause financial and logistical difficulties for local residents.
(o92) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** I am objecting to the permit areas as the main problem in my road is after 6pm, when people are home from work so nothing would be improved . Maybe other roads are different
(o93) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I object to both restrictions I object to the proposals because it will reduce the quality of life for residents. It becomes more difficult for friends/family to visit because of parking restrictions. It also makes it harder for contractors or anyone providing services. Especially in a time of increased cost of living it is also wrong that someone should have to pay for a permit to park outside their own house. In the part of Montagu Road where we live there is no issue with parking at the moment so these restrictions are not solving any problems they are simply creating problems.
(o94) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object**

	No waiting at any time restrictions not needed in this road Commuter parking not a problem in this part of Elms Rise estate
(o95) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I object to any changes made to the current parking restrictions. It is completely unnecessary, we are doing fine how it is It is unnecessary. There are no current problems with parking in the area. It will also be very difficult for people to visit, family to help, etc. There is no reason to change the parking restrictions. There is no over parking and there never has been over parking.
(o96) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Object to paying for permits to park on the road where I've lived for 25 years
(o97) Local resident, (Botley, Montagu Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** First, I note that the outcome of the 'Informal parking review' initiated in September 2025 have not been made public (or not in an easily discoverable way). This is relevant because the Council undertook to only proceed to this stage 'if there is a consensus for parking measures to be taken forward', and yet the consensus of all the local resident I have spoken to has been for no parking restrictions via permit on the residential streets. I wonder then

	to what extent the first consultation was window dressing and the Council plans to steam-roller these measures through regardless of the opinions of the residents who will be affected? Requiring parking permits because of poor decisions by the Council when approving the West Way development is penalising local residents. The Council is once again supporting profit maximisation for the developers rather than acting in the interests of its constituents. Proper provision for residents of the West Way development is what is needed, and the consequences of the original decision to limit parking provision for the new residential units was entirely forseeable at the time it was approved. Had these detrimental proposals been part of the original development plan, I have to wonder if local opposition would not have resulted in either a different development or even no support for the development at all. As we see from the outcome of the development, most of the retail/commercial units are empty – again, the over-supply was quite predictable – and so there was always plenty of space for provision of sufficient on-site parking. As someone who has previously had to deal with increasing restrictions in parking around my home in London and Swindon, the Council would be naive to think that the boundaries they have set will deter residents of the West Way development from owning cars (being generous to the Council that that was the rationale for the original restrictions, rather than allowing the developer to maximise profit with the highest number of residential units in the space). Owners will simply park further up the hill and the Council, having backed itself into a corner, will repeat this exercise and extend the boundaries of resident permit parking rather than solving the actual problem it has created. I do support the introduction of double-yellow lines around road junctions, especially at the junction of Cumnor Hill and Hurst Rise Road where vehicles parked on the slip-road frequently block visibility of approaching traffic which is a particular hazard for cyclists.
(o98) Local resident, (Botley, Springfield Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Too many parked cars on Hurst rise road makes it one way to get on to Botley road. Arthray road is packed with cars. Really want no stopping for the pedestrianised area on church way as cars ignore this and park on the pavement! V dangerous in the mornings on way to school.
(o99) Local resident, (Botley, Springfield Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns**

	'No Waiting at Any Time' restrictions – **Support** We agree with more double yellow lines but there needs to be more than one the proposal. As well as on the corners of the roads, there should also be lines opposite on the horizontal part of the 'T'.
(o100) Local resident, (Botley, Springfield Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** Proposed double yellow lines in T junctions should be extended to include the straight line too (the line on top of the letter T)
(o101) Local resident, (Botley, St Paul'S Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** We don't believe that we need a permitting system in Botley. Neither do we believe that double yellows are necessary. We believe it to be a money making scheme from the perspective of the council. We do not find people using the roads around us (who are not residents) to be a major issue. It certainly has no significant impact on us. A permitting system would however be a real inconvenience, given the number of visitors we have and on a regular basis. We already pay a significant amount of council tax and we wholeheartedly disagree with this proposal. We are submitting a response because we are hopeful that the opinion of local residents will be heard and considered carefully when making a decision in relation to this proposed change.
(o102) Local resident, (Botley, St Paul'S Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support**

	I believe it will reduce the amount of extra parked cars making it safer for people to get about. Currently people park in corners of junctions causing a hazard and safety concerns. Also I think it will protect the green area on the crescent which is now a meadow on one side, encouraging wildlife and others to use it for recreational purposes.
(o103) Local resident, (Botley, St Pauls Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** The proposed double yellows around St Pauls Crescent, and the restrictions on the end of crescent will bunch traffic down further into the crescent. We already have issues with residents blocking drives (and their visitors and contractors) past 38 -> 20s. This would further cause these issues to increase as houses from 50 with no parking are forced to park further down, and so on and so forth. See previous.
(o104) Local resident, (Botley, St Pauls Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** St Pauls Crescent Double Yellows and Parking Permits (ie. both) I live at No. 13 and have done since 1995. I could count on the fingers of one hand when I haven't been able to park outside my house in all this time. The notion of paying £80 to do so is ridiculous. Very occasionally we have visitors but even then there's no real issue. Ppl can park on the edge of the Green on the grids. It doesn't bother me a bit.
(o105) Local resident, (Botley, St Pauls Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Parking is virtually a non issue for people around the Crescent. These restrictions are heavy handed, costly, and unnecessary.

	I feel strongly that these proposals are unasked for, inappropriate, and impose unnecessary restrictions
(o106) Local resident, (Botley, St Pauls Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** Hello, My concern is one of policing and monitoring that parking rules would be adhered to and also that as a consequence of introducing the restrictions motorists cause a secondary issue. For example on the last point, at St Pauls Crescent we have a green area in the middle of the crescent; what will stop motorists parking their cars on this, even more than they currently do, as they would be off-road, but actually consequently doing more environmental damage to the grass and ruining the verges than the current on-street parking? The only solution that I can see would be a total ban on all parking on the grass areas, could this be considered as part of the overall parking restrictions solution?
(o107) Local resident, (Botley, St Pauls Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** My only concern is why there are no yellow lines on Finmore Rd East side within St Pauls Crescent and between St Pauls Crescent and Montagu Rd? This is a bus route and if cars park on both sides of the road there is no access for buses.
(o108) Local resident, (Botley, St Paul's Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I object to Resident Permit Parking Only - I think this is unnecessary and I don't want to pay for a permit. I also object to the proposed new Double Yellow Lines on St Paul's Crescent. They will be completely ineffective and

	will only encourage people to use the green/grassed area as a car park - causing damage to the green space and making a relatively small problem worse. Please see my response to question 7. I object both to residents only parking and the proposed double yellow lines on St Paul's Crescent - I don't want to have to pay for a scheme that will have no material benefit for residents.
(o109) Local resident, (Botley, St Paul's Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I object to both permits and double yellow lines I am concerned about the double yellow lines on St Paul's Crescent, currently residents and visitors cars park near to the corners of the road and in the green side, it double yellow lines are put here, it will push the cars further into the road where there is very little room to park and will cause driveways to be blocked. In addition I object to the residents permits as I dont feel they are necessary, instead the money should be spent on allowing free parking in the large multistory car park for those local business workers and flat residents/ those staying at hotel, which would prevent this issue and save alot of money. In addition I think its really bad to be making local residents pay for permits when the issue has arisen from poorly thought out parking provision for local businesses and flats during the planning stage, this should be fixed through allowing free parking and not punishing local residents. Although I object to both the proposals, I acknowledge it has to be an all or nothing approach otherwise if some permits are introduced and not others then it will push all the parking onto those areas.
(o110) Local resident, (Botley, St Paul's Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** The parking is somewhat heavy and turning up the grass verge and leaving a muddy mess. Also parking on corners making it dangerous to pull into another road.

	Having permits will stop the area from getting congested with people from the flats around the shops and workers who leave their cars all day. I am very much in favour of having permits.
(o111) Local resident, (Botley, St Paul's Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Around Arthray Road, Finore road, St Paul's Crescent the parking has become a nuisance. People are even parking on the green around St Paul's Crescent and destroying the grass. The flats around the shops do not provide space for the tenets so they park in the residential area behind.
(o112) Local resident, (Botley, St Paul's Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** many unknown cars are parked on weekdays, some leave their car to catch the public transport to go to Oxford. Sometimes their cars and vans park on the corner to the main road, they block the view of the oncoming vehicles, waiting for an accident to happen. Also they park on the green cause the damage to the grasses and already a large part of green were damaged around the curb of St Paul's Crescent. I support this plan for all residents who live in the Westminster area for their well being and road safety. The question is who will be policing to support this restriction.
(o113) Local resident, (Botley, St Paul's Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support**

	I am supportive of the proposal broadly, but I'm not 100% convinced that the permit zone is needed on st pauls crescent, if the double yellow lines are added. I dont think we get lots of commuters etc parking here, but i get that we need to be aligned to the other roads.
(o114) Local resident, (Botley, St Paul's Crescent)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I have particular concerns about restrictions on visitor parking as I am self-employed and teach from my home in St Paul's Crescent. I have worked hard to build my business and am extremely concerned that the parking restrictions will deter both current regular students and any new clients who would be deterred by the lack of available parking options. I am a local singing teacher and have taught from home in St Paul's Crescent since 2008. I am extremely concerned at the potential impact residents' parking will have on my business. To add some context, my partner and I have two vehicles but only space in our driveway to park one car and so one vehicle is always on the street. My students/clients often drive to our house for lessons and park on St Paul's Crescent and, as the lessons run for over an hour, I am concerned about the implications of any available nearby parking options which might only offer parking for a maximum of 60 minutes. Additionally, I am also concerned that the lack of available parking will deter any new students, which, bearing in mind we have just endured three years of restricted access due to Botley Road being closed, does not bode well for my ongoing prospects as a business. I understand that Carers and Health workers will be granted parking permits; if something similar could be extended to my own professional needs this would alleviate my immediate concerns regarding this proposal as I am genuinely concerned about the impact this will have on my business and this is my only income.
(o115) Local resident, (Botley, Sweetmans Road)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I think it is an unnecessary restriction and don't want private parking in this area Reasons mentioned in previous comments

(o116) Local resident, (Botley, The Garth)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** For me personally I have no problem with the status quo. I have off road parking although I occasionally park on the street e.g. down the hill in snowy weather. This proposal adds hassle, particularly for contractors. If there are genuine problems elsewhere then I accept this may be necessary. If it does go ahead, I would particularly appreciate a simpler system for contractors such as a certain number of free permits residents can obtain in advance.
(o117) Local resident, (Botley, The Garth)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Partially support/concerns** I disagree with the proposal to introduce a permit based scheme. There are a couple of places in the area where commuter parking is noticeable (at the bottom of Hurst Rise Road and also on Finmore Road) but these roads do not have any house frontage so th As I local resident I believe the proposals are excessive, unnecessary and will cause additional expense at a time when cost of living is already an issue for many people.
(o118) Local resident, (Botley, The Garth)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** I think it's a waste of time and money if it is not policed. There are yellow lines already in place in a number of places around botley e.g on corners and people ignore them. There are some areas of botley such arthray road that have serious parking problems and if this is introduced there it may push the problem elsewhere. In the Garth parking is not generally a major problem in the daytime at the moment but could be if it were partially introduced.

(o119) Local resident, (Botley, The Garth)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** No evidence is provided to justify the proposal. No report on the previous informal consultation is presented. It's not clear how many people are currently affected by non- residents parking in this area or how badly. No attempt is made to quantigy or qualify the benefit to the community. E.g. how many less cars will be parked on these roads as a result of the proposed scheme - a an overall proportion and in particular problem areas if identified. Of v such reports exist they should be v included a documents for the consultation.
(o120) Local resident, (Botley, The Garth)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** To be able to park outside your own house is a right that you bought when purchasing your property . To have to pay extra and be restricted is not a fair proposal. Households have more cars than they are able to fit on their drives.. a result of life. To put restrictions outside houses and ask for payment is another scheme for the council to make money which will never be ploughed into the roads or be beneficial to the residents who are compromised. From a nature perspective residents will end up taking away their front gardens to use as parking areas to avoid being charged. There will be less trees bushes and lawns causing more flooding and less greenery for health benefits and less habitat for birds and wildlife. People will stop visiting friends because permits are a pain so social aspects of life are affected. Overall a bad proposal all around . I am a resident of Botley and have been for 24 years .. since moving here there has been change that I've approved of and some that I haven't .. life changes which I accept.

	This proposal is one I really object to for all of the reasons in the the last answer but also because it devalues your house and restricts and controls people's movements. Botley and Oxford is not the city it once was and on speaking to people (friends and clients) there is general unrest and a feeling of disgruntlement.. this will add to it . It's very sad that pride in your city is disappearing because people aren't being listened to and so people feel undervalued. I'm sure this consultation is just another lip service and that it's already been decided what will happen .. I object.
(o121) Local resident, (Botley, The Garth)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Parking restrictions in The Garth. The Garth is currently only used by cars and workmen's vans coming to see people in the Garth. If restrictions are introduced this will mean that my visitors will not be able to park easily and come to see me. I am an elderly widow living on my own. I think it is totally unnecessary to have any parking restrictions in my road.
(o122) Local resident, (Botley, The Garth)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** The subsequent resulting changing of front gardens into car parking is not environmentally friendly. I have existing parking but occasionally it is necessary to park off the drive and I object to having to buy an expensive for the rare instances it would be required.
(o123) Local resident, (Botley, The Garth)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support**

	I totally support the introduction of new double yellow lines, however these will only be impactful if enforced, and I have not seen any evidence of the existing lines being enforced. The existing lines are frequently ignored.
(o124) Local resident, (Botley, The Garth)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** This is long overdue. There are far too many cars in this area, particularly along Westminster Way (which is clearly used by commuters). There also needs to be better parking enforcement in this area, both in terms of the existing double yellow lines and those that are (hopefully) going to be introduced under these proposals.
(o125) Local resident, (Botley, The Gath)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Its just an other way of making money from residents, that will increase every year!!!!! We all have the right to live in Botely and not have to pay for a motion that this council will just pass to make more money and bring into force by force without a public vote. Because I do not want to pay any money to park in the street that I live in, I already pay Road tax. I also do not wish to inform the council who is coming to visit me at my place of residence, as this infringement of my right to privacy. If I have to apply for a permit for people to park in my street when visiting me, then it is a control situation and a lack of freedom of movement for people just to go about their daily business and I object most. strongley .
(o126) Member of public, (Botley, Westlands, Cumnor Hill)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support**

	I have an apartment in Westlands and I notice that we are not included in the 'eligible properties' for a permit. We have 2 cars, and one parking space. With the proposed new arrangements we would have no option for parking the second car. We need two cars for work, so that is why we are objecting to this part of the proposal and request that you add Westlands into the 'eligible properties'.
(o127) Local resident, (Botley, Westminster Way)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Westminster Way has two very narrow lanes and any parking (and very often there can be a line of parked vehicles) can produce problems for the flow of traffic.
(o128) Local resident, (Botley, Westminster Way)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Have wanted this for some time. Need to keep Westminster Way clear for buses and traffic flow. Also occasionally I have my drive partially block by inconsiderate parking
(o129) Local resident, (Botley, Westminster Way)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** My objection relates to both a) the introduction of Residents permit holders parking only' (Monday-Saturday, 8am to 6pm and b) No Waiting at Any Time' restrictions (Double Yellow Lines. Parking is not a concern on Westminster Way. Introducing parking permits will make parking for residents and their guests more challenging, by introducing unnecessary hurdles. It also adds administrative burden to the council who will be obliged to enforce the permits, requiring ongoing budget for traffic officers and administrative fees.

	Leaving things as they are is perfectly suitable, and reap benefits for the taxpayer, the residents and the council. My objection relates to both a) the introduction of Residents permit holders parking only' (Monday-Saturday, 8am to 6pm and b) No Waiting at Any Time' restrictions (Double Yellow Lines. Parking is not a concern on Westminster Way. Introducing parking permits will make parking for residents and their guests more challenging, by introducing unnecessary hurdles. It also adds administrative burden to the council who will be obliged to enforce the permits, requiring ongoing budget for traffic officers and administrative fees. Leaving things as they are is perfectly suitable, and reap benefits for the taxpayer, the residents and the council.
(o130) Local resident, (Botley, Westminster Way)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** I am worried there will be no space left for trades people to park their vehicles when us and other locals need some work done. There are often cars parked, where there are no double yellow lines, from morning to evening. It is especially more relevant for the houses near the bottom of the Westminster Way. Therefore residents parking scheme makes sense so that locals can use these spaces and they are not hogged up by non-residents
(o131) Local resident, (Botley, Westminster Way)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Leave as is. Unnecessary changes '-
(o132) Local resident, (Botley, Westminster Way)	Do you live within the proposed area ? **Yes**

	'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** There should be no double yellows on Westminster Way, and surrounding areas. This is not neccessary. It is a money making scheme for Oxfordshire County Council to charge residents. Objecting to proposals. Its a money orientated scheme for the Oxfordshire county council.
(o133) Local resident, (Botley, Yarnells Hill)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** It is getting increasingly difficult to navigate around these roads due to cars parked in many more locations.
(o134) Local resident, (Botley, Yarnells Hill)	Do you live within the proposed area ? **Yes** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Partially support/concerns** I support this for Westminster Way only. Westminster Way is a heavily trafficked road, and parked cars often obstruct the traffic, making it dangerous for bicycles that come up the hill because oncoming cars are forced onto their side of the road. I do not support the parking restrictions in the other roads as it would make it difficult for me to visit my neighbours. I would not be allowed to park in front of their house, while they are allowed to park in front of my house. I believe this is not good for community cohesion.
(o135) Local resident, (Botley, Beech Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support**

	Car parking in this area is out of hand and makes the roads more dangerous for other users. I would support this in more roads around the area as it would be awful if the cars moved to Beech Road.
(o136) Local resident, (Botley, Beech Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I object both restrictions. Visitors will seek parking space on nearby roads including ours, preventing us to park near our house.
(o137) Local resident, (Botley, Cedar Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** My only concern would be enforcement. Already there are double yellow lines and no waiting zones that are not enforced.
(o138) Local resident, (Botley, Crozier Close)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Both! Draconian solution that is just another attack on the motorist in Oxford. People should never have to pay to park outside their own houses. Go fix the route cause (free Park and ride parking, etc, etc.) Ridiculous solution! Just another attack on the motorists of Oxford.
(o139) Local resident, (Botley, Cumnor Hill)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support**

	'No Waiting at Any Time' restrictions – **Support** I used to live on Harcourt Hill and now living on Cumnor Hill I get annoyed with having to permanently weave in and out of parked cars when going up and down Westminster Way.
(o140) Local resident, (Botley, Cumnor Rise Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** The parking is bad and people from outside the area come and park for the day.
(o141) Local resident, (Botley, Eynsham)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** All Im fed up of living in a nanny state
(o142) Local resident, (Botley, Hawthorn Close)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** The yellow lines currently in place control the traffic perfectly well. In the current economic climate residents don't need another cost and the local authority need not make work for itself. People have enough costs and admin in their lives. This proposal is not needed.
(o143) Local resident, (Botley, Hawthorn Close)	Do you live within the proposed area ? **No**

	'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Parking can be a nightmare. The buses going up the hill regularly get stuck. People have driveways and should use them like we have to.
(o144) Local resident, (Botley, Hawthorn Close)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** Concerned by double yellow lines around St Paul's Crescent and so much of Westminster Way. Is this really necessary? Concerned about local business people, e.g. plumbers, electricians, gardeners etc. They shouldn't be be so heavily penalised, especially if local.
(o145) Local resident, (Botley, Hazel Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** Seacourt Road and Hazel Road need to be included. The parking of non residents in these roads is already bad and is an accident waiting to happen. Since the redevelopment there are many more flats without parking and obviously they are parking as close as they can without paying. Something needs to be done to address these issues.
(o146) Local resident, (Botley, Hazel Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support**

	Hazel Road has been completely left out of the survey which will force all extra cars to park in our street which is ridiculous
(o147) Local resident, (Botley, Hazel Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** Why on earth are Seacourt and Hazel Road not being included in the planning for this scheme? Please answer this question for me. 2 of the closest roads to the flats, already residents are dealing with students bringing their cars, people who used our roads as their own park and ride to go into Oxford and already I know of 2 residents in the flats who leave their cars on our roads all day and night. They park inconsiderately, often blocking the road making it impossible for emergency services to reach the bungalows or houses down our road. Why is our road being sacrificed for parking on this scheme? Why are we not included when we are already suffering with people in huge vehicles taking up space on our roads? As someone born here, those flats are outrageously priced and myself and my siblings, working on so called Oxford living wage can not afford to move into these flats next to our home. As a result we have 4 working adults living at home, unable to move out and now unable to park outside our own home because wealthy people have moved to the area but don't have anywhere to put their SUVs. If you choose to rent in those flats then you also choose to rent somewhere with no parking. That SHOULD NOT BE A RESIDENTS ISSUE. No one wanted the flats here in the first place, especially as they offer literally NOTHING to local people working jobs like baristas or bartenders in the area as there is no affordable housing.
(o148) Local resident, (Botley, Hazel Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** No regard for parking on other roads opposite parade as parking will just be pushed out to unrestricted areas Previously responded

(o149) Local resident, (Botley, Hurst Rise Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Partially support/concerns** Do the double yellow lines go far enough on the sweeping entrance to Hurst Rise Road where there will be permit parking? As you enter HRR from Westway you will still not know whether there will be car on your side of the road that has had to commit to ove I generally support the process of parking permits and the cost level and visitor options seem reasonable. The only concern is not knowing the evidence that says this is safe (at the bottom of Hurst Rise Road) or that we are not just pushing the problem further away from the WestWay centre.
(o150) Local resident, (botley, Hutchcomb Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** Concern that displacement of parking will occur, some by residents in the restriction area wishing to avoid annual payment or thro lack of available spaces due to greater controls, as well as those informal "park and ride" users who would likely migrate to Hurst Rise Road. That, in respect of Hutchcomb road, a serious risk to children and the elderly would arise, some when crossing between cats, many when cycling, skateboarding on the very steep hill due to increased on street parking which would occur due to material loss of vision due to increased in number of parked cars. This could lead to serious accidents. It is strongly suggested that the restrictions should include the full length of Hutchcomb road.
(o151) Local resident, (Botley, Hutchcomb Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **No objection/No opinion** I support the yellow line proposals in the name of safety which has been an issue in this area for sometime. I don't support selective permit parking which simply displaces hazardous parking to an adjacent area which

	hasn't previously experienced problems. The proposals should encompass the whole estate at least up to and possibly including Arnold's Way. More incentives to use Park & Ride facilities would alleviate the problem in the first place.
(o152) Local Cllr (i.e. Town/Parish/District), (Botley, Hutchcomb Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** On Springfield Road, we need some double yellows half way along the road to ensure that cars can pull in between residents parking bays to pass vehicles coming from the opposite direction. If residents parking is introduced within the yellow scheme bound The parking issues are currently worst on Arthray and Montague Roads. We rarely see enforcement officers here, so if these new parking restrictions are introduced you will need to step up enforcement to ensure the rules are adhered to - currently people regularly park on double yellows without getting any fines.
(o153) Local resident, (Botley, Hutchcomb Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** By introducing this scheme, people will simply park on the surrounding roads for free. I live on one of those roads, so this would directly affect residents and increase traffic on Hutchcomb Road. This would shift the parking problem onto neighbouring residential streets rather than solving it. Secondly, I object to residents being charged £80 for a permit. This should be free for up to a reasonable limit, for example two members per household. Charging existing residents for parking near their own homes is unreasonable. The proposals for the development should also include sufficient on-site parking provision, rather than allowing the demand to spill over onto neighbouring residential roads. By introducing this scheme, people will simply park on the surrounding roads for free. I live on one of those roads, so this would directly affect residents and increase traffic on Hutchcomb Road. This would shift the parking problem onto neighbouring residential streets rather than solving it.

	Secondly, I object to residents being charged £80 for a permit. This should be free for up to a reasonable limit, for example two members per household. Charging existing residents for parking near their own homes is unreasonable. The proposals should also include sufficient on-site parking provision, rather than allowing the demand to spill over onto neighbouring residential roads.
(o154) Local resident, (Botley, Hutchcomb Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** The major reason that I object to the plans to the plans is that I feel that the effect of the plans will increase the number of cars parked on my part of Hutchcomb Road will increase, as some cars will now park on my (part of the) road because they will not be able to park where they used to park. I also feel that the solution to the local minor parking problem is overly Bureaucratic, and will cost some of my neighbours unnecessarily.
(o155) Local resident, (Botley, Laburnum Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** As you well know parked vehicles will relocate further onto the estate as has happened at the majority of CPZ's the County has introduced. I am unable to find a dotted blue line so guessing the solid blue line is for increased double yellow lines. Howe I don't really know as you wouldn't take any notice of what we said But consider the pinch points for public transport around the estate
(o156) Local resident, (Botley, Laburnum Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support**

	I feel that having resident permit parking may displace a lot of parked cars into surrounding roads - including my own. I support the “no waiting at any time” proposals as there are many areas down by Westminster Way shopping precinct where cars are inappropriately parked or stopped.
(o157) Local resident, (Botley, Lime Road)	Do you live within the proposed area ? **No** ‘Residents permit holders parking only’ restrictions – **Object** ‘No Waiting at Any Time’ restrictions – **Object** Residents having to pay £80/year/car to park near their property. While now is free. I don’t think is fair that residents will have to pay to get parking permits for themselves. The benefit does not seem big enough to justify another tax.
(o158) Local resident, (Botley, Maple Close)	Do you live within the proposed area ? **No** ‘Residents permit holders parking only’ restrictions – **Partially support/concerns** ‘No Waiting at Any Time’ restrictions – **Support** I support the proposal in general, however I am concerned about the displacement of cars that currently park within the area proposed, especially as I live on the first road outside the area on the hill on Elms Rise.
(o159) Local resident, (Botley, Maple Close)	Do you live within the proposed area ? **No** ‘Residents permit holders parking only’ restrictions – **Object** ‘No Waiting at Any Time’ restrictions – **Support** We live just outside this zone. Implementing the parking permits will just push people to park on our road. The existing double yellow lines should be properly enforced- this would make moving around the estate by car much easier. Double yellow lines at the bottom of Hurst Rise Road (where it joins Cumnor Hill) would be helpful to make getting off the estate easier and to reduce the large amount of commuter parking which happens here. It would be

	helpful if other parking rules which already exist were actually enforced- people park opposite junctions, blocking pavements etc. You don't need parking permits to sort out the problems here.
(o160) Local resident, (Botley, North Hinksey Lane)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** The restrictions of any residents parking. I'm not at all convinced that the residents are in favour and do not understand the issues at stake. It is all too easy for councillors to become deluded that they have enough support for such measures. I refer you to to imposition of parking restrictions on North Hinksey Lane, which I strongly believe did not receive the backing of those residents who actually live there. The imposition of a solution without the democratic backing of the residents in the parish.
(o161) Local resident, (Botley, Poplar Rd)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** I support these proposals as the area is clogged up with parked cars and navigating on a bike or in a car is difficult. My concern about the scheme is that it will displace non resident cars into neighbouring streets and into the car parks. The car parks are there for a reason but with a high incidence of error and issuing of charge notices which are faulty.
(o162) Local resident, (Botley, Poplar Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** Poplar Road is not included in this area and already struggles with non residents parking in our limited spaces. By excluding this road from the restrictions this problem will increase

	Poplar Road is not included in this area and already struggles with non residents parking in our limited spaces. By excluding this road from the restrictions this problem will increase
(o163) Local resident, (Botley, Raleigh Park Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** I would like to see this scheme extended to include Raleigh Park Road and Sweetmans Road as the parking is as bad here is in the proposed area, and also the double yellow lines on Westminster Way extended all the way up the the A34 slip road. The road is simply too narrow to carry the current voluime of traffic and have parking allowed anywhere along it. As a cyclist as well as a driver, parking on these busy but narrow roads is a real hazard.
(o164) Local resident, (Botley, Raleigh Park Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** I support the proposed residents permit parking area but I am very concerned that the current parking problems will just be move out to roads like Raleigh park Rd, Yarnells Hill, Arnold way. The proposed residents permit parking needs to be extended to these roads. Parking in these roads is already a problem especially with the amount of HMO's increasing the Botley area.
(o165) Local resident, (Botley, Seacourt Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** Why Seacourt Rd wasn't included? I have previously mentioned it to the parish council and Oxfordshire when I applied for a disabled bay. Hazel rd have put up private notices saying no parking and Seacourt rd is now more heavily clogged because of that a

	Didn't know about these proposals until today 27 March
(o166) Local resident, (Botley, Sweetmans Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** Generally support the intention to make sure people don't use the areas for all day commute or visitor parking. But concerned about the permit cost for residents. And more concerned that it will simply move the parking problem to the surrounding roads not covered by the proposed scheme i.e. our road. Sweetmans Road already has a parking problem and I'm concerned this will make it worse
(o167) Local resident, (Botley, West Way)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **No objection/No opinion** Westminster way has many blind turns and having parked cars all the way it will be even more difficult than now to pass from. It helps to get to Botley from A34 through this road than getting around the roundabout where the traffic is stuck most of the times.
(o168) Local resident, (Botley, West Wsy)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** There has been a significant increase in the ladt five years in people who use the neighbourhood roads to 'Park and Ride'. In Westminster way parking is taking place partially on pavements creating a safety hazard for pedestrians and impeding the flow of traffic on the road by reducing it to a single carriageway. As the majorly of residents in the designated area have off road parking the permit scheme should resolve the park and riders and not inconvenience residents unduly.

(o169) Local resident, (Botley, Yarnells Hill)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Whilst I think the introduction of parking permits and parking restrictions are necessary, I hope these are extended to other areas which are also affected but have not been addressed in the plan. I would also ask how will these parking restrictions be enforced as I see no action taken on inconsiderate or dangerous parking currently.
(o170) Local resident, (Botley, Yarnells Hill)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** Keeping Westminster Way and Arthray Road as clear as possible is the most important thing. If the affected residents want to be in the permit scheme that's fine; I don't mind either way. I am concerned about the costs of parking for visiting tradesmen and as above
(o171) Local resident, (Botley,)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **No objection/No opinion** 'No Waiting at Any Time' restrictions – **No objection/No opinion** I don't really have anything to say, my one concern is however how will it impact on the neighbouring roads? The road I live now is full of park and riders. So will this push more xars in to our road?

(o172) Local resident, (Botley, Crabtree Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Parking near to Westway on surrounding roads, especially Arthray Road is causing traffic problems and congestion. I support this new parking strategy to manage on street parking better and enforce the double yellow lines currently in place that are generally ignored
(o173) Local resident, (Botley, Hutchcomb Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** The area will just push issues into Hutchcomb Rd and hurst rise rd. there are already cars that park all day on our street and block driveways. This will be made worse as not a part of the planned permit area. It should be extended further up hutchcomb road and Hurst rise road
(o174) Local resident, (Botley, Hutchcomb Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** I think the proposed area should extend the whole of Hutchcomb to where Cedar Road begins, Just past Toynbee close. And also to halfway up Hurst Rise Road to where the private road begins Cumnor Rise Road. The main issue has been on Arthray Road, and the bottom of Hurst Rise Road and Springfield Road. Not The Garth, Crabtree or Cope Close, or the lower part of Hutchcomb Road between Montagu and Springfield, these roads are far too narrow to park anyway and risk wing mirrors being knocked off. No one parks here apart from residents. The proposed area pushes the impact and problem up to the slightly wider roads to the lower end of Hutchcomb Road from house number 22 upwards. When Elms Rise roads gets steeper people will be less inclined to 'park and ride' and walk up a hill. I believe this proposal requires more thought. You are simply pushing the problem on to other residents. It is divisive.

	I disagree with the chosen area but agree with the concept of permitting the whole area. I don't believe you have considered behaviours of those residents who won't buy permits and will park up and dump cars in the unpermitted area. Please, please increase the scope of the permit area. Looking at your plan I believe a 'line' from West to East should be drawn from the bottom of the screen shot map on Hurst Rise Road, to include all of Hutchcomb Road to align with Toynbee Close, Hawthorn Close and across to the back of The Garth. Safety of school kids and the speed at which cars already travel up Hutchcomb and Hurst Rise are already and issue. With more cars left parked for length of time on unpermitted roads you risk cars darting in and out of gaps at pace and an accident. I was in full support of you identifying the issue but am disappointed with your proposal. The local issue is not the distance from Westway shops it's the distance from cumnor hill and cyclists getting out their commuter bikes. The area needs to run parrallel to cumnor hill not a circular 'buffer' zone from the shopping parade which is what appears to have happened. Please treat Hurst Rise Road as one road, and Hutchcomb Road as one road. Don't split it. I believe this is an error and you will face further spending and enforcement in the near future to remedy it. Please pre-empt this and do it now. Thank you
(o175) Local resident, (Botley, Sycamore Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Parking restrictions We have concerns that introducing parking restrictions lower down, will push those parking towards us
(o176) Local resident, (Botley, Sycamore Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Both 6 & 7 Fine as is.

(o177) Local resident, (Botley, Westminster Way)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** We wouldn't be within the boundary of properties for the new parking despite living 5 metres from the street and using this road to parking when we have guests. We would not object if we were also within the properties that are eligible to get parking permits for this road.
(o178) Local resident, (Botley, Hurst Rise Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** I live at 18 Hurst Rise Road. This is just outside the Proposed Residents Permit Parking area - Just beyond the junction with Springfield Road. When you look at the map of the parking restriction area, it is clear that our stretch of the road will be overwhelmed with non-local parked vehicles. Our stretch of Hurst Rise Road will become the new go-to parking spot for commuters who park and bike or take the bus into town; people who work in Botley; people living in the new Botley centre flats who have limited access to free parking; contractors working nearby who won't want to pay the fee for parking within the restricted area; visitors who regularly stay longer than overnight nearby and cannot access visitor permits as they are limited in number. Currently all these groups are distributed over the entire area that you propose to restrict. Yes it's a nuisance, but the nuisance is shared between literally every road you propose to restrict. Nearest to us, non-locals use Conifer Close, Springfield Road, and the lower end of Hurst Rise Road to park. I believe all the above will simply park from Springfield Road up the hill (ie southwards) on Hurst Rise Road. Where else can they park for free nearby? Nowhere! So they will be filling all available space where I live. This is a problem because (speaking just for my household, but neighbours have similar situations) it is very difficult, sometimes impossible, and often dangerous, to exit our drive when cars are parked downhill (north) from our entrance, or opposite our entrance. Which they will be continually, with the proposed system.

	Also, if I understand your proposal correctly, we ourselves will not be eligible to get visitors parking permits, as we are not in the proposed area. So given the strong likelihood that our section of the road is completely parked up with vans, commuters, etc, where can our visitors park? PLEASE TAKE INTO ACCOUNT: We live on one of the steepest hills in Oxford. My husband and I are both over 70. Therefore many of our visitors are also older people. I doubt some of them can walk far enough up the hill to wherever there is a free space to park. Go downhill, and they are quickly into the restricted area. Where will they park? Two nearby neighbours are living alone, in their mid-80s. They are both almost housebound so they have many visitors. Where will they park? I am sure you see the problem. My requests and suggestions: Either (1) (My preferred outcome) Cancel the entire plan, except for the double yellow lines which will be a welcome safety feature on corners. This will distribute the excess cars around the entire area and give us ease and freedom, as well as preventing all the lines and parking poles that will be needed to run this scheme. Or (2) Extend the restricted area up Hurst Rise Road to the corner (above numbers 47 and 56), or to the top (southernmost end) of the road. As our road is so steep, I imagine even die-hard free-parking seekers will find it too far to walk or bike to their freely parked car way up at the top! They might even use the Park and Ride! (3) Wherever you draw the limit, give those just outside it access to buy visitor parking permits. (Please see rationale above). (4) Change the restricted hours to 10am to 3pm (some areas in London are very effectively restricted in this way). This eliminates all-day commuters and all-day contractors, while making life simpler, easier and more pleasant for residents and their visitors. (5) Extend the length of the dropped curb for our drive (and perhaps other's drives in a similar way), so that if/when people park near our exit, or opposite it, we have a greater chance of getting in and out safely. (6) Increase the amount of visitors permits allowed. (Not sure I understand your letter here. Are you saying that you will only allow 50 visitor permits per year? That feels shockingly restrictive on people's private lives. Or maybe you meant 50 blocks of 25 permits per year per household? The letter is not clear to me.) I hope my comments are useful and help you focus not only on the roads you are planning to restrict, but on the very serious impact on those just outside this new restricted area.

(o179) Local resident, (Botley, Oxford, Maple Close)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** No need for the parking permits and certainly no need to charge.
(o180) Local resident, (Botley, Oxford, Yarnells Hill)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Both I live on Yarnells hill which is not in the parking permit area, if enforced cars will start to park on our hill making entry to our residence and road side safety difficult. People will park on the pavement obstructing buddies, wheelchairs and mobility aids. The restrictions will also hamper community cohesion with less mobile people restricted from visiting friends and family, and limiting people 'popping in' on neighbours en route to home/destination. Also added cost of purchasing parking permits seems unfair with the increase in cost of living.
(o181) Local resident, (Botley, Oxford, Hazel Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Supporting because driving and even trying to walk around Botley is very difficult with cars parked everywhere, often dangerously. Please consider including Seacourt and Hazel Road in the permit area. We have many vehicles parking here every day and catching the bus to work, along with parents parking here for school drop offs and collections. Our roads are quite narrow and we often have to squeeze past cars to get to our homes. Lorries and cars are constantly parking on the double yellow lines in Seacourt Road- none of them ever receive a

	parking ticket. Residents of the new flats at West Way Square are also parking here daily. This situation will get worse for us if surrounding roads become permit parking and we are not included.
(o182) Local resident, (Botley, Laburnum Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** If parking is not made free for longer time periods n the Westminster Way car park area then this restricts local residents with poor mobility from accessing the services in the Westminster Way development. We want to bring more people to those services (many that are already struggling to survive), and encourage people to stay for longer. This prevents that, and is only going to lead to the loss of even more services and businesses from the area. We have to rely on the private services (such as the gym) as the council are closing most public services in the area. There is lots of parking available at all times of the day within the suggested areas for new permitting. You can always find lots of spaces on every road. Almost all residents in the area also have private driveways.
(o183) Local resident, (Cumnor hill, Cumnor Hill)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** All Stop making it so difficult for people to just live where they live/making people pay to park everywhere
(o184) Local resident, (Botley, Hazel Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Partially support/concerns** Yes - include us!! In Hazel why have you not done this??? It is a problem when commuters park up & take bike out of boot! and people who live in homes without parking also freely park 😡 we should not have to pay for the privilege of parking in our road- we

	Because you have left our road out- so it will be carnage- parking by the world and his wife available where it is restricted everywhere else!! Why have you not included our roads- it's bad enough now!!🤦‍♀️
(o185) Local resident, (Headington, Cherwell Drive)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Adding more restrictions will simply add to the plethora of difficulties that have been heaped upon vulnerable residents, many of whom have access needs and require friends and carers like myself to visit and help them on a daily basis The plethora of difficulties I mention is largely due to the shockingly lengthy Botley Road closure, which has absolutely suffocated the area. If there were any considerations for the elderly and disabled, they were at best alarmingly naive. At worst, tritely dismissive. It has really destroyed my trust and rethink elections.
(o186) Local resident, (Botley, Raleigh Park Road.)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** I'm concerned that these parking restrictions will have a knock-on effect on neighbouring roads such as the one on which I live. At the moment, Raleigh Park Road falls just outside the perimeter of the proposed restrictions. An obvious worry is that all the commuters and school-run drivers etc will migrate to the nearest unrestricted roads; under the current plan, my road will be one of these. Raleigh Park Road is already under pressure for car space and I object to any plans that would increase that pressure.
(o187) Local resident, (North Hinksey, Raleigh Park Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **No objection/No opinion** 'No Waiting at Any Time' restrictions – **No objection/No opinion**

	I'm responding to your request
(o188) Local resident, (North Hinksey, Raleigh Park Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** I object to the residents parking scheme particularly due to the inconvenience and costs it will cause to residents and their genuine visitors. I do not consider that the parking problem is really that bad. A lot of the cars belong to residents. The roads are full of cars more after 6pm anyway and this scheme won't change that. I object to the current scheme as it will push the parking problems further out in the area into other roads without restrictions and will cause inconvenience and costs to the people that live within the scheme. I think the desired outcome could be achieved by putting no parking restrictions at different times in different areas (Eg opposite sides of the road) This would stop people who come and park all day and leave their cars here. I don't think the bigger problem is people using West Way Square, I think it is people using the area as a park and ride or park and walk into Oxford (as they do in my road) Also , as the restrictions end at 6pm, this will not stop residents of the 180 flats which were built with practically no parking and a "no car use" restriction from parking in the roads overnight. I don't actually believe that you will take any notice of anyones comments and will just push ahead with this any way. I don't have any confidence in Oxfordshire County Council to listen to people and act in the interests of most people. I think you just push ahead with your own agenda anyway, particularly where traffic and transport is concerned.
(o189) Local resident, (North Hinksey, Sweetmans Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Partially support/concerns** 'No Waiting at Any Time' restrictions – **Support** Yarnells Hill and Raleigh Park Road sit just outside the proposed permit parking area. With easy access to Oxford via Willow Walk, commuter parking already happens. My concern is that this proposal will push more people to park on these two roads, to avoid the restrictions.

(o190) Local resident, (Oxford, Arnolds Way)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** As a cyclist who commutes to work in Jericho it is very dangerous when parked cars cause congestion and block route visibility.
(o191) Member of public, (OXFORD, Burrows Close)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** All Object
(o192) Local resident, (Oxford, Cedar Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **No objection/No opinion** 'No Waiting at Any Time' restrictions – **Support** I live outside of the affected area in Botley. If I drive to the West Way shops then the existing pay and display car parks are sufficient for my needs, I don't need to park on nearby streets. The proposed measures would discourage commuters and workers using residents' street parking.
(o193) Local resident, (Oxford, Crabtree Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support**

	No current need outside our property for parking permits as there is always space. There should also not be a charge for an annual resident's parking permit. Westminster way can be dangerous. I cycle there with my children on my bike and when cars park up, especially on corners, cars will drive quickly around the corner on the wrong side of the road. On these corners the cars don't see you until the last.minute. they drive quickly and I have had several occasions where I and my children have been put at risk. Parking along this road should be strictly monitored. Cars also park on the pavement, blocking it. This is difficult for parents pushing prams and very dangerous.
(o194) Local resident, (Oxford, Crabtree Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** In wil make. People park in other area botley and the charge to expensive to park outside your own house To stop this
(o195) Local resident, (Oxford, Crabtree Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Support** The extension of double yellow lines will help with making areas clearer, safer and easier to travel along for cars and buses. I do not believe there is much of an issue with parking in other areas and buses seem to traverse the area easily. For those having to pay for permits, I believe the yearly charge to be expensive. I also think 25 visitor permits a year is not enough and limiting it to 50 is wrong. That is under one visitor a week! Plus they have to pay again for the second half. Also if residents reqire a contractor, any work they require will cost more as the cost of parking will be added to their bill. Also is the exemptions for carers? Professional or otherwise? Or other necessary regular visitors?
(o196) Local resident, (Oxford, Hazel Road)	Do you live within the proposed area ? **No**

	'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** Need enforcement as current restrictions eg double yellow are not enforced Seacourt and Hazel roads need to be included else parking will be displaced to these roads
(o197) Local resident, (Oxford, Hurst Rise Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **No objection/No opinion** More strongly I want the parking permit zone on Hurst Rise Road to be extended up to the corner (house numbers 54 and 47). This to avoid that the commuters that are now parking at the bottom of the road will move up the road and make entry into drives problematic, also with school traffic going up and down the road. I am also objecting against parking permit on Saturday.
(o198) Local resident, (Oxford, Hutchcomb Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Partially support/concerns** The proposal to introduce new "No Waiting at Any Time" restriction / Double-Yellow Lines is to vague to be supported unconditionally. I do support new double-yellow lines specifically around junctions to improve visibility. 1) While I am supportive of new double-yellow lines directly around junctions in order to improve visibility, the proposal to introduce "new 'No Waiting at Any Time' restrictions (double yellow lines)" is too vague to be supported unconditionally 2) The proposed residents permit parking will not alleviate the problem but push it into areas not included in the scheme, e.g. to Hutchcomb Road South of the junction with Springfield Road (uphill towards Cedar Road / Arnold's Way). This will make parking for residents in this area even more difficult than it already is. 3) The introduction to this survey states that the new parking restrictions, which include a chargeable resident's permit, are in response to development in the Botley Centre area (P16/V0246/FUL). It is unreasonable that local residents are expected to pay of a private enterprise's commercial endeavour, or for mistakes/oversights made during the planning process for the development mentioned above.

(o199) Local resident, (Oxford, Montagu Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** Not waiting at any time restrictions This is bad for the disabled in particular, who may appreciate and/or need friends, family and carers to visit and park outside their homes. It is also a nightmare for the elderly who similarly have particular needs.
(o200) County Cllr, (Oxford, New Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Support** 'No Waiting at Any Time' restrictions – **Support** From an active travel and walking perspective, improving visibility through introducing double yellow lines is a significant safety improvement. The new sheffield stands are welcome. And in general discouraging commuter parking is a positive.
(o201) Local resident, (Oxford, Beech Road)	Do you live within the proposed area ? **No** 'Residents permit holders parking only' restrictions – **Object** 'No Waiting at Any Time' restrictions – **Object** At Pauls crescent and no need for residents only I don't see why we need this. I often visit friends or work around the area and need my car. I won't be able to drive there anymore.

Division(s) affected: *Shrivenham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

SHRIVENHAM: PROPOSED PARKING AMENDMENTS 2026

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of 'No Waiting at Any Time parking restrictions on: Fairthorne Way (both sides), Highworth Road (both sides), Martens Road (both sides), Manor Close (both sides), Manor Lane (both sides), as advertised.**

b) **Approve the relocation of one Disabled Persons Parking Place from outside No.50 High Street to Church Walk (west side), and extension of existing Shared use bay outside No.50 High Street, as advertised.**

c) **Approve the introduction of a new Motorcycle only parking bay by the pedestrian crossing, adjacent to No. 39 High Street, as advertised.**

d) **To include properties from 1-11 High Street in the list of dwellings allowed to apply for residents and visitor parking permits.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to – as shown in **Annexes 1a** to **1c**.

2. In order to address concerns raised by the Parish Council regarding commuter parking in the centre of Shrivenham, officers at the County Council worked with the Parish Council and County Councillor to develop a parking scheme which aimed to better manage the on-street parking, whist allowing flexibility for residents and their visitors.

3. Prior to undertaking the public consultation, Shrivenham Parish Council discussed the proposals at a public meeting on the 3rd of April 2024, where councillors voted to approve the scheme and requested that the County Council to progress with the statutory consultation.

4. A mixture of no waiting restrictions, dual purpose time limited bays with exemptions for permit holders and disabled bays were part of a package of proposals which were subject to public consultation. The objective was to better manage parking in the centre of the village which will give priority to residents by preventing all day parking by non-residents. No waiting restrictions are included at locations were access needs to be maintained and to promote road safety.

5. A decision to approve the introduction of the parking scheme was approved by the portfolio holder for Transport Management at the County Council's cabinet members decision meeting (CMD) on the 5th September 2024.

6. At the meeting a commitment was given within the report recommendations to monitor the scheme post introduction, and to carry out a review if required, 12 months after implementation. The approved scheme was implemented and went live on the 10th February 2025.

7. Following the introduction of the permit scheme, officers have since worked with the Parish Council and local County Councillor to bring forward a package of remedial measures which have taken into account the feedback received to the original scheme and have been developed following officer assessments. The proposals include the introduction of 'No Waiting at Any Time' (Double Yellow Lines) restrictions at a number of locations including Martens Road, Highworth Road, Fairthorne Way and Manor Lane to ensure safe access and road safety for all road users is maintained.

8. It is also proposed that an existing disabled parking place on High Street is relocated to Church Walk to allocate provision equitably in different areas. Finaly, a new motorcycle parking area is being promoted near to the pedestrian crossing on High Street. This aims to utilise the space and alongside bollards on the crossing and help discourage other motor vehicles from parking inappropriately on the footways.

Corporate Policies and Priorities

9. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support all three:

    (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

    (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face*

challenges in finding work; making our services as easy to access as possible; and helping communities in need."

(3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

10. Funding for the project is being provided through a Community Infrastructure Levee (CIL) allocation for the Vale of White District. There are no risks or pressures on existing County Council budgets or resources.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

11. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

12. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

13. An equality impact assessment has been undertaken (see **Annex 4**), and no negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

14. It is also proposed that an existing disabled parking place on High Street is relocated to Church Walk, this will help ensure that provision is allocated where it is needed most.

Sustainability Implications

15. The introduction of 'No Waiting at Any Time' (Double Yellow Lines) restrictions at a number of locations including Martens Road, Highworth Road, Fairthorne Way and Manor Lane to ensure safe access and road safety for all road users is maintained.

16. The new motorcycle parking area is being promoted near to the pedestrian crossing on High Street, this aims to utilise the space alongside bollards on the crossing, and help discourage other motor vehicles from parking inappropriately on the footways.

Risk Management

17. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

18. Formal consultation was carried out between 09 April and 01 May 2026. A notice was published in the Oxford Times and Swindon Advertiser newspapers, 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, Shrivenham Parish Council, and the local County Councillor representing the Shrivenham division.

19. Letters were sent directly to approximately 219 properties in the immediate vicinity (including a copy of the plan & details on permit eligibility and costs), and public notices were also displayed on site at various locations within the proposed area.

20. Charts shown in **Annex 2** present the general position of the respondent to each of the proposed elements of the Shrivenham scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.

21. Additionally, a further two emails were received, the comments from these have been included with the individual responses in **Annex 3**. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally for or against the proposals these have been documented, 1 raised concerns and 1 wholly objected to the proposals.

22. Representatives of Thames Valley Police have responded to confirm that they have no objections to the proposals.

23. The County Councillor for Shrivenham has not responded to the public consultation but was in support of the scheme prior to public advertisement.

24. A representative from Oxford Bus Company has responded to state that:

'Shrivenham is a substantial and steadily-growing settlement and employment centre. Committed development is yet to come forward among which developments is a new primary school, replacing the current site near the High Street. We believe that some further development is likely over and above that consented.

There has been significant pressure of parking in the village centre for several years and this could be expected to worsen. It is appropriate to have carefully reviewed the current situation.

The bus service here is provided principally by Stagecoach S6. This has developed into a premium frequent service running seven days a week. Notwithstanding that we are not the operator of this service, we are disappointed to see that no attempt has been made to use this opportunity to address the entirely adequate passenger boarding and alighting facilities in the High Street which - among other things - we do not consider to be fully DDA-compliant. Enlarging the boarding pier widths could have been effected at contained marginal costs within the scope of preparing, consulting on and mobilising these proposals.

We offer no objection, notwithstanding which we urge that any comments made by Stagecoach are given appropriately due weight.'

25. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) General response to the proposals:

26. In response to the public consultation the public feedback has been mixed, with some elements including Disabled parking bay and motorcycle parking bays having strong support; however other elements including the introduction of no waiting restrictions being split between those who support the restrictions and others who object.

27. Residents who supported the proposals (6), commented that restrictions would benefit all road users, including pedestrians and cyclists, with only minor inconvenience.

28. In opposition, a number of respondents (8) felt that the proposals were excessive and not needed, especially in residential areas where residents would be impacted.

29. Some concerns were raised (8) about the overall impact of the proposals as the original scheme created displacement issues. The respondents felt that the current proposals would cause further displacement, which simply moves the problems further into the residential areas or neighbouring streets.

30. A small number of respondents (3) highlighted that car parks in the village including on Martens Road are underutilised and more directional signage is needed to make users aware they can use these car parks.

31. The issue of enforcement was raised by 4 respondents that questioned that the existing restrictions should be properly enforced before considering further parking controls.

32. Respondents took the opportunity to highlight other parking issues in Shrivenham which are not addressed by the proposals, including excessive parking on Hazels Lane and on-going deliveries to the One Stop Shop causing disruption and disturbance to residents.

Officer comments

33. The proposals have been developed in response to feedback received since the introduction of the High Street parking scheme and officers have limited proposals for waiting restrictions to areas where parking may potentially impact access and safety of the highway.

34. The comments around enforcement are noted and officers are aware that work is currently underway to secure new contracts for parking enforcement which will aim to approve the provision of enforcement in areas like Shrivenham.

35. Comments regarding signage have been relayed to the Parish Council and officers are happy to support any initiatives to promote and improve signage to local amenities.

36. The potential displacement of any new parking control is a legitimate concern, and the proposals have been kept to a minimum to allow some parking to remain where possible. If the proposals are introduced, further consideration for additional restrictions could be considered if problems occur.

b) Proposed no waiting restrictions Fairthorne Way:

37. In response to the proposals there was a split in comments between those that supported restrictions due to concerns around road safety and visibility from private drives and those that felt the road is wide enough to allow some parking to remain or that the restrictions are not necessary at all.

38. Some respondents supported the proposals but has concerns that parking would be displaced further along the road.

Officer comments

39. The proposals to restrict parking on Fairthorne Way are in response to complaints from residents that parking a line of parked cars is causing them difficulty when exiting their driveways and impacting visibility from Mortree Court.

40. Residents in this area have access to off-street parking, therefore it is likely users or visitors to the centre of Shrivenham that are choosing to park on the road.

41. The options for long stay parking for visitors to the centre of Shrivenham include a public car park on Martens Road, which is a similar distance from where parking is currently taking place on Fairthorne Way.

c) Proposed no waiting restrictions Manor Lane / Manor Close:

42. The overall feedback to the proposals for Manor Lane was mixed with equal amounts in support or objection. Those who supported the proposals believed that parking on bends and pinch points creates a safety issue, especially for pedestrians and cyclists. Some raised concerns that it would displace parking into Manor Close, and a one respondent felt that the restrictions were not needed.

43. Two residents raised concerns that the proposals would further restrict parking near their property and that the council should consider the introduction of residents parking bays to service the properties at the northern end of the road.

Officer comments

44. The restrictions aim to address concerns/ complaints raised from the original scheme that parking on Manor Lane has got worse and causing safety issues for road users.

45. The extent of the restrictions has been kept to a minimum to focus on the bend at the northern end where vehicles overtaking parked vehicles would be doing so unsighted on traffic coming in the opposite direction. White lines had been introduced previously to deter parking at this location, but formal restrictions will allow for better enforcement and compliance

46. The second section of proposed restrictions is at the southern end, where if vehicles park on both sides of the road, they potentially cause an obstruction for larger vehicles, including emergency service vehicles from accessing the road.

47. The introduction of new residents parking areas in Manor Lane did not form part of the package of measures agreed with the parish council and cannot be considered as part of these proposals. The objectives of this review are to make minor amendments to the High Street scheme and to address road safety and access issues raised as result of localised displacement. The notion of new residents parking schemes in Shrivenham would need to be done as part of a wider review of the area.

d) Proposed no waiting restrictions Martens Road/ Highworth Road:

48. In response to the proposals the majority of on-line respondents supported proposals for restrictions on Highworth Road, but did not support proposals for restrictions on Martens Road.

49. The comments received to the proposals included those who believed the restrictions were needed, especially during events where users can park on both sides of the road and obstruct the footways and around the junction.

50. Other comments included concerns that the proposals would push parking issues further up the road and that restrictions are needed on the south side but parking should be retained on the north side as residents have visitors, including care staff etc.

51. One respondent questioned if the restrictions would impact on their ability to be dropped off for events at the bowls club.

Officer comments

52. The proposals have been developed in response to complaints of obstructive and dangerous parking around the junction and access into Martens Lane around the car park, especially during events and football games.

53. The restrictions have been limited to a short section on entry into the road to maintain access and to ensure visibility from the car park.

54. At the point the proposed restrictions end is a layby which if vehicles are parked on both sides will mean users are less likely to obstruct footways or the carriageway.

55. For the times when events are not taking place there is ample parking in the car park or layby for visitors to nearby residents.

e) Proposed changes to Disabled Parking Bays:

56. The minor amendment to relocate one of the disabled bays on High Street to Church Walk was well supported, with the majority of on-line responses in agreement.

57. Through email and on-line written responses, some additional points were made including that the disabled bays should only operate during the day to allow parking in the evenings, plus limit their use to a max stay of 3 hours.

58. Some concerns were raised that reducing disabled parking provision outside the pharmacy would make it more difficult for users collecting prescriptions.

59. Secondary points were made that the pharmacy is in need of having a dedicated loading area and one point that the road surface on Church Walk would need to be improved before a disabled bay could be introduced. Proposed Motorcycle Parking

Officer comments

60. The proposal to relocate one of the disabled bays closer to the doctors surgery was in part an attempt to rebalance the provision in different areas of the High Street and also in response to complaints from residents around the loss of parking amenity. Two disabled bays will remain outside the pharmacy and users can still continue to park in the dual purpose bays.

61. In general the County Council doesn't consider the introduction of part time disabled/time limited bays as users may have need to access services or visit nearby properties at anytime of day.

62. The provision of loading facilities outside the pharmacy is outside the scope of this consultation, but parking provision will be kept under review.

63. Prior to introducing the disabled bay on Church Walk, officers would undertake site assessments to ensure the surface condition was suitable for a disabled parking place to be introduced.

f) Proposed motorcycle parking bay – High Street:

64. In response to the consultation, the majority of on-line responses received were in support of a motorcycle parking bay being introduced by the crossing for the one stop shop.

65. A small number of respondents (2) questioned whether the bay is needed.

66. One respondent who uses a mobility scooter, raised the question as to whether the motorcycle bay and bollards in the footway would impact on his ability to leave his scooter in the area.

Officer comments

67. It was identified as part of the review that there are ongoing issues where motorists are driving onto the footway on the angled section of kerb behind the main carriageway. Bollards are being proposed to prevent motorists from driving on to the footway

68. To make utilise space and to cater for different types of user, a motorcycle parking area is proposed as it can be accommodated where a parked car would not be suitable.

69. Neither the introduction of the bollards or motorcycle bay should adversely impact on the movement of pedestrians including those using mobility scooters.

g) Comments relating to the original High Street parking scheme:

70. In response to the proposals, respondents took the opportunity to comment on the scheme introduced on the High Street early in 2025, which saw restrictions on parking including dual purpose bays for permit holders, or 3 hour parking, disabled bays and new sections of yellow lines.

71. Although previously introduced measures are not subject to the proposals outlined in this report, respondents (11) felt that the High Street scheme has caused problems for staff trying to park, and further parking controls in side streets will make it more even more difficult.

72. Some respondents (7) felt that the council should be providing permits or concessions for surgery staff and other businesses to park on the High Street, or alternatively the original scheme should be reversed and parking should unrestricted again as permits are expensive for residents.

73. A small number of respondents (2) stated that there needed to be a proper assessment on the impact of the scheme, and others commented (7) that the council should be looking to create new parking areas before further restricting parking in the surrounding area.

74. To counter the objector's comments, some users (6) believed that the changes to the High Street have improved the availability of parking and made it easier to access local facilities.

75. Other comments included, the High Street scheme has created commuter parking problems in other villages, including Watchfield and the council should consider increasing the duration of stay from 3 hours to 4 hours.

Officer response

76. A review of the original scheme introduced in February 2025 has been undertaken by officers which found that overall, the objectives of the project have been met. There has been a positive increase in available spaces based on pre and post parking beat surveys which showed a net change of around 17%.

77. Through the feedback some requests have been made to allow properties further down the High Street to be eligible for permits, due to the lack of options for on-street parking. Taking into account the increased availability of spaces on the High Street, the extension of properties included in the list of eligibility could be accommodated with little impact and it is recommended to include these properties in the list of eligibility.

78. It is understandable that staff working in Shrivenham will want to park as close as possible to their place of work. However, in local retail centres this can be counterintuitive to the needs and demands of customers and other visitors accessing local services including doctor surgeries. The use of limited waiting restrictions in town and village centres is a common tool to ensure the turnover of spaces and there is a publicly accessible car park available 5-8 minutes' walk from the centre of Shrivenham on Martens Road.

79. The parking beat surveys undertaken by officers showed a slight increase in the use of Martens Lane Car Park, but there is still capacity for long stay car parking for visitors to the area.

80. Currently the County Council does not provide permits for staff parking in any of the permit areas operating in Oxfordshire. A change away from this policy would set a predicant for other schemes and would be contrary to the objectives within the Local Transport and Connectivity Plan (LTCP) for Oxfordshire. For these reasons it is not recommended to relax the rules around permits for use by staff commuting to their place of work and we would encourage them to make use of the long stay parking in the vicinity.

81. Officers are not aware of commuter parking issues in Watchfield but we do work closely with Parish and Town Councils and these situations are kept under review.

82. There are no plans to change the max period of stay for non-permit holders on the High Street. When the original scheme was developed the 3 hour period was felt to offer a balance between allowing users enough time to access local services, but to ensure turnover of spaces and to allow effective enforcement to take place.

Paul Fermer
Director of Environment and Highways

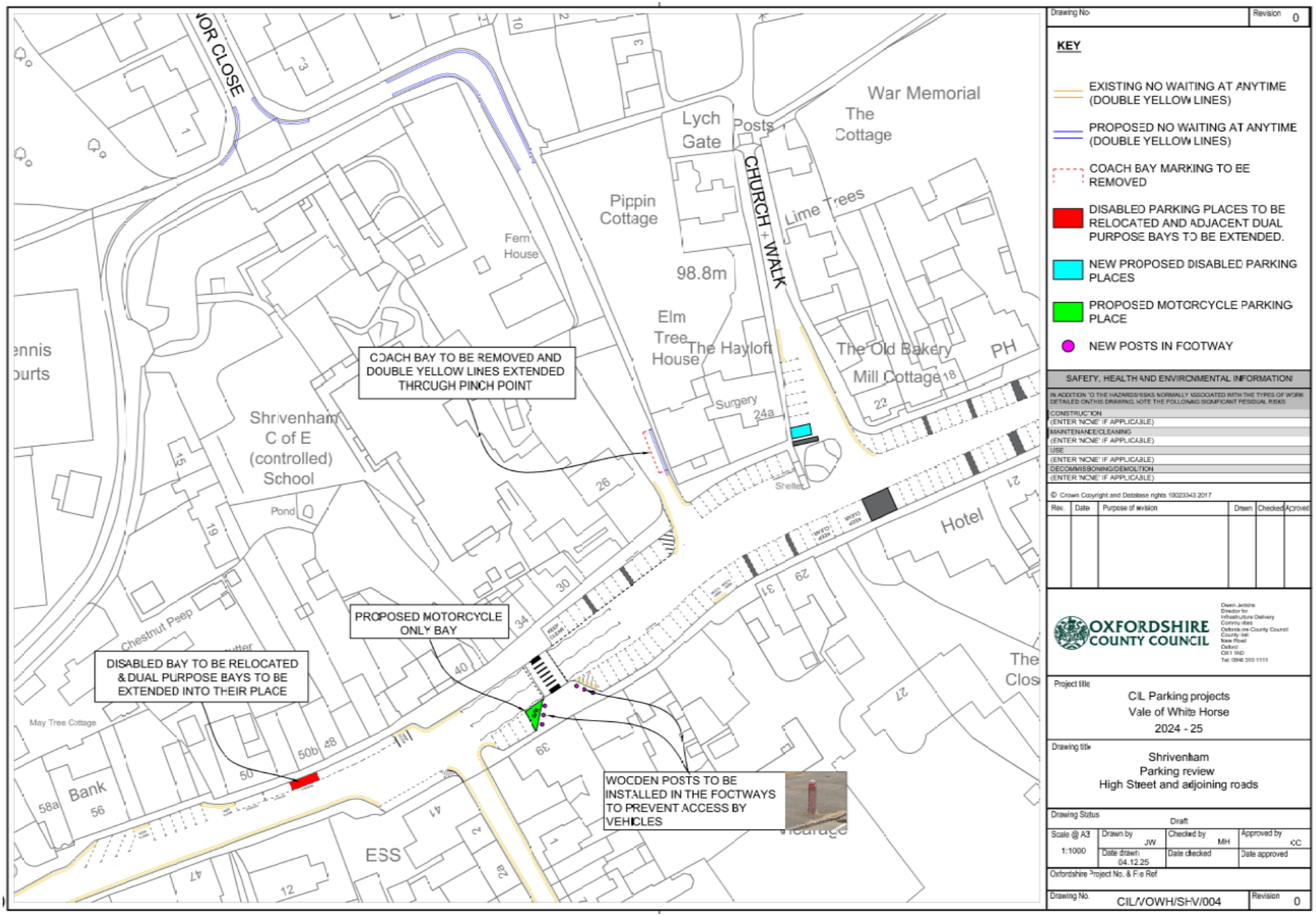
Annex(es): Annex 1a-1c: Consultation plans
Annex 2: Consultation response tables

Annex 3: Consultation responses
Annex 4 *(separate document):* Equalities Impact Assessment

Background papers: n/a
Other Documents: n/a

Contact Officer(s): James Whiting (Team Leader – TRO & Schemes)

June 2026


COACH BAY TO BE REMOVED AND DOUBLE YELLOW LINES EXTENDED THRCUGH PINCH POINT
PROPOSED MOTORCYCLE ONLY BAY
DISABLED BAY TO BE RELOCATED & DUAL PURPOSE BAYS TO BE EXTENDED INTO THEIR PLACE
WOCDEN POSTS TO BE INSTALLED IN THE FOCTWAYS TO PREVENT ACCESS BY VEHICLES
Shrivenham C of E (controlled) School
Pippin Cottage
Fern House
Lych Gate
Posts
War Memorial
The Cottage
Lime Trees
CHURCH + WALK
98.8m
Elm Tree House
The Hayloft
The Old Bakery
Mill Cottage
PH
Surgery
24a
Shelter
Pond
Hotel
Chestnut Peep
May Tree Cottage
Bank
ESS
KEY
EXISTING NO WAITING AT ANYTIME (DOUBLE YELLOW LINES)
PROPOSED NO WAITING AT ANYTIME (DOUBLE YELLOW LINES)
COACH BAY MARKING TO BE REMOVED
DISABLED PARKING PLACES TO BE RELOCATED AND ADJACENT DUAL PURPOSE BAYS TO BE EXTENDED.
NEW PROPOSED DISABLED PARKING PLACES
PROPOSED MOTORCYCLE PARKING PLACE
NEW POSTS IN FOOTWAY
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ONTHIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT FESIDUAL RISKS
CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)
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Rev. Date Purpose of revision Drawn Checked Aproved
OXFORDSHIRE COUNTY COUNCIL
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Commissioning
Oxfordshire County Council
County Hall
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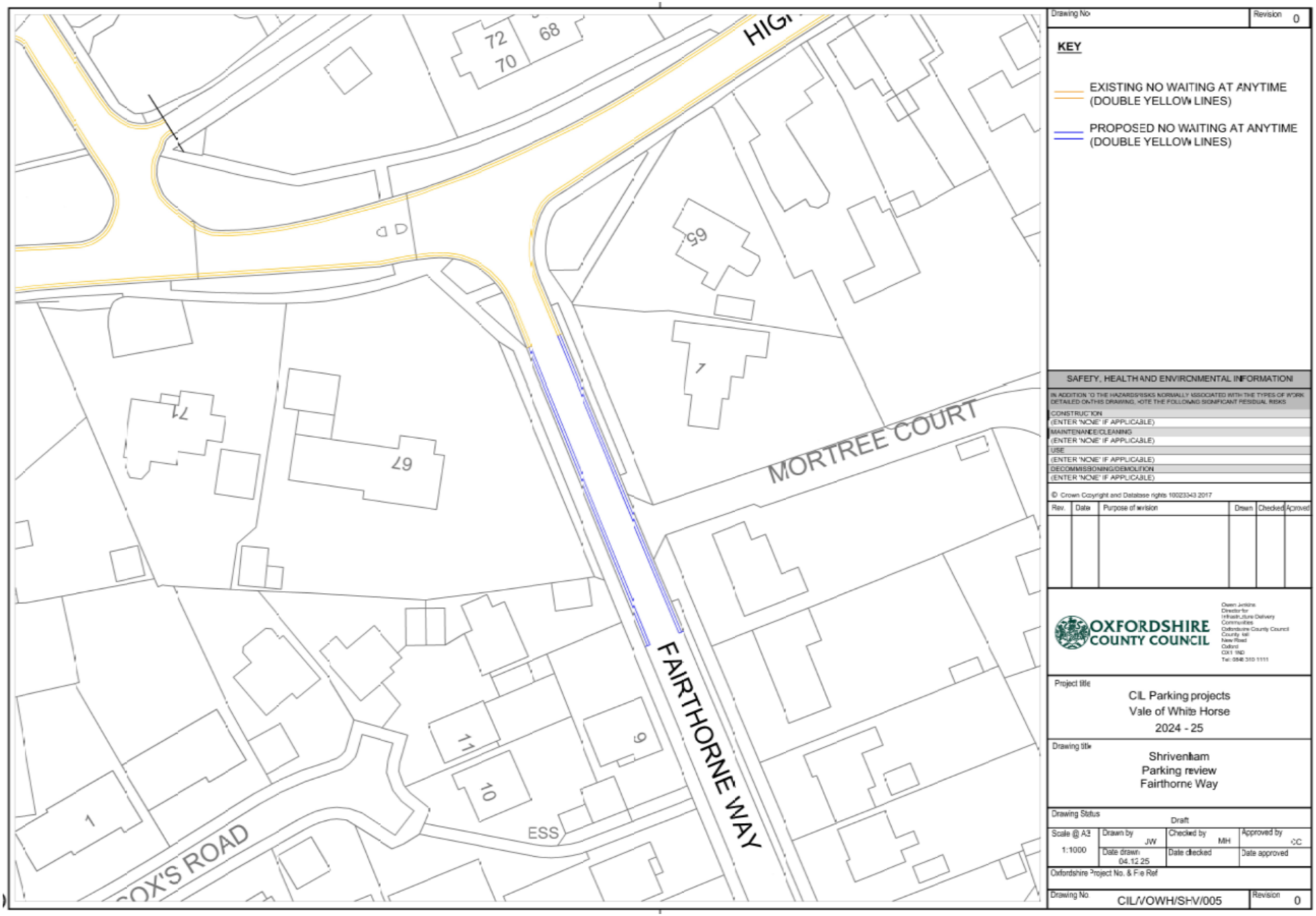
OX1 1ND
Tel: 0845 310 1111
Project title
CIL Parking projects
Vale of White Horse
2024 - 25
Drawing title
Shrivenham
Parking review
High Street and adjoining roads
Drawing Status
Draft
Scale @ A3
1:1000
Drawn by
JW
Checked by
MH
Approved by
CC
Date drawn
04.12.25
Date checked
Date approved
Oxfordshire Project No. & File Ref
Drawing No.
CIL/VOWH/SHV/004
Revision
0

ANNEX 1b



Drawing No: | Revision: 0

KEY

EXISTING NO WAITING AT ANYTIME (DOUBLE YELLOW LINES)

PROPOSED NO WAITING AT ANYTIME (DOUBLE YELLOW LINES)

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:

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MAINTENANCE/CLEANING
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director for Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
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OX1 1ND
Tel: 0845 310 1111

Project title:
CIL Parking projects
Vale of White Horse
2024 - 25

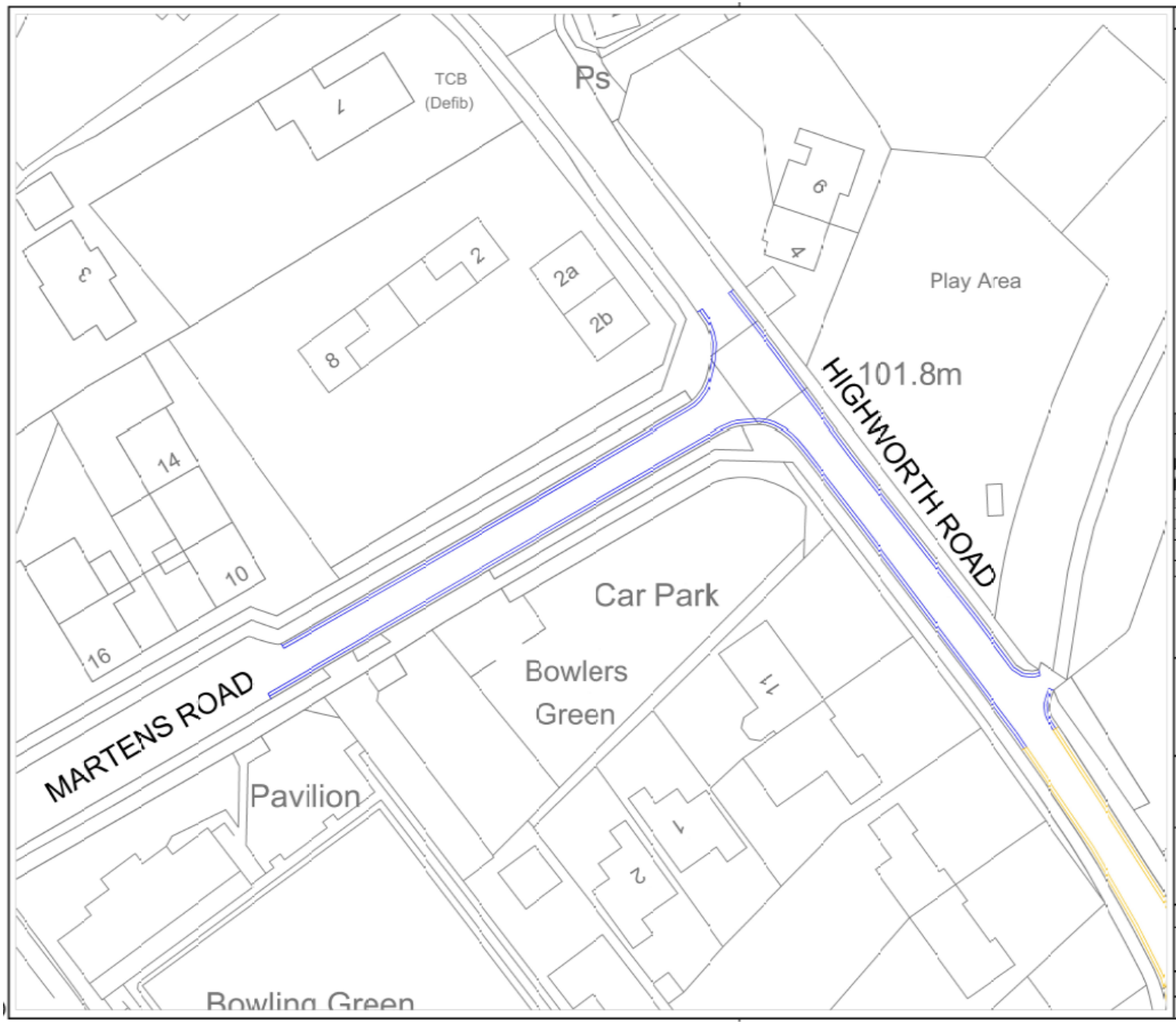
Drawing title:
Shrivenham
Parking review
Fairthorne Way

Drawing Status: Draft

Scale @ A3	Drawn by	Checked by	Approved by
1:1000	JW	MH	CC
	Date drawn: 04.12.25	Date checked	Date approved

Oxfordshire Project No. & File Ref:

Drawing No: CIL/VOWH/SHV/005 | Revision: 0



Drawing No. | Revision 0

KEY

PROPOSED NO WAITING AT ANYTIME (DOUBLE YELLOW LINES)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Martens Road / Highworth Road

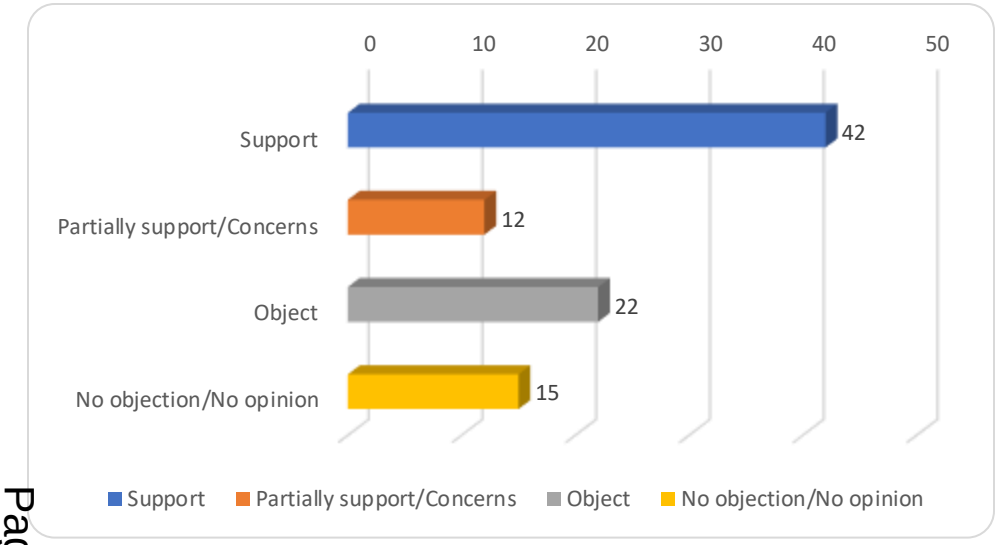
Drawing Status
Draft

Scale @ A3	Drawn by	Checked by	Approved by
1:1000	JW	MH	OC
	Date drawn 04.12.25	Date checked	Date approved

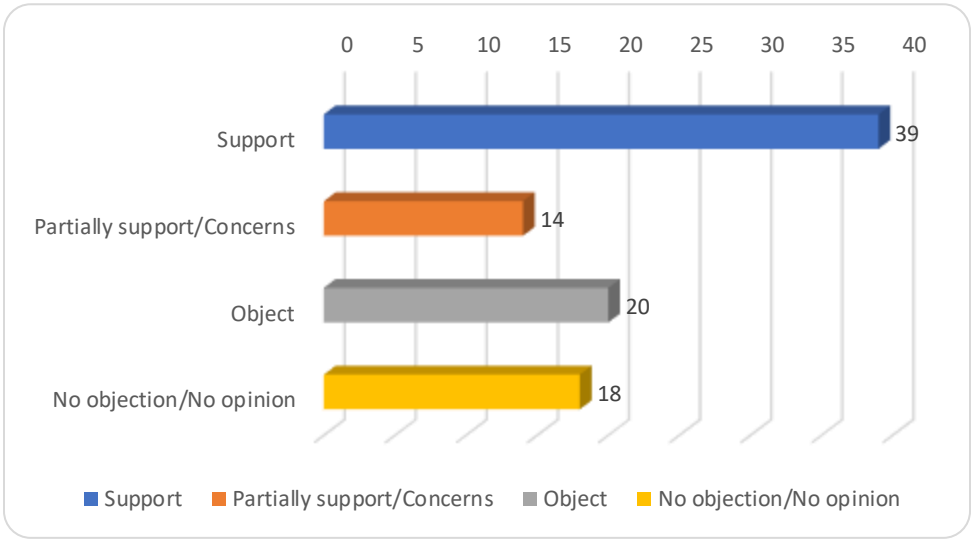
Oxfordshire Project No. & File Ref

Drawing No. CIL/VOWH/SHV/006 | Revision 0

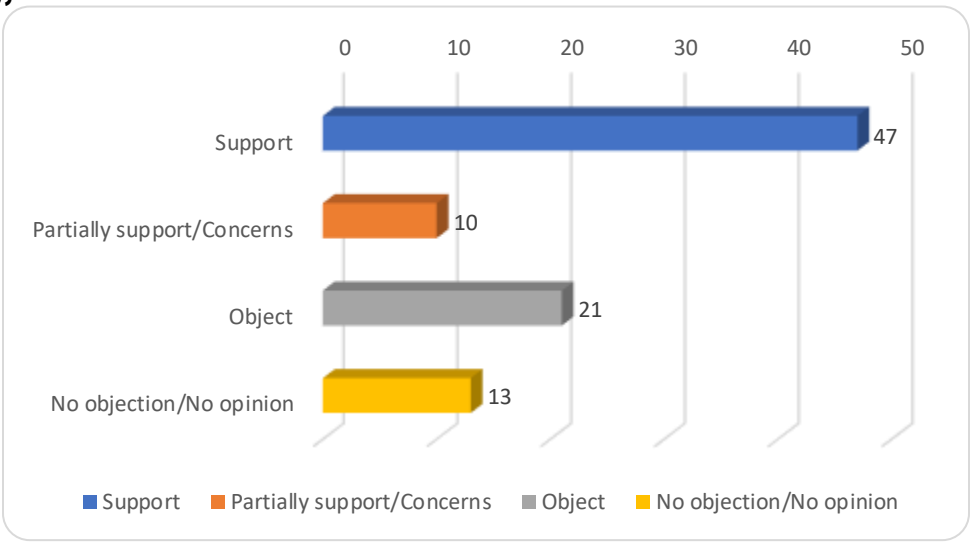
b. Proposed disabled bays – Church Walk



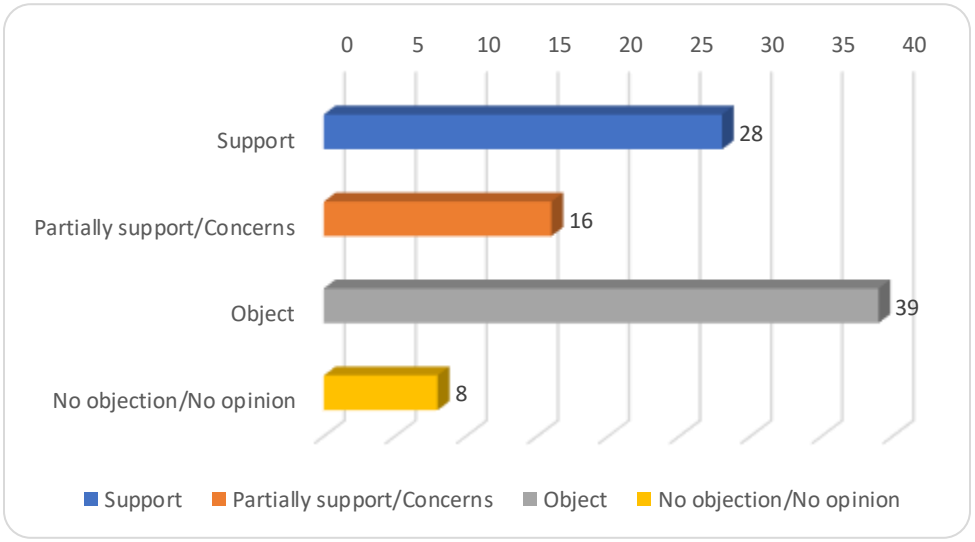
a. Proposed extension of dual purpose bays – High Street



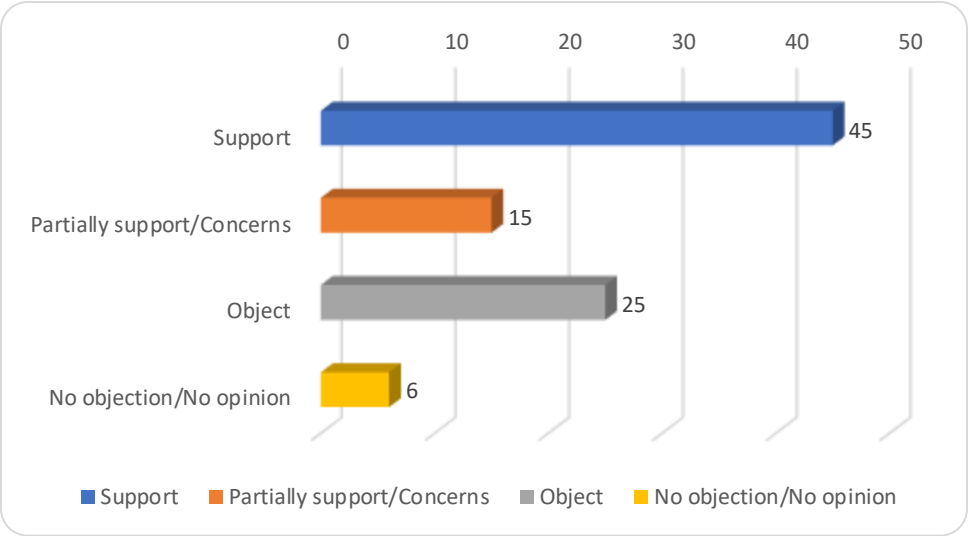
c. Proposed motorcycle bay – High Street



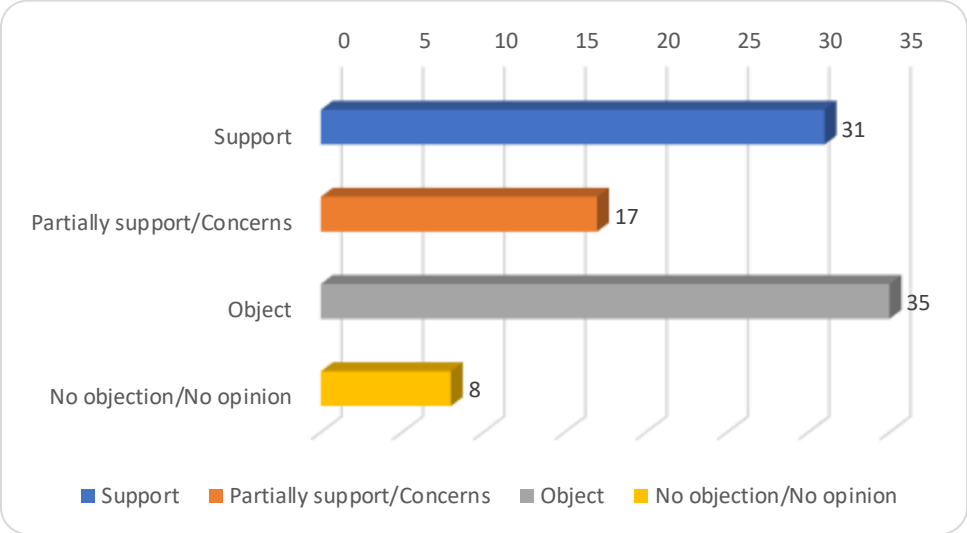
d. Proposed no waiting restrictions – Fairthorne Way



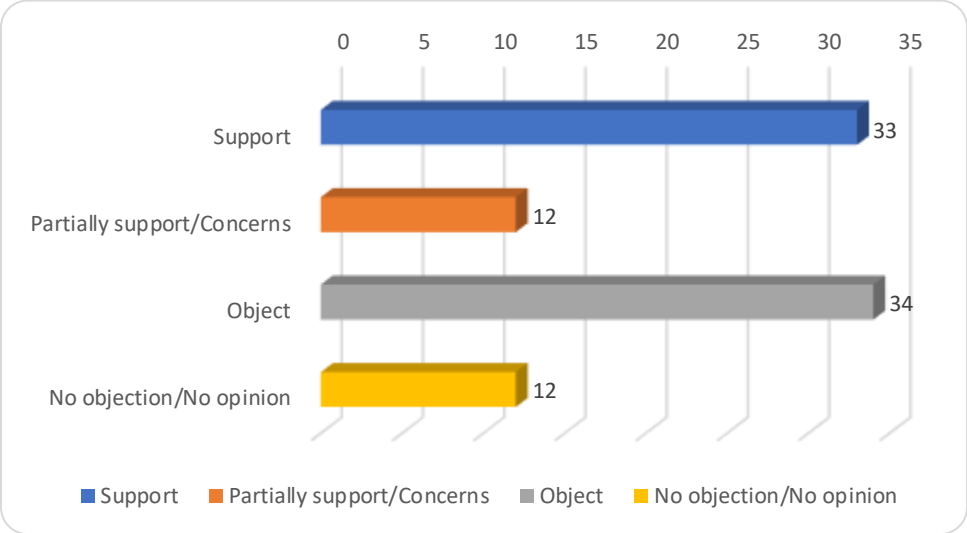
f. Proposed no waiting restrictions – Highworth Road



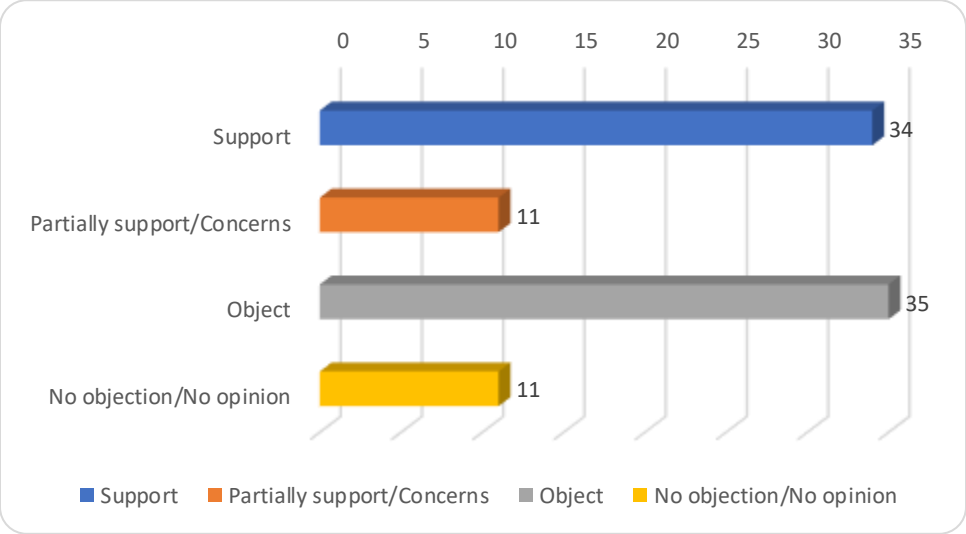
e. Proposed no waiting restrictions – Martens Road



g. Proposed no waiting restrictions – Manor Close



h. Proposed no waiting restrictions – Manor Lane



ANNEX 3

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – Shrivenham is a substantial and steadily-growing settlement and employment centre. Committed development is yet to come forward among which developments is a new primary school, replacing the current site near the High Street. We believe that some further development is likely over and above that consented. There has been significant pressure of parking in the village centre for several years and this could be expected to worsen. It is appropriate to have carefully reviewed the current situation. The bus service here is provided principally by Stagecoach S6. This has developed into a premium frequent service running seven days a week. Notwithstanding that we are not the operator of this service, we are disappointed to see that no attempt has been made to use this opportunity to address the entirely adequate passenger boarding and alighting facilities in the High Street which -among other things - we do not consider to be fully DDA-compliant. Enlarging the boarding pier widths could have been effected at contained marginal costs within the scope of preparing, consulting on and mobilising these proposals. We offer no objection, notwithstanding which we urge that any comments made by Stagecoach are given appropriately due weight.
(e3) Local resident, (Shrivenham, High Street)	**Concerns** – I note you are reviewing the parking restrictions introduced in 2025. You may recall that I wrote to you immediately after the introduction pointing out that you had, for whatever reason, not taken into account the comments I made during the original consultation about the exclusion of the houses on the south side of High Street east of Hazells Lane (ie numbers 1 - 11) from eligibility for a parking permit / visitor permits. I could see no reason why these properties would be treated any differently from others

	on the High Street which do not face directly onto the parking areas (eg 60 - 72 on the north side and 55 - 65 on the south side) but have double yellows outside their houses. You wrote back without any explanation of why the comments had not been taken into account, but stated that they could be considered in the future when the scheme was reviewed. There appears to be no mechanism in the online consultation document to make general comments, so please, as promised, can you reconsider the permit eligibility addresses as part of this review process?
(e4) Local resident, (Shrivenham, Manor Lane)	**Object** – As the only residents in Manor Lane who do not have off-road parking and in the light of your letter dated 7th April with the above reference, we would like to re-iterate our request for residents-only parking bays in Manor Lane. We have been in regular communication with Shrivenham Parish Council and OCC. I would be grateful if you would read through these and give your attention to our request which, we hope you can see, is very important for us, in order to continue to legally park in close and reasonable proximity of our home. We do not feel that this is a separate issue to the parking restriction proposals for Manor Lane, but a proposal/request which we regard to be an integral part of the proposed scheme. We therefore cannot give our acceptance to the above restriction amendments as we feel that our individual case needs to be considered in the light of the addition and extension of double yellow lines, which will just make our situation worse.

B. Online responses:

<table>
<tr><th>RESPONDENT</th><th>COMMENTS</th></tr>
<tr><td>(o1) Local resident, (Shrivenham, Charlbury Rd)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Partially support/Concerns

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Partially support/Concerns</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>Since the introduction of permit holder spaces on the High St there have been much higher levels of vehicles parking too close to junctions, blocking private drives on Fairthorne way. I’ve personally witnessed multiple near miss accidents at the mini round about at the top of Fairthorne due to inconsiderate parking. The village has become a rat run since the introduction of parking permits which makes it unsafe for children and adults alike to walk to local school or amenities. Until the introduction of parking permits the village never had an issue. By making Fairthorne no parking or stopping you are just pushing the traffic in to more residential areas of the village.</td></tr>
<tr><td>(o2) Local resident, (Shrivenham, Charlbury Road)</td><td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>

There's not enought double yellows for local residents
</td></tr>
<tr><td>(o3) Local resident, (Shrivenham, Charlbury Road)</td><td>
New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table>
<tr><td>Fairthorne Way – Partially support/Concerns</td><td>Manor Close – Partially support/Concerns</td></tr>
<tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr>
<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>

The current parking arrangements in the village are not working and, in several key areas, are actively failing the people they were intended to support.

Disabled parking bays are being routinely abused. Vehicles are left in these spaces for entire days with no regard for those who genuinely need them. This is particularly evident on the High Street and outside the Doctor’s surgery, where cars are effectively “dumped” while their owners travel elsewhere or use them as a resident parking space. As a result, disabled residents and visitors including those trying to access local shops and essential services are being directly disadvantaged. This is unacceptable. A strict maximum stay of 3–4 hours is urgently needed to prevent ongoing misuse Like the blue 12 plate Mercedes that's regularly dumped for days on end in the space outside Bloomfields stopping others from using the facilities).

In addition, certain roads most notably Manor Lane are simply not suitable for the current parking situation. The narrow width of the road means that unrestricted or poorly controlled parking creates access issues and potential safety risks. These areas require tighter, properly considered restrictions. At the same time, applying blanket restrictions across the village is unnecessary and has led to frustration where it is not justified.
There is also a persistent misconception from some residents that they are entitled to the space outside their property. This is not the case. Public roads are shared spaces, and the current situation has exposed a lack of balance between individual expectations and community needs.
</td></tr>
</table>

<table>
<tr><td></td><td>However, the most serious and consistent failure is enforcement. The existing rules are largely ignored because there is little to no visible enforcement. Parking officers are rarely seen far less frequently than officially claimed and as a result, misuse continues unchecked. Without consistent and credible enforcement, any parking scheme no matter how well designed will fail in practice.

In its current form, the parking scheme appears poorly thought through, inconsistently applied, and effectively unenforced. Unless these issues are addressed—particularly the abuse of disabled bays and the lack of enforcement—any new proposals are unlikely to deliver meaningful improvement.</td></tr>
<tr><td>(o4) Local resident, (Shrivenham, Church Walk)</td><td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – No objection/No opinion</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – No objection/No opinion</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>The Fairthorne Way and Highworth Road changes will have no material affect for me so I do not feel in a position to comment.

The Martens Road lines will merely push cars parking for events on the Rec into Stallpits Road and Sand Hill so will move the problem rather than solve it.

The lines on Manor Lane are very much needed, especially on the corner as this can be very difficult to negotiate at times.

I fear that the lines on Manor Close will merely push those parking to go further into Manor Close and so cause a problem for residents.</td></tr>
</table>

<table>
<tr>
<td>(o5) As part of a group/organisation, (Shrivenham, Church Walk)</td>
<td>
New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table>
<tr><td>Fairthorne Way – No objection/No opinion</td><td>Manor Close – No objection/No opinion</td></tr>
<tr><td>Highworth Road – No objection/No opinion</td><td>Manor Lane – No objection/No opinion</td></tr>
<tr><td>Martens Road – No objection/No opinion</td><td></td></tr>
</table>
I am very concerned about the requirement for employees of Elm Tree Surgery, Shrivenham, having to move their cars during their working day to avoid parking fines. They work SO hard for the community and their work should not be interrupted, to their and their patients’ detriment. It is extraordinary that that they have not been issued parking permits for week days.
</td>
</tr>
<tr>
<td>(o6) Local resident, (Shrivenham, Clements Way)</td>
<td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Highworth Road – Support</td><td>Manor Lane – No objection/No opinion</td></tr>
<tr><td>Martens Road – No objection/No opinion</td><td></td></tr>
</table>
Can you please give the workers at the doctors surgery waivers on parking. I have been sat in an appointment before and my GP has had to leave to move his car because of these ridiculous restrictions. I understand the need to manage the parking, but for essential NHS services that are based there - there need to be allowances
</td>
</tr>
</table>

<table>
<tr>
<td>(o7) Local resident, (Shrivenham, Colton Road)</td>
<td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table>
<tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr>
<tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr>
<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>
We need double yellow lines on the south side up to Martens Road car park but we do not need them on the north side beyond the junction of Highworth Road (once clear of the junction of the junction by ,say 10 m). This will allow vehicles to park on the north side as far as the layby. This side is frequently used by care staff attending the cottages and does not cause a significant problem to traffic.
</td>
</tr>
<tr>
<td>(o8) Local resident, (Shrivenham, Colton Road)</td>
<td>
New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table>
<tr><td>Fairthorne Way – Partially support/Concerns</td><td>Manor Close – Partially support/Concerns</td></tr>
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<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>
Drivers need to park somewhere especially difficult when there are major events in the village eg weddings, sports events.

Has consideration been given to creating a park park just inside the entrance to the village green on the right as you enter from Manor Lane, something similar to the car park at Bourton on the Water.
</td>
</tr>
</table>

<table>
<tr><td></td><td></td></tr>
<tr><td>(o9) Local resident, (Shrivenham, Coxs Road)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>The proposals will improve road safety and takes onboard resident feedback received from local neighbours I have spoken with.</td></tr>
<tr><td>(o10) Local resident, (Shrivenham, Cozens Grove)</td><td>New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Partially support/Concerns</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Partially support/Concerns</td><td></td></tr></table>It is important to keep short term, ‘nip in’ parking available in the area of the High Street to encourage use of local shops and services.</td></tr>
</table>

<table>
<tr>
<td>(o11) Local resident, (Shrivenham, Curtis Road)</td>
<td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr>
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<tr><td>Martens Road – Support</td><td></td></tr>
</table>

The vehicles parked on Marten’s Road (beyond the end of the layby) are a road safety hazard. They obstruct the junction. It should not be necessary to point out that it is a silly and inconsiderate place to park; unfortunately, in recent times, people seem incapable of realising this for themselves. Similarly, stopping on Highworth Road, particularly outside the memorial hall near the junction with Townsend Road is also dangerous. I am dismayed by people who park in the parking slots which are not full depth outside the One Stop, as this obstructs visibility at the pedestrian crossing. I am, however, concerned about the effect these changes may have on parking in Colton Road and Curtis Road. When there are events in Shrivenham (eg the Fete and Party on the Rec), it is common to find visitors’ cars parked inconsiderately throughout these streets, preventing residents from parking; obstructing driveways and pavements; and interrupting the visibility required at junctions.
</td>
</tr>
<tr>
<td>(o12) Local resident, (Shrivenham, Damson Trees)</td>
<td>
New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – No objection/No opinion</td><td>Manor Close – No objection/No opinion</td></tr>
<tr><td>Highworth Road – Support</td><td>Manor Lane – No objection/No opinion</td></tr>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>
</td>
</tr>
</table>

<table>
<tr><td></td><td>There has been such an increase in traffic through the village due to the new housing developments that I feel double yellow lines parking restrictions are imperative.</td></tr>
<tr><td>(o13) Member of public, (Shriveham, Fairthorn)</td><td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – Object</td><td></td></tr></table>There is more than enough parking in high street. Residents of high street park here so fint havd to buy exorbitant priced permits</td></tr>
<tr><td>(o14) Local resident, (Shrivenham, Fairthorne Way)</td><td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – Partially support/Concerns

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – No objection/No opinion</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>I am a resident of Fairthorne Way and I do not object to one side of the road having double yellow lines for 50 metres from High Street. But, I think that yellow lines on both sides could cause major difficulties further down Fairthorne Way. There are already problems with large vans/SUVs parking on the east side, making it difficult for</td></tr>
</table>

<table>
<tr><td></td><td>me and my neighbours accessing our driveway on the western side of the street. if people park further down Fairthorne Way following new restrictions, it could make our driveways inaccessible.</td></tr>
<tr><td>(o15) Local resident, (Shrivenham, Fairthorne Way)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table><tr><td>Fairthorne Way – Partially support/Concerns</td><td>Manor Close – Partially support/Concerns</td></tr><tr><td>Highworth Road – Partially support/Concerns</td><td>Manor Lane – Partially support/Concerns</td></tr><tr><td>Martens Road – Partially support/Concerns</td><td></td></tr></table>
As a daily pedestrian along Fairthorne Way, I have observed that the majority of vehicles parked there appear to belong to High Street business employees, High Street residents, or visitors to local amenities who seem to be unaware that three-hour parking is available on the High Street.

While I understand and support the need to keep junctions clear of parked vehicles for safety reasons, I am concerned that the proposed restrictions will simply displace the existing parking pressures (largely arising from the 2025 changes) further into surrounding residential roads. Residents are already experiencing significant difficulty accessing their driveways due to vehicles parking directly opposite or very close to entrances, often restricting both access and visibility.

In addition, I have noted that the public car park on Martens Road is frequently underutilised during the week. This suggests that there is existing capacity which could be better promoted and used before introducing further restrictions that may negatively impact residents.

In light of this, I would urge the council to consider the following alternatives:
Improve signage directing drivers to the Martens Road car park to increase awareness and usage.
Engage with High Street business owners to encourage or require their staff to use the car park rather than residential streets.</td></tr>
</table>

<table>
<tr><td></td><td>Review current High Street parking arrangements to ensure they appropriately accommodate employees as well as visitors.

Introduce residents parking only for weekdays 8:30-18:00 in the residential side roads.

I respectfully request that these measures be explored before implementing additional restrictions that may unintentionally worsen parking conditions for local residents.</td></tr>
<tr><td>(o16) Local resident, (Shrivenham, Hazells Lane)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>
We live on Hazells Lane and are concerned that if the double yellow lines only extend as far as No. 13 and The White Cottage it will lead to vehicles parking further down the lane and potentially restricting access to our driveway.

We already experience difficulties when cars park in there. The lane is not wide enough to accommodate on-road parking, which often results in vehicles parking half on the road and half on the pavement. This, in turn, restricts pedestrian access and creates additional challenges for us as we still struggle to drive off our driveway. Limiting the double yellow lines to this point is also likely to displace parking further along the lane rather than resolve the issue, meaning the problems we currently face will persist.

We would support extending double yellow lines along the entire length of the lane, as this would provide a consistent and effective solution to the access and safety issues.</td></tr>
</table>

<table>
<tr>
<td>(o17) Local resident, (Shrivenham, Hazells Lane)</td>
<td>
New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Highworth Road – Partially support/Concerns</td><td>Manor Lane – Object</td></tr>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>
SInce the new parking restrictions in the High Street, people who come to the village to work have had to park down these side roads. I notice you have neglected to include Hazells Lane in your proposal which is just as chockerblock every working day as the other roads, but probably more dangerous due to pavement parking and restricted space for pedestrians who frequently have no choice but to walk in the road. You may think double yellow lines would fix this, but where will the residents on Hazells Lane park, it's already difficult, and where will the village workers park next, they'll just go further into Vicarage Lane, Catherine Close, Sandy Lane, Stainswick etc etc.

Only a few people wanted the parking restrictions in the first place and nobody wanted for the High St residents to have to pay for their spaces, nor for people who work in the village to have to park further away or move their car every 3 hours, or for the businesses to have to pay for permits for them too. It was absolutely fine before with one or two folk who would park up for the day to commute to Swindon or Oxford, and maybe use the villages businesses along the way. Just admit it's a shambles and put it back how it was.
</td>
</tr>
<tr>
<td>(o18) Local resident, (Shrivenham, Hazells lane)</td>
<td>
New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Highworth Road – Support</td><td>Manor Lane – No objection/No opinion</td></tr>
<tr><td>Martens Road – No objection/No opinion</td><td></td></tr>
</table>

I also think something need to be done down Hazells Lane as commercial traffic from business and the doctors is using a residential street to park and as a resident its sometimes hard to find somewhere to park
</td>
</tr>
<tr>
<td>(o19) As a business, (Shriveham Pharmacy, High Street)</td>
<td>
New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>

There has never been an attempt to either quantify a parking problem in Shrivenham or do an impact assessment regarding the restrictions already impossed. There has been a reliance on opinions received rather than data. Without data the proposals are mission creep as people parking cars adopt new habits. Without any form of impact assessment cause and effect are not being established.

Have the current restrictions improved parking issues or not? Any consultation should, in the first instance,review the success or failure of the current restrictions before seeking to extend them.

Will the restrictions placed on business and service providers be reviewed?

Why irrespective of number of employees or the nature of the the business/service are each establishment restricted to two parking permits at significant cost?

In respect of the disabled parking are the designated spaces outside the pharmacy subject to a 3 hour restriction? If not can this be considered as they are being used for long term parking so restricting their
</td>
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</table>

<table>
<tr><td></td><td>usefulness for people accessing retail and medical services. Longer term disabled parking could be provided further away from the retail services.

Retail and medical services require regular deliveries (twice daily from two major wholesalers in respect of pharmacy). This requires the delivery and collection of tote boxes by drivers who need close access to premises to deliver. Can a formal space for deliveries or a mixed use disabled/delivery designation be considered.
The current restrictions do not greatly restrict members of the pharmacy team accessing the pharmacy (I personally often cycle) as a workspace, however, they do hamper our ability to do as hoc deliveries/patient calls during the day.</td></tr>
<tr><td>(o20) Local resident, (Shrivenham, High Street)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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You may recall that we had a fair bit of discussion last year as the original changes went in. My main concern was about the ability for residents on the North Side - 40 to 50 High Street, being able to park near our homes. I challenged the large space you allocated for Disabled Only as all that did was reduce the ability for families to park near their homes in the evenings. You agreed with me that allowing permit holders to to park in the disabled bays after 5pm was a good idea. I see no reference to that here. I also have significant concerns about who is actually policing the original and proposed changes. Sure, there was a flurry of Traffic Wardens as the changes went it but this then dropped off massively. People are now just parking like they used to with no fear of a ticket.

The people paying for the permits are NOT being protected without genuine enforcement. What are your plans to address this? Lastly, another proposed benefit of the changes last year was the addition or more double yellow lines/no waiting areas and actual enforecment. I see more of the same planned with this second plan. However, there is no enforcement so no-one cares. People park up and down the High Street and surrounding areas on the double yellows with no fear of a ticket. Your plans don't address this nor do they even mention the biggest</td></tr>
</table>

<table>
<tr><td></td><td>traffic/parking issue that plagues the Shrivenham High Street, and that is the constant articulated truck deliveries to the One Stop on the South side of the High Street. These are constant and numerous and hugely noisy, disruptive to traffic flow and dangerous to pedestrians and drivers. The One Stop has NO DELIVERY area and it must have between 20 and 30 deliveries per week. The drivers park trucks in the flow of traffic, on all the double yellows and warnings in front of the busy pedestrian crossing and frequently block access to/from Stainswick Lane.

I have raised this with the Police, Oxfordshire CC, Shrivenham Parish Council but no-one does anything. If you are convinced that double yellows work then why are drivers ignoring them all day every day. I'm sure we were assured that Trucks parking illegally would be moved on by the Wardens but there are no Wardens so this is not happening. Your ideas are not without merit but without actual, sustained enforcement, the people paying for permits are the losers here.</td></tr>
<tr><td>(o21) Member of public, (Shrivenham, High street)</td><td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – Object</td><td></td></tr></table>The existing parking restrictions are difficult enough for those working and trying to earn a living in the village. To extend these areas would only make this even more difficult. This can only have a detrimental effect on the village and businesses. I can see no reason for extending the existing parking restrictions other than financial gain to the local council from any proceeds from parking fines.</td></tr>
<tr><td>(o22) Local resident, (Shrivenham, High Street)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Object</td></tr>
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<tr><td></td><td>Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – No objection/No opinion</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – No objection/No opinion</td><td></td></tr></table>objecting - mortorcycles only. Excessive, Very seldom are there motorcycles
objecting - Manor lane and Fairthorne double yellow lines - this is excessive and not needed</td></tr>
<tr><td>(o23) Local resident, (Shrivenham, High Street)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>As a resident of the High Street, I very much support all of the proposals. This is because daily I see the inconveniences and potential dangers caused to the safe flow of traffic in these areas by inconsiderate parking there. This also includes the occasional blocking of access to and from my own driveway, of course.</td></tr>
<tr><td>(o24) Local resident, (Shrivenham, High Street)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):</td></tr>
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<tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>

I live on the High Street in Shrivenham and I very much support all of the proposals. The inappropriate parking often occurring in the areas outlined causes all manner of problems - sometimes inconvenient ones, sometimes quite dangerous ones - that I see when walking around the village. The thoughtless parking sometimes creates problems for my access into and out of my own driveway. NB Please ensure that if these proposals are accepted that they are duly enforced.
</td>
</tr>
<tr>
<td>(o25) Member of public, (Shrivenham, High Street)</td>
<td>
New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr>
<tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>

Having placed restrictions within the High Street, I have no alternative places to park safely within Shrivenham that are nearby to my place of employment within the High Street.The current restrictions within the High Street do not take into account people having to travel from outside the area to their place of employment within the High Street
</td>
</tr>
<tr>
<td>(o26) Local resident, (Shrivenham, Highworth Road)</td>
<td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support
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<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>
Since the opening of the sports pavilion on the recreation ground and the introduction of the parking restrictions on the High Street, parking around the streets mentioned above has been an issue for residents. While I support the introduction of the double yellow lines, I fear that without any enforcement they will be ignored on a regular basis, especially around the Memorial Hall.
It is also worth noting that since the introduction of the parking restrictions on the High Street, this has pushed the issue of daily street parking into the nearby residential areas, especially Manor Lane and Fairthorne Way. The likelihood is that the introduction of the above restrictions will push the issue further out into the residential areas.</td>
</tr>
<tr>
<td>(o27) Local resident, (Shrivenham, Highworth Road)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

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<tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr>
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<tr><td>Martens Road – Support</td><td></td></tr>
</table>
Whilst I support the plan to introduce double yellow lines on the above roads, my concern is that this will merely push the current parking issues into other residential areas. There is already insufficient parking when there are events at the Memorial Hall, Bowls Club and Football Club or Cricket Club at the same time. This is a common occurence during the summer months, as I have personally reported to the Parish Council.</td>
</tr>
</table>

<table>
<tr>
<td>(o28) Local resident, (Shrivenham, Highworth road)</td>
<td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

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<tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>
Parking is at a minimum as it is it is already difficult to get a parking space since the most recent changes. The high street with its beautiful shops will suffer if more parking restrictions are put in place</td>
</tr>
<tr>
<td>(o29) Local resident, (Shrivenham, Highworth Road)</td>
<td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>
The issue with the high street is due to the amount of houses being approved in the village and not the parking in the village centre. It is already challenging enough to get parking in the village, which begs the question why move to Shrivenham if you are unable to use the local amenities? The parish needs to focus on improving and increasing the parking available, not reducing the number of spaces.

Double yellows in the village are quite frankly a waste of time, effort and money - they are consistently ignored by the public, who park wherever they like.</td>
</tr>
</table>

<table>
<tr><td></td><td>I find it disappointing that more priority is being given to disable parking - especially when the spaces we already have are often empty.

Instead of wasting our time and money on needless “improvements”, the parish should focus on lobbying the council to improve the condition of the roads and rejecting planning permissions for more homes extending the size of our village and changing the ultimate feel and community of what used to be a desirable place to live and work.

How does the parish intend to tackle issues and ensure shops, like blossom barn, can remain profitable, if people are unable to park and visit the shops? Again, no thought has been given to the local community, shops or people. If we are that bothered about the parking, why not buy the crown pub, knock it down, and turn into a car park? Where are people attending the football ground supposed to park? Why isn’t the parish more interested in supporting the doctors surgery to find suitably sized location to support our local people?

Quite frankly, this parish councils focus is in the complete wrong area - they should be embarrassed.</td></tr>
<tr><td>(o30) Local resident, (Shrivenham, Lawrence Avenue)</td><td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – Object</td><td></td></tr></table>I don’t see any point spending money to “tinker” with the existing parking arrangements.</td></tr>
<tr><td>(o31) Local resident, (Shrivenham, Manor Close)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support</td></tr>
</table>

<table>
<tr><td></td><td>New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Partially support/Concerns</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>Support as long as it does not push the parking problem further into Manor Close.</td></tr>
<tr><td>(o32) Local resident, (Shrivenham, Manor close)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>Double yellow lines are essentially needed on the very sharp bend in Manor Lane. It is incredibly dangerous when vehicles are parked on this bend.</td></tr>
<tr><td>(o33) Local resident, (Shrivenham, Miles Close)</td><td>New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>

Since the implementation in 2025, the areas listed above have suffered nuisance from parking that has spilled over from the new restrictions. These proposals help resolve those issues. We are concerned however that it will also create additional problems for medical staff at Elm Tree Surgery. Please could they be made a special case and be provided with parking exception certificates to allow them to carry out their essential duties without having to go out to move their cars every few hours. Please give this some consideration.
</td></tr>
<tr><td>(o34) Local resident, (Shrivenham, Mortrée Court (off Fairthorne Way))</td><td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table>
<tr><td>Fairthorne Way – Support</td><td>Manor Close – Partially support/Concerns</td></tr>
<tr><td>Highworth Road – Support</td><td>Manor Lane – Partially support/Concerns</td></tr>
<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>

Fully support the restrictions in Fairthorne Way. Access into and out of Mortrée Court is severely restricted sometimes. We have missed bin collections due to access for the bin lorry due to parked cars. I am scared if there was ever a fire the fire engines would not be able to access the Court.
</td></tr>
<tr><td>(o35) Rather not say, (Shrivenham, N/A)</td><td>
New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table>
<tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr>
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</td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Highworth Road – Partially support/Concerns</td><td>Manor Lane – Object</td></tr>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>
N/A
</td></tr>
<tr><td>(o36) Member of public, (Shrivenham, Prefer not to say)</td><td>
New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table>
<tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr>
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<tr><td>Martens Road – Object</td><td></td></tr>
</table>
I can't see how any of these proposed changes are going to benefit local people and businesses
</td></tr>
<tr><td>(o37) Local resident, (Shrivenham, Roman Way)</td><td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table>
<tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr>
<tr><td>Highworth Road – Object</td><td>Manor Lane – Support</td></tr>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>
</td></tr>
</table>

<table>
<tr><td></td><td>The double yellows in Martens road are simply ignoring the parking requirements on match days, and the only result will be to shift the problem elsewhere. The issue needs to be addressed rather than painting lines on the road.</td></tr>
<tr><td>(o38) Local resident, (SHRIVENHAM, SANDHILL)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>Even though I am not affected by people parking down residential streets for 'work' it must be be really annoying for home owners to have vehicles constantly parking on the road so they can get the bus into Swindon/Oxford .. as far as High Street parking, I think it's worked quite well since the changes</td></tr>
<tr><td>(o39) As a business, (Shrivenham, Sandy lane. (the new parking street))</td><td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Partially support/Concerns

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – Object</td><td></td></tr></table>People are just going to park further into the streets , this really affects anyone who works in the village at our dr and shops , and will eventually force them to leave, with no business left , but then small businesses are all</td></tr>
</table>

<table>
<tr><td></td><td>disappearing anyway so it will speed up the process, public transport is not efficient enough for many of these people to use , business is going down and down anyway,</td></tr>
<tr><td>(o40) Local resident, (Shrivenham, Stainswick Lane)</td><td>New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Partially support/Concerns

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Partially support/Concerns</td><td>Manor Close – Partially support/Concerns</td></tr><tr><td>Highworth Road – Partially support/Concerns</td><td>Manor Lane – Partially support/Concerns</td></tr><tr><td>Martens Road – Partially support/Concerns</td><td></td></tr></table>The parking restrictions for the High Street were imposed to prevent commuters from outside the village parking there all day while taking the bus into Swindon, Oxford etc. A better solution, i.e. a car park outside the village, but near a bus stop, would be a better solution. The unintended consequence has been that residential streets are being used and making it difficult, if not dangerous, for pedestrians and road users to have a clear view of traffic and for residents to manoeuvre and to access their own drives.</td></tr>
<tr><td>(o41) Local resident, (Shrivenham, Stainswick Lane)</td><td>New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – Object</td><td></td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>The restrictions introduced on the high street in 2025 have made some improvement to parking in Shrivenham. However, as one would expect, we now have people parking all day in Stainswick Lane and parts of Fairthorne Road. Extending the double yellow lines in Faithorne will simply result in more all day parking in those roads running off the High Street. As someone who doesn't have double yellows outside my house I regularly find it difficult to get off my drive due to increased parking all day in Stainswick Lane by people who obviously have no knowledge of the highway code.
The whole thing is an accident waiting to happen.</td></tr>
<tr><td>(o42) Local resident, (Shrivenham, stallpits rd)</td><td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – Object</td><td></td></tr></table>
None of these changes would be required if the original scheme 2025 was revoked. These problems have been introduced by the 2025 scheme that objective evidence indicated was not required. These proposals continue to waste further money to address a problem that did not exist.</td></tr>
<tr><td>(o43) Local resident, (Shrivenham, Stallpits Road)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – No objection/No opinion</td><td>Manor Close – No objection/No opinion</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – No objection/No opinion</td></tr></table></td></tr>
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<table>
<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>

I support the double yellow lines on highworth road due to the larger volume of traffic and also being unable to walk on the footpath with my pram and having to take pram and toddler into the road.

My concern for martens road and other roads is this pushing parking and traffic into other roads such as Stallpits which can already be dangerous at times with the bend and cars parked on both sides. But then the risk is the restrictions will continue to need to be extended. The main problems seem to arise at particular times when events are on in the hall or football. I wonder if there are alternative spaces locally that could be utilised for parking when these events are on.
</td></tr>
<tr><td>(o44) Local resident, (Shrivenham, Stonefield Close)</td><td>
New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr>
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</table>

The current scheme seems to be working. One of the reasons for increasing the double yellow line parking restrictions is to ease congestion. What congestion? Has the Council carried ot a congestion survey for Shrivenham? If so when and what were the results? If the double yellow lines are extended in residential streets will this impact on residents who have visitors or contractors/deliveries who cannot park. Elderly or disabled residents with mobility issues who need to be picked up by car or have carers visiting will be badly impacted by these parking restrictions. The car park in Martens Lane is underused, the Council should improve the direction signage to the car park.
</td></tr>
</table>

<table>
<tr>
<td>(o45) Local resident, (Shrivenham, Stonefield Close)</td>
<td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Martens Road – Object</td><td></td></tr>
</table>
The current scheme seems to be working. It is not clear what the reasons are for increasing the double yellow line parking restrictions as there is currently no problem with congestion in residential roads. If the double yellow lines are extended in residential streets this will impact on residents who have visitors, deliveries or contractors who cannot park off road. Elderly or disabled residents with mobility issues who need to be picked up by car or have carers visiting will be badly impacted by these parking restrictions. The car park in Martens Lane is still underused, the Council should improve the direction signage to the car park to make visitors aware of its existance.</td>
</tr>
<tr>
<td>(o46) Local resident, (Shrivenham, Benfield Place)</td>
<td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Martens Road – Object</td><td></td></tr>
</table>
There are too many controls and rules but does not help to improve the situation.</td>
</tr>
</table>

<table>
<tr>
<td>(o47) Local resident, (Shrivenham, Bingham Turner Way)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – No objection/No opinion</td><td>Manor Close – No objection/No opinion</td></tr>
<tr><td>Highworth Road – Partially support/Concerns</td><td>Manor Lane – No objection/No opinion</td></tr>
<tr><td>Martens Road – No objection/No opinion</td><td></td></tr>
</table>
Highworth Road is a busy road</td>
</tr>
<tr>
<td>(o48) Local resident, (Shrivenham, Charlotte Close)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr>
<tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>
No other comments I agree with the proposals</td>
</tr>
<tr>
<td>(o49) Local resident, (Shrivenham, Charlotte Close)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – No objection/No opinion

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<tr><td>Fairthorne Way – Object</td><td>Manor Close – Support</td></tr>
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</table>

Parked cars is not a problem on Fairthorne way. I drive up and down regularly. The road is wide so plenty of room for passing. If there are yellow lines this will push the parked cars into Sandy lane which is a much tighter road and it’s already tricky to pass the few cars which park there.
</td></tr>
<tr><td>(o50) Local resident, (Shrivenham, Coxs road)</td><td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Martens Road – Support</td><td></td></tr>
</table>

More people need to access services in the high street that are not within walking distance, in particular, the doctor surgery. Surgery people park near the surgery and move their car every 3 hours instead of using the car park or other on street parking a short distance walk away. This makes elderly and in firm patients unable to access the surgery without putting themselves in danger.
</td></tr>
<tr><td>(o51) Local resident, (Shrivenham, Cozens Grove)</td><td>
New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Partially support/Concerns

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr>
<tr><td>Highworth Road – Support</td><td>Manor Lane – Object</td></tr>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>

Moving the disabled bay away from the chemist makes it very difficult for those who have to drive to access the chemist and the shop. The current parking restrictions in the village have worked to keep high street clear, but those who work in the village need somewhere to park. The proposal will make the village harder to visit and ultimately reducing the businesses turn over. These proposals are counter productive.
</td></tr>
<tr><td>(o52) Local resident, (Shrivenham, Curtis Road)</td><td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Martens Road – Support</td><td></td></tr>
</table>

All sensible. Martens Road in particular is terrible and very dangerous when football matches or visiting bowls matches.
</td></tr>
<tr><td>(o53) Local resident, (Shrivenham, Ebbsworth Lane)</td><td>
New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Highworth Road – No objection/No opinion</td><td>Manor Lane – No objection/No opinion</td></tr>
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The condition of the road surface on Church Walk is not particularly good in the area of the proposed disabled bay. The road surface, and area immediately surrounding the proposed bay, is uneven and would require levelling (including around drain covers) to reduce the risk of trips/stumbles/falls, and to ensure easy access up to the pavement (which would also need to be clearly marked 'keep clear' for pavement access.
</td></tr>
<tr><td>(o54) Local resident, (Shrivenham, Ebbsworth Lane)</td><td>
New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

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<tr><td>Highworth Road – No objection/No opinion</td><td>Manor Lane – Object</td></tr>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>

Moving the disabled parking away fro. The pharmacy will make it difficult for disabled people to collect medication.
</td></tr>
<tr><td>(o55) Local resident, (Shrivenham, Fairthorne Way)</td><td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed 'No Waiting at Any Time' (double yellow lines):
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<table>
<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>

I support the changes in principle however I am concerned that the restrictions will just move the problem to another place. We desperately need a bigger car park within easy walking distance of a bus stop. Coaches including school buses regularly pick up in Martens road near the car park. There should not be double yellow lines in this area as many older people who use the car park and coach pick up will find this very difficult. Elm tree surgery does not have a car park and staff currently have to keep moving their cars. They need to be given more permits to park in the High Street.
</td></tr>
<tr><td>(o56) Local resident, (Shrivenham, Forty Green)</td><td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Martens Road – Object</td><td></td></tr>
</table>

I don’t feel the double yellow lines are needrd
</td></tr>
<tr><td>(o57) Local resident, (Shrivenham, Fuller close)</td><td>
New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

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</td></tr>
</table>

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<table>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>
Put it back to the way it was. The village was fine the way it was not happy with the new restrictions
</td></tr>
<tr><td>(o58) Local resident, (Shrivenham, Hazells Lane)</td><td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Support

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<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>
Imposing yellow lines on local streets will just push problem parking on to other roads in the village, some local residents are currently struggling to park outside their homes due to parking that is now occurring from people who had previously used the high street.
</td></tr>
<tr><td>(o59) Local resident, (Shrivenham, High Street)</td><td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

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<tr><td>Highworth Road – Support</td><td>Manor Lane – No objection/No opinion</td></tr>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>
I live on the corner of the High Street and Fairthorne Way.
</td></tr>
</table>

<table>
<tr><td></td><td>Exiting our drive is hazardous when cars are parked so close to the junction as it obscures our vision, particularly when cars are parked on the East side of the road.
The new proposals make it much safer.</td></tr>
<tr><td>(o60) As a business, (Shrivenham, High Street)</td><td>New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

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There isn't any parking provision for the employees of the various businesses and services in the high street, including the many staff who run Elm Tree Surgery. It's a shame there hasn't been any direct consultation with business owners.</td></tr>
<tr><td>(o61) Local resident, (Shrivenham, High Street)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

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Will help everyone at the cost of minor inconvenience</td></tr>
</table>

<table>
<tr>
<td>(o62) Local resident, (Shrivenham, High street/manor lane)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

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</table>
Definitely support manor lane proposals - it’s rammed with cars and is a real danger to pedestrians and cyclists</td>
</tr>
<tr>
<td>(o63) Local resident, (Shrivenham, Highworth road)</td>
<td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Object

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</table>
The parish keep increasing the population of Shrivenham without accepting responsibility for increased pressure to local residents, buissness and doctors. We need more parking and less restrictions especially for people visiting the gp and local businesses .</td>
</tr>
<tr>
<td>(o64) Local resident, (Shrivenham, Highworth Road)</td>
<td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object</td>
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<tr><td>Martens Road – Object</td><td></td></tr>
</table>
You are increasing housing constantly but there is very little parking in the village high street, the current disabled spaces are rarely fully used. The state of the roads, Highworth Rd in particular is in a terrible state, surely this should be focused on first. If you limit parking, add more disabled, and motorbike spaces this will increase many people to drive straight through the village, and go shopping at Watchfield coop, due to the availability of parking. If you keep limiting parking on the high street you need to add a public car park nearby.
</td>
</tr>
<tr>
<td>(o65) Local resident, (Shrivenham, Lawrence Avenue)</td>
<td>
New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
<table>
<tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr>
<tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>
As a local resident, I’ve seen how much easier is to park on high street and other locations when the restrictions came in 2025 .

Fully support any initiative of creating similar programs to match other villages around Oxfordshire area .
</td>
</tr>
<tr>
<td>(o66) Local resident, (Shrivenham, Manor Close)</td>
<td>
New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Support
</td>
</tr>
</table>

<table>
<tr>
<td></td>
<td>New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>
As one of the narrowest roads in the village, with a blind bend & partially one way, Manor Lane should have been included in the parking restrictions from the start.

We would welcome the restrictions suggested for Manor Close given that people consistently infringe Rule 243 of the Highway Code, parking ON and near the junction with Manor Lane. Yellow lines opposite the junction would also be prudent given that people often park there too & have broken up the road surface.

As one of the widest roads in the village, Fairthorne Road is much better placed to cope with "overflow" parking for the village, but it definitely needs yellow lines at/near the junctions.</td>
</tr>
<tr>
<td>(o67) Local resident, (Shrivenham, Martens)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – Partially support/Concerns</td><td>Manor Close – No objection/No opinion</td></tr>
<tr><td>Highworth Road – Support</td><td>Manor Lane – Partially support/Concerns</td></tr>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>
Parking is needed along the side streets but should be safely done so. Tge use of yellow lines will help manage this</td>
</tr>
</table>

<table>
<tr>
<td>(o68) Local resident, (Shrivenham, Martins road)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>
Because I cant park someday outside my house</td>
</tr>
<tr>
<td>(o69) Local resident, (Shrivenham, Mortree Court (Fairthorne Way))</td>
<td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Martens Road – Partially support/Concerns</td><td></td></tr>
</table>
The implementation of the double yellows help residents, but propose to push the issues further down the road which will then effect different residents. This does not solve it but merely makes it someone else’s problem.</td>
</tr>
<tr>
<td>(o70) Local Cllr, (Shrivenham, Orchard View, Northford Close)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Object</td>
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<tr><td>Martens Road – Support</td><td></td></tr>
</table>
‘Some’ long stay, but no more than 6 in the high street would be both useful and can be accommodated- suggest outside Elm Tree House. Parking has been pushed onto residential streets, where it is causing dangerous conditions and impacting residents. Yet, we do understand that people come in from outlying villages, to use the bus service.</td>
</tr>
<tr>
<td>(o71) Local resident, (Shrivenham, Raven way)</td>
<td>New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Partially support/Concerns

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Highworth Road – Support</td><td>Manor Lane – No objection/No opinion</td></tr>
<tr><td>Martens Road – Object</td><td></td></tr>
</table>
I am disabled I drive a red mobility scooter and work in the one stop I park on a pavement near bike racks but my scooter is electric and out of public walkway not in any way obstructing anyone so asking am I expected to park elsewhere spacious when I am on a open early start and struggling with my legs

As read the wording you put and felt part of this is aimed at me and my scooter would like it clarified
Also martins road by bowls club if there bingo I get dropped off outside by their gate so don’t have to walk far
If I feel this effects me what about other disabled people as there quite a few live on Martin’s road</td>
</tr>
</table>

<table>
<tr>
<td>(o72) Local resident, (Shrivenham, Sandhill)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Martens Road – Support</td><td></td></tr>
</table>
Fully supported</td>
</tr>
<tr>
<td>(o73) Local resident, (Shrivenham, Sandhill)</td>
<td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – Object</td><td>Manor Close – No objection/No opinion</td></tr>
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<tr><td>Martens Road – No objection/No opinion</td><td></td></tr>
</table>
I don’t understand the issue with parking in Fairthorne Way. It’s a wide road. It does not appear to be overused. There is far more issue with parking up Stallpitts when there is an event on at the Memorial Hall - cars park full across the pavement and it becomes dangerous. This does not occur in Fairthorne Way. Where do you expect people to park? You’ve expanded the village and never introduced additional car parking . I personally just feel the extra double yellow lines are not needed here .</td>
</tr>
</table>

<table>
<tr>
<td>(o74) Local resident, (Shrivenham, Sandy lane)</td>
<td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr>
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</table>
I’m all for new disabled parking spaces however not at the expense of loosing any of those outside of the chemist or near to the coop. This area of the high street is where access is needed most of all and where I park as a blue badge holder. Having these spaces helps me to use the facilities in this area. What does need to happen is more enforcement of these spaces as they are regularly used by cars not displaying a blue badge.</td>
</tr>
<tr>
<td>(o75) Local resident, (Shrivenham, Stainswick Lane)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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<tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr>
<tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr>
<tr><td>Martens Road – Support</td><td></td></tr>
</table>
I live in Stainswick Lane which is a nightmare to pull out of my drive with lots of people parking on this lane so I understand how dangerous and frustrating it is when all the small side residential lanes are parked on. I have seen numerous people parking on these roads (including Stainswick Lane) then get out of their cars and onto the bus stop for work leaving their cars parked on the side lanes all day. There is a good parking park in Martens road can be used instead of lazy people blocking all the residential side roads.</td>
</tr>
</table>

<table>
<tr><td></td><td></td></tr>
<tr><td>(o76) Local resident, (Shrivenham, The green)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Partially support/Concerns</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – Object</td><td></td></tr></table>
I think some roads are ok but others are not as there is not adequate parking for when there are event on. Or people visiting the village. Some peoples drives are not big enough to have more than one family member visiting at a time</td></tr>
<tr><td>(o77) Local resident, (Shrivenham area, None)</td><td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – Object</td><td></td></tr></table>
Too many restrictions, there are not enough parking spaces (the bowls club car park for example) for people who work in the village who need to park all day due to working in the high street serving the residents of shrivenham , it’s a very unwelcoming place to work, It seems that someone has got a bee in their bonnet about parking, which</td></tr>
</table>

<table>
<tr><td></td><td>was never an issue in the first place . The first phase caused this issue, people having to park along residential streets away from the restrictions of the high street if they need longer . What other restrictions will these new proposals cause? You can't restrict the whole village ! The permits are expensive and should be issued free to every person who works in the high street .</td></tr>
<tr><td>(o78) Local resident, (shrivenham post office, high street)</td><td>New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

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<tr><td>(o79) Local resident, (Shrivenham. Upper Thames and Ridgeway National Trust Association, Berens Road)</td><td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – Support

Proposed 'No Waiting at Any Time' (double yellow lines):<table><tr><td>Fairthorne Way – Partially support/Concerns</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Partially support/Concerns</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Partially support/Concerns</td><td></td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>High Street workers have got to park somewhere for their complete shift. Create new parking space FIRST before just banning convenient parking as it only pushes parked cars into residential side streets. Outlying villagers catch coaches in Shrivenham for day trips & holidays - long term parking is required for them & for sports teams using the Rec. Taking & collecting children from school - a a circular route is essential</td></tr>
<tr><td>(o80) Local resident, (Ashbury, Idstone Road)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Partially support/Concerns

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Object</td><td>Manor Close – Object</td></tr><tr><td>Highworth Road – Object</td><td>Manor Lane – Object</td></tr><tr><td>Martens Road – Object</td><td></td></tr></table>It is carnage parking on the high street at the best of times. More restrictions will not help the conditions</td></tr>
<tr><td>(o81) Local resident, (Bourton, Steppingstone Lane)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table>I support the clarification and update of needs as mentioned</td></tr>
</table>

<table>
<tr>
<td>(o82) As a business, (Elm tree surgery, Elmtree surgery)</td>
<td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – No objection/No opinion

Proposed ‘No Waiting at Any Time’ (double yellow lines):
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</table>
Parking is so awful in the village now the new scheme is up and running. Hardly anyone parks in the highstreet and businesses are forced to park on side streets to avoid having to move their cars every 3 hours.

The new system has jus made things worse and made parking issues that weren’t there in the first place.</td>
</tr>
<tr>
<td>(o83) Local resident, (Faringdon,)</td>
<td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Support
New Motorcycle parking bay on High Street – Support

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</table>
</td>
</tr>
<tr>
<td>(o84) As a business, (Faringdon and Shrivenham,)</td>
<td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):</td>
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<tr><td>Martens Road – Object</td><td></td></tr>
</table>

I work in this village and have done for over 3.5 years. The parking restrictions from the beginning have caused massive disruptions to myself and my colleagues during our working day having to remember to move our cars every 3 hours during a busy working day service the residents of the local village and surrounding community. To add in extra parking restrictions to areas frequently used by colleagues would cause issues to those of us who have the rely on our cars to get to work in order to provide a vital service to this community.

Where are we expected to park our cars and how are We expected to get to work if more and more restrictions are added ?

The parking restrictions should never have been started in the first place as the school is no longer a part of the main high street since it moved in 2024.
</td>
</tr>
<tr>
<td>(o85) Member of public, (Swindon, Not applicable)</td>
<td>
New DPPP on Church Walk – Partially support/Concerns
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Object

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<tr><td>Martens Road – No objection/No opinion</td><td></td></tr>
</table>

I have to drive to the high street for the doctors etc as walking in not an option due to location and parking is still a nightmare as cars park over 2-3 bays due to poor bay markings.
</td>
</tr>
</table>

<table>
<tr><td></td><td>Motorcycles have the option of parking in any space so do not feel they require their own parking area. Perhaps the bays could be remarked to reduce the issue of poor parking.</td></tr>
<tr><td>(o86) Local resident, (Watchfield, Oxford square)</td><td>New DPPP on Church Walk – Object
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Partially support/Concerns

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<tr><td>(o87) Local resident, (Watchfield, Anson drive)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Object

Proposed ‘No Waiting at Any Time’ (double yellow lines):<table><tr><td>Fairthorne Way – Support</td><td>Manor Close – Support</td></tr><tr><td>Highworth Road – Support</td><td>Manor Lane – Support</td></tr><tr><td>Martens Road – Support</td><td></td></tr></table></td></tr>
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<table>
<tr><td></td><td>Time limit needs to be amended to 4 hours. This would still prevent the use of the high street parking for bus users but be sufficient for a longer pub/ hairdressing visit</td></tr>
<tr><td>(o88) Local resident, (Watchfield, Barrington Road)</td><td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – Partially support/Concerns

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<tr><td>(o89) Local resident, (Watchfield, Blenheim Road)</td><td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – Partially support/Concerns
New Motorcycle parking bay on High Street – Object

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</table>

<table>
<tr>
<td>(o90) Local resident, (Watchfield, Scholar Close)</td>
<td>New DPPP on Church Walk – No objection/No opinion
Extend existing Shared-use space on High Street – No objection/No opinion
New Motorcycle parking bay on High Street – No objection/No opinion

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Restrictions impact business and the life of the village</td>
</tr>
<tr>
<td>(o91) Member of public, (unknown)</td>
<td>New DPPP on Church Walk – Support
Extend existing Shared-use space on High Street – Object
New Motorcycle parking bay on High Street – Partially support/Concerns

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<tr><td>Martens Road – Object</td><td></td></tr>
</table>
How is anyone who works in the village supposed to work without multiple interruptions of having to move their cars whilst just trying to do their jobs. Many people who work in the village such as those people who work in the GP surgery have no space to park as it is. To restrict the side streets around the high street is ridiculous and you should be ashamed of yourselves. How can services deliver adequate care and services to the people who need it most…. So much time will be wasted.</td>
</tr>
</table>

Oxfordshire County Council

Equalities Impact Assessment

SHRIVENHAM – PROPOSED PARKING MEASURES

18/06/2026

Contents

Section 1: Summary details 3
Section 2: Detail of proposal 5
Section 3: Impact Assessment - Protected Characteristics 7
Section 3: Impact Assessment - Additional Community Impacts 9
Section 3: Impact Assessment - Additional Wider Impacts 11
Section 4: Review 12

Section 1: Summary details

Directorate and Service Area	ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	SHRIVENHAM – PROPOSED PARKING MEASURES
Is this a new or existing function or policy?	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county's recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment 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).	**Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan 2023-2028** LTCP - We have ambitious plans to give residents more options for travel as outlined in our countywide Local Transport and Connectivity Plan. By supporting and encouraging active travel – walking and cycling – we can help improve people's health and wellbeing, reduce traffic congestion, and help address the climate crisis. In particular Policy 31: a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. Continue to work closely with all stakeholders, partners, and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. NMP – Builds on LTCP as an operational document to better manage the highway network, reduce traffic congestion by (in this case) better management of the on-street parking asset, providing parking surety for local communities, redirecting commuter parking to off-street facilities, creating an environment that encourages active travel by improving bus journey times and active travel modes. With the introduction of Civil Parking Enforcement across the County in 2021, we are embarking on a series of parking reviews across the County to ensure that the right restrictions are implemented in the right places, supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced.

	Many areas in Oxfordshire are already covered by permit parking schemes and where these have been implemented, they have been extremely successful in removing commuter parking. Permit parking schemes help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits. All residents in Permit controlled areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits. Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.
Completed By	James Whiting – Team Leader, TRO and Parking Schemes
Authorised By	Cathy Champion – Operations Manager (Civil Enforcement)
Date of Assessment	18/05/2026

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	In order to address concerns raised by the Parish Council regarding commuter parking in the centre of Shrivenham, officers at the County Council have worked with the Parish Council and County Councillor to develop proposed parking changes which aim to better manage the on-street parking, whist allowing flexibility for residents and their visitors.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The proposals include a mixture of no waiting restrictions, dual purpose time limited bays with exemptions for permit holders and disabled bays are proposed to better manage parking in the centre of the village which will give priority to residents by preventing all day parking by non-residents. No waiting restrictions are proposed at locations were access needs to be maintained and to promote road safety. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, as the town falls within the Civil Enforcement Area for Vale of White Horse.
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that	Prior to undertaking the public consultation, Shrivenham Parish Council discussed the proposals at a public meeting, where councillors voted to approve the scheme and requested that the County Council to progress with the statutory consultation.

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.	
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.	The proposals have been developed in consultation with the Parish Council and following consultation with residents to address a known problem of commuter parking in Shrivenham. The do nothing option would likely result in the county council continuing to receive complaints about the parking impacting the local community due to a lack of parking capacity for residents and turnover of spaces for businesses.

Section 3: Impact Assessment - Protected Characteristics	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	☐	☒	☐	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children. No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC project team	Post implementation engagement including with Local Member

Disability	☐	☒	☐	Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.	Blue badge holders can apply to have a bay provided outside their homes. Blue badge holders can park in permit holder spaces without time limit.	OCC project team	Post implementation engagement including with Local Member
Gender Reassignment	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on marital status.			

Pregnancy & Maternity	☐	☒	☐	No specific impacts identified			
Race	☒	☐	☐	No specific impacts identified			
Sex	☒	☐	☐	No specific impacts identified			
Sexual Orientation	☒	☐	☐	No specific impacts identified			
Religion or Belief	☒	☐	☐	No specific impacts identified			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☒	☐	☐	No specific impacts identified			
Armed Forces	☒	☐	☐	No specific impacts identified			
Carers	☐	☒	☐	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	The polices for operating permit parking areas includes provision for carers in the form of a permit which the person requiring care can	OCC project team	Post implementation engagement

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
					hand the care provider at each visit. Further provision is provided for by the introduction of time limited bays which cater for sort visits.		including with Local Member
Areas of deprivation	☐	☐	☒	No specific impacts identified			

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	☒	☐	☐	Staff working for the County Council will not be disproportionately impacted.			
Other Council Services	☒	☐	☐	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Social workers and registered carers are already catered for in OCC polices and can apply for a permit to allow them to park in permit parking areas whist undertaking their duties.	OCC project team	Monitoring as part of a wider policy changes.
Providers	☒	☐	☐	No specific impacts identified			
Social Value [1]	☒	☐	☐	No impact on social value within existing contracts.			

[1] 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.

Review Date	**18/05/2027**
Person Responsible for Review	**James Whiting – Team Leader, TRO and Parking Schemes**
Authorised By	**Cathy Champion – Operations Manager (Civil Enforcement)**

Division(s) affected: *Didcot West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

DIDCOT: BROADWAY – PROPOSED 'NO WAITING AT ANY TIME' PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) on the northern side of Broadway in Didcot, as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce approx.70 metres of new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) on the northern side of Broadway in Didcot, replacing sections of the existing 'Limited waiting' (Mon-Sat 8am-6pm 30 mins, no return within 1 hour) parking provision located opposite Nos.51-67 – as shown in **Annexes 1** & **2**.

2. The proposals have been put forward as a result of the development of land adjacent to Broadway in Didcot for commercial purposes (at Nos.60-68), where a new access junction onto the carriageway has been approved, with no above ground development (except for demolition and site clearance) permitted until the junction has been constructed.

3. The proposed access is located within an existing limited waiting parking bay on the northern side, and as a result this will need to be amended and replaced with a new 'No Waiting at Any Time' (double yellow line) to ensure access isn't compromised.

Corporate Policies and Priorities

4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

(2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

(3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

5. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.

6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements South', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

10. The proposals have been put forward to help improve road safety in the area, by helping to ensure that the visibility splays for the new access are maintained, and to allow for safe access/egress at the site.

Risk Management

11. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

12. Formal consultation was carried out between 08 April and 08 May 2026. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, relevant local District Councillors, Didcot Town Council, and the local County Councillors representing the Didcot West & Didcot South divisions.

13. Letters were also sent directly to approx.135 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.

14. During the course of the formal consultation, 73 responses were received via the online survey, comprising of 30 objections (41%), 10 partially supporting/raising concerns (14%), and 33 in support (45%).

15. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and Oxford Bus Company offering their full support in light of the fact that Broadway in Didcot is a significant bus route.

16. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

17. The new business prompting the change to the parking restriction involves high traffic count entering and exiting the junction. The high traffic flow if not provided adequate visibility will have high risk of traffic collisions. Highway safety has been considered paramount and outweighed the 30-minute permissible wait.

18. A comment was made that people with a disability may be affected with the proposed restrictions, but it must be noted that the effect is minimal as the affected bays were not strictly for “disabled parking” and there is still parking along Broadway on both ends of the restricted length.

19. The restriction is applied on a current 30-minute parking time, a time that is not sufficient for shopping and therefore should not disadvantage shoppers, who can use alternative car parks with permissible longer parking time. For those short time visits to the shops, there are still nearby parking along The Broadway closer to the shops than the parking spaces along the proposed car wash.

20. The concern surrounding flouting of existing parking restrictions must not be a determinant of validity of introducing the parking restriction that is set to enhance road safety. The restriction is required to prohibit parking, and drivers are expected to comply.

21. The absence of accidents has been considered in the design review but measures to avoid accidents occurring in the future must be implemented, one of which is keeping the visibility splay free of obstruction.

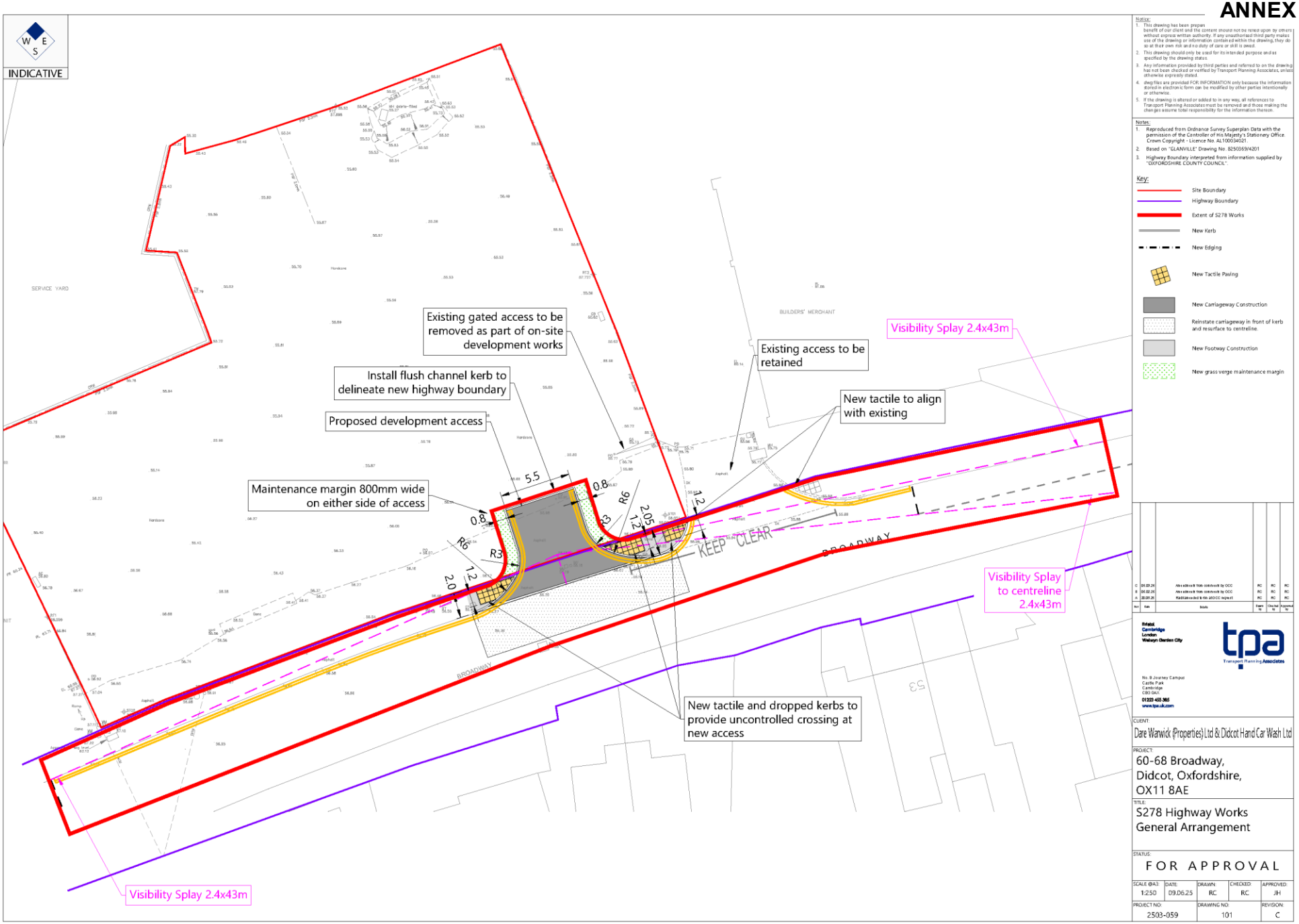
Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
Annex 2: Site clearance plan
Annex 3: Consultation responses

Background papers:	n/a
Other Documents:	n/a

Contact Officer(s):	Clever Safurawu (Engineer – Highway Agreements South) Ryan Moore (Technical Lead Engineer – Highway Agreements South)

June 2026


INDICATIVE
Existing gated access to be removed as part of on-site development works
Existing access to be retained
Visibility Splay 2.4x43m
Install flush channel kerb to delineate new highway boundary
New tactile to align with existing
Proposed development access
Maintenance margin 800mm wide on either side of access
Visibility Splay to centreline 2.4x43m
New tactile and dropped kerbs to provide uncontrolled crossing at new access
Visibility Splay 2.4x43m
KEEP CLEAR
BROADWAY
SERVICE YARD
BUILDERS' MERCHANT
5.5
0.8
R6
2.05
1.2
R3
2.0
Notice:
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4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
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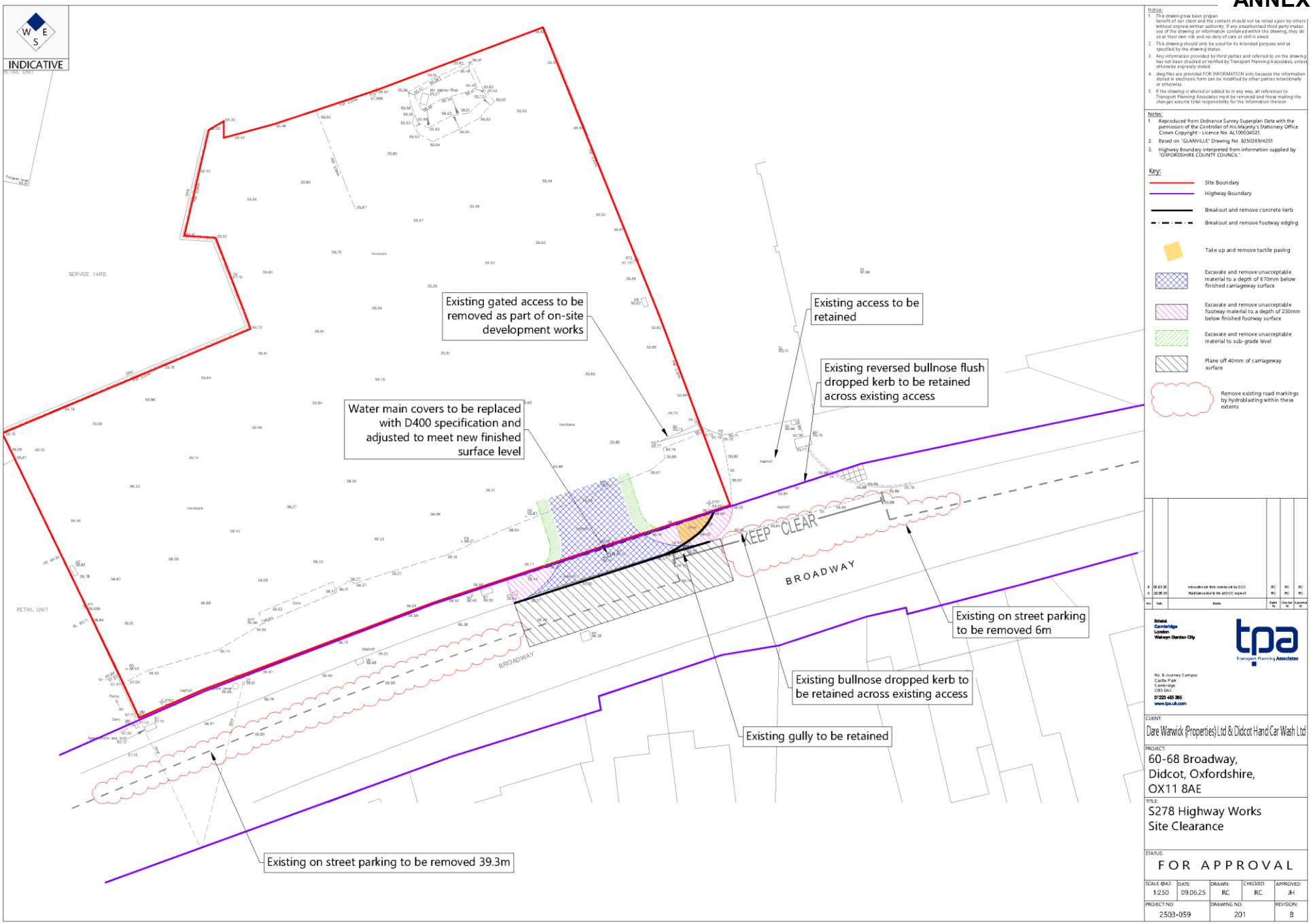
2. Based on "GLANVILLE" Drawing No. 8250369/4201
3. Highway Boundary interpreted from information supplied by "OXFORDSHIRE COUNTY COUNCIL".
Key:
Site Boundary
Highway Boundary
Extent of S278 Works
New Kerb
New Edging
New Tactile Paving
New Carriageway Construction
Reinstate carriageway in front of kerb and resurface to centreline.
New Footway Construction
New grass verge maintenance margin
C 05.09.25 Alterations now consult by OCC RC RC RC
B 06.02.25 Alterations now consult by OCC RC RC RC
A 22.01.25 Published to RSA 2 OCC request RC RC RC
Rev Date Details Drawn by Checked by Approved by
Bristol
Cambridge
London
Welwyn Garden City
tpa Transport Planning Associates
No. 8 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com
CLIENT:
Dare Warwick (Properties) Ltd & Didcot Hand Car Wash Ltd
PROJECT:
60-68 Broadway,
Didcot, Oxfordshire,
OX11 8AE
TITLE:
S278 Highway Works
General Arrangement
STATUS:
FOR APPROVAL
SCALE @A3: 1:250
DATE: 09.06.25
DRAWN: RC
CHECKED: RC
APPROVED: JH
PROJECT NO: 2503-059
DRAWING NO: 101
REVISION: C


INDICATIVE
Existing gated access to be removed as part of on-site development works
Existing access to be retained
Existing reversed bullnose flush dropped kerb to be retained across existing access
Water main covers to be replaced with D400 specification and adjusted to meet new finished surface level
Existing on street parking to be removed 6m
Existing bullnose dropped kerb to be retained across existing access
Existing gully to be retained
Existing on street parking to be removed 39.3m
KEEP CLEAR
BROADWAY
SERVICE YARD
RETAIL UNIT
Notice:
1. This drawing has been prepar benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
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2. Based on "GLANVILLE" Drawing No. 8250369/4201
3. Highway Boundary interpreted from information supplied by "OXFORDSHIRE COUNTY COUNCIL".
Key:
Site Boundary
Highway Boundary
Breakout and remove concrete kerb
Breakout and remove footway edging
Take up and remove tactile paving
Excavate and remove unacceptable material to a depth of 670mm below finished carriageway surface
Excavate and remove unacceptable footway material to a depth of 230mm below finished footway surface
Excavate and remove unacceptable material to sub-grade level
Plane off 40mm of carriageway surface
Remove existing road markings by hydroblasting within these extents
B 09.07.25 Amended to comply with comments by OCC RC RC RC
A 23.05.25 Published to the OCC Highway RC RC RC
Rev Date Details Drawn by Checked by Approved by
Bristol
Cambridge
London
Welwyn Garden City
tpa Transport Planning Associates
No. 8 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 465 385
www.tpa.uk.com
CLIENT:
Dare Warwick (Properties) Ltd & Didcot Hand Car Wash Ltd
PROJECT:
60-68 Broadway,
Didcot, Oxfordshire,
OX11 8AE
TITLE:
S278 Highway Works
Site Clearance
STATUS:
FOR APPROVAL
SCALE @A3: 1:250
DATE: 09.06.25
DRAWN: RC
CHECKED: RC
APPROVED: JH
PROJECT NO: 2503-059
DRAWING NO: 201
REVISION: B

ANNEX 3

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**Support** – This proposal has our full support. The immediate technical reasons are fully understood and the rationale is pretty unchallengeable. Added to this and of scarcely lesser importance in our view, is that Broadway in Didcot is a significant bus route. There are also plans to promote substantially its use by active travel modes - especially cycling - under the Didcot Central Spine project, which is a major capital scheme. This supports wider County transport policy objectives in the context of the Didcot Garden Town designation, which is intended to guide large scale strategic growth of the town, already well underway. The level of traffic in Broadway ultimately is intended to reduce, and alongside this, the allocation of public highway must change, in favour of active travel and public transport. The long-established use of the limited width of the public highway for parking can no longer retain the priority it historically has had. Moreover, on-street parking already creates particular operational problems for buses at this end of Broadway. While a case could and no doubt will be made for the retention of on-street parking directly outside commercial premises on Broadway, this is not such a situation. As it is, irrespective, there is plentiful free short-stay parking immediately to the north within the Hammerson's "Orchards" development. This seriously undermines those kinds of arguments. While not directly relevant to this statutory consultation, we would be supportive of further short-term review of on-street parking provision at this end of Broadway.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Ardington, Mill Farm Cottage)	**Object** – We need to be able to have those bays kept. Not only for shoppers but for those local businesses. It was a mistake to take away free parking from the Edinburgh drive area completely. It could have been limited but to take it away 100% is not fair on the shops nearby or two shoppers either. Keep those bays please or reintroduce free parking and limit it on nearby side streets.
(o2) Local resident, (Didcot, Abbott road)	**Object** – It's hard enough parking as it is . What about the local shops . They will suffer. There are too many restrictions for parking in Didcot as it is .
(o3) Member of public, (Didcot, Barleyfields)	**Object** – The half hour present restriction is quite handy for visiting shops nearby.
(o4) Local resident, (Didcot, Broadway)	**Object** – I have lived in 53 Broadway since 1988...and have never had so many problems parking until a few months ago...you have brought parking permits and sold one to me as I believed I woukd be able to park outside my own home...this is causing stress to both myself and my husband ...we are both getting older and still working ...please tell me what we are supposed to do...?
(o5) Local resident, (Didcot, Burton Agnes Avenue)	**Object** – As a person who has a disability and having a parent with a disability, this would frankly be a nightmare. It is hard enough to get parking on the broadway to access shopping on there despite having a blue badge. This would make the top of broadway inaccessible for local residents. For the top end of town that already struggles for business, it would kill the facilities that are there. Not everyone can walk from the orchard centre car park. It is a long way for people with mobility issues. If they make it no parking at all the existing businesses in that area will suffer. As a resident I feel we should be supporting our local businesses rather than making it harder for people to use them. This proposed restriction would make it incredibly hard for those businesses in an already difficult time with retail rents already being very high. This would make it so the top end of town was crippled by inaccessibility

	and high costs, resulting in more and more empty units which we are already having. Please reconsider this proposal for the sake of existing businesses and local residents.
(o6) Local resident, (Didcot, Candytuft)	**Object** – Would make life inconvenient when dropping off elderly who dont quality for a badge
(o7) Local resident, (Didcot, Churchill Road)	**Object** – I object due to the great lack of parking in Didcot. Other business on that part of the Broadway need parking for customers to pull ip and pop in. The shoe repairers and the estate agents etc. We have lost so much parking with the introduction of parking permits. The town continues to grow but no extra parking provision has been provided.
(o8) Local resident, (Didcot, Craven Way)	**Object** – nothing wrong as it is; ok now for my unloading you are being anti car
(o9) Local resident, (Didcot, Dinmore Way)	**Object** – You haven't provided maps or plans to review on these Web pages. On principle there is a lack of parking or temporary waiting space in didcot so the removal of it will likely result in a detrimental affect on the local businesses who rely on those spaces for customers to park
(o10) Local resident, (Didcot, Beaufort Close)	**Object** – These are often the only parking options if you need to quickly pop to one of the local businesses along that stretch of Broadway, you have already removed the side roads from the south side, I think there are other areas that could do with double yellow lines where there is a real danger to road uses, ie, the top of Hagbourne Road where a lot of people are now parking since the parking permits came into force. This is now dangerous when people fail to stop at the give way stretch from New Road and cars coming round the blind bend from Jubilee Way! What we need in Didcot is an affordable long stay car park in Lower Broadway not a carwash that has been granted permission to build on the land where Changing Live once stood! Also double yellows on every corner or every road as there are clearly a lot of drivers that do not know that you shouldn't park close to or on them.

	Sandringham Road is also a problem at the Fleet Meadow end of the estate, as many drivers overtaking the parked cars are running the risk of a head on collision with on coming traffic, as again there is a bend to the road!
(o11) Local resident, (Didcot, Ladygrove)	**Object** – Already lack of parking for Broadway shops
(o12) Local resident, (Didcot, Lower Broadway)	**Object** – My elderly parwnt live there. No other easy access to parking near their property
(o13) Local resident, (Didcot, Mereland Road)	**Object** – You are once again targeting the most vulnerable of our society by enforcing parking restrictions that disproportionately effect vulnerable/less affluent people. Do you want people to use the local spaces? Clearly not. You need to provide actual parking spaces for free for short periods of time to promote use of local services. You also need to ensure that there is somewhere for staff members working along Broadway and in the Orchard Centre to park. Provide for people and it'll improve community spirit and promote use of public spaces/services.
(o14) Local resident, (Didcot)	**Object** – You have removed so much parking in the centre of town, and not replaced it will alternative parking measures. This is a massively growing town, how are people supposed to use the retail facilities, visit family and friends, when all on-road parking is being removed. It simply pushes the problem somewhere else, and penalises residents further.
(o15) Local resident, (Didcot, Oxford Crescent)	**Object** – Would create a lack of parking on lower broadway for other businesses.
(o16) Local resident, (Didcot, Redwing End)	**Object** – Is this a joke?!! Wasting more money on something that isn't needed? Parking is hard enough with all the new resident parking
(o17) Local resident, (Didcot, St Hildas Close)	**Object** – With the other parking restrictions in place now in the area surrounding Broadway we need these spaces to be able to use the shops and residential properties in this area

(o18) Local resident, (Didcot, Sutherland Beck)	**Object** – Because you can't even get a simple form correct. Apart from that, the general restriction of car use in Didcot needs to be challenged. While you are at it, remove the pointless 20mph zones
(o19) Local resident, (Didcot, Wessex Road)	**Object** – You can't just take spaces away for people who work in that area without giving them elsewhere to park. All that will do it make the surrounding roads worse. There is not enough parking at present with even more houses being build.
(o20) Local resident, (Didcot, Broadway)	**Object** – As resident this would mean I would not be able to drop off shopping or have even small window of time to park anywhere near my home 69 Broadway to load or unload heavy items this would include any delivery's to the home I have owned for nearly 30 years. . It would also prevent the current short visits from friends and family with mobility issues I already have to pay nearly £200 per month to park my car away from current restrictions. This would make life very difficult and cause additional stress.
(o21) Local resident, (Didcot, Dudcote)	**Object** – Please don't interfere in life with residence this is an absolute overreach of the OCC. We are small community and we need access to pop in and out just for using the mail, especially because.OCC has already included a resident zone making even more difficult for people slightly outside of the zone to go into the town centre
(o22) Local resident, (Didcot, Glebe Road)	**Object** – Why are you wasting money and time with a survey....you are going tobimpose this regardless of public opinion
(o23) Local resident, (Didcot, Great Western Park)	**Object** – Definitely not there is never anywhere to park there when I visit my niece but Macdonalds have more than enough spaces it's about time the council acted on behalf of the local residents not the developers.
(o24) Local resident, (Didcot, Jackdaw Road)	**Object** – Reducing parking would have a impact on nearby businesses

(o25) Local resident, (Didcot, Queensway)	**Object** – This is not oxford city which have multiple bus routes serving the majority of residential areas. Didcot has 2, the roads here are not easily assessing for buses.
(o26) Local resident, (Harwell, Abingdon Road)	**Object** – There should be no further restrictions placed on the general public, local shops would be at a detriment
(o27) Local resident, (Harwell, Westfield)	**Object** – You have already taken away all free parking from the area starting with Edinburgh drive... Shops will suffer if those bays disappear. It is a disgrace. If you'd kept some free bays behind the Broadway and made them a 30-min no return area, shops would still benefit. Then I'd understand you taking away those parking bays on the Broadway. How do you think the butcher, the Polish shop, the little phone shop etc feel about this? Don't kill small businesses!
(o28) Member of public, (Harwell, Reading Road)	**Object** – I support my grandmother who has COPD so cannot walk long distances, those spaces mean I can drop her to amenities for short errands without heating too park further down the Broadway and push her up a hill (like we would have to if we parked at orchard centre)
(o29) Local business	**Object** – This is absolutely ridiculous. You're ruining didcot by putting all of these ridiculous permits. Your making business not thrive and people don't want to come to didcot. Absolutely ridiculous behaviour.
(o30) Local resident, (West Hagbourne, Foxglove Lane)	**Object** – There is limited parking already on the Broadway, and there doesn't seem any sense in talking away more. It's been the Main Street in Didcot for years, and there is no reason to change it now. Unless you are wanting to ruin the heart of Didcot completely.
(o31) Local resident, (Didcot, Broadway)	**Partially Support/concerns** – I understand that it is to prevent the bottle neck on Broadway (57-61) which tends to contribute alot to the traffic and needs to be addressed but we'll also need to consider where the residents, visitors and possible package delivery personnel can park. The parallel Church street on the other side is also quite full of cars already. If my alternative parking concern has already been addressed in a previous plan that I am unaware of, then I support.

(o32) Local resident, (Didcot, Glebe Road)	**Partially Support/concerns** – This will badly affect the businesses located there as you won't be able to pop into the shops or takeaway there. Especially as you have now put parking permits only on Hadyn Road making it very inconvenient for a quick shop visit. Where are people supposed to park. It is a long way for less mobile people to walk and very detrimental to local businesses.
(o33) Local resident, (Didcot, Hagbourne Road)	**Partially Support/concerns** – Double yellow lines will only be worth the cost and time put into them if they are enforced. Double yellow lines outside Caprinos and other establishments along that road are frequently parked upon with no consequences. By way of maintaining good standards, I recommend that any future surveys are checked for grammatical errors. The state of the grammar and spelling in question 2 is unacceptable for any form of council communications.
(o34) Local resident, (Didcot, Hamble)	**Partially Support/concerns** – Allow traffic to flow better
(o35) Local resident, (Didcot, Fairacres Road)	**Partially Support/concerns** – I think parking restrictions are needed but the current ones are not enforced and everyone parks on double yellow lines. So it really won't make any difference
(o36) Local resident, (Didcot, Ernest Road)	**Partially Support/concerns** – Currently the are cars parked on double yellow. Lines all the time on Broadway especially outside a pizza shop, nothing done accident waiting to happen
(o37) Local Cllr, (Didcot, Freeman Road)	**Partially Support/concerns** – At some times, the area in question is fully used for parking, so the Restrictions should only be extended as necessary. To cater for the entrance for the proposed car wash facility, there seems no requirement to place new restrictions to the East of the present Travis Perkins entrance, which I believe is unchanged.

	New restrictions to the West of the entrance for the proposed car wash facility, surely only need to give a sightline onto the roadway for vehicles *about to enter the road*. A sightline from the entrance for the proposed car wash facility is needed for the footway, the vehicle will use the *roadway* sightline at the edge of the *road*. Therefor I see no need for the additional Restrictions East of the present entrance, and the additional Restrictions West of the entrance for the proposed car wash facility should be shorter than proposed, to maintain parking for the businesses in this part of Lower Broadway. A while ago, I spoke to some of the shop staff in this area, and one specifically said they could remember no RTAs in the vicinity of the new entrance, only West of the pedestrian crossing further West.
(o38) Local resident, (Didcot, Park Close)	**Partially Support/concerns** – What is the point as it won't be enforced
(o39) Local resident, (Didcot, Sandringham)	**Partially Support/concerns** – as the local planners have seen fit to give a car wash planning permission on one of the busiest roads in Didcot why should local people lose parking places
(o40) Local resident, (Didcot, Rawthey Avenue)	**Partially Support/concerns** – What will happen about those who have a blue badge would they still be able to park?
(o41) Local resident, (Didcot, Abbott Close)	**Support** – Driving down that road feels a nightmare with the parking spaces already there. There is not enough room for a bus and car to pass at the same time. The lanes are much too small when cars are parked.
(o42) Local resident, (Didcot, Abbott Road)	**Support** – The lower broadway is not wide enough for two way traffic and parked vehicles.
(o43) Member of public, (Didcot, Barleyfields)	**Support** – The road is too narrow for two lines of traffic plus parking. It would be good to restrict parking all the way down Broadway past Riches Sidings to the roundabout.

(o44) Local resident, (Didcot, Bishops Orchard)	**Support** – This should have been done years ago. That stretch of road causes so many issues especially with buses
(o45) Local resident, (Didcot, Broadway)	**Support** – Current parking spaces don't allow for two-way flow, especially with larger vehicles like buses. This creates artificial traffic at peak hours. Removing the parking spaces would eliminate this problem.
(o46) Local resident, (Didcot, Broadway)	**Support** – Traffic gets very heavily blocked because of that stretch, makes it difficult for busses to get past.
(o47) Local resident, (Didcot, Broadway)	**Support** – Improve traffic flow.
(o48) Local resident, (Didcot, Broadway)	**Support** – Traffic is difficult along this section of Broadway due to the current parking arrangements. Traffic flow and the congestion outside of my house on lower Broadway should be improved by the proposed changes. If anything, the proposed restrictions should be extended to the junction with Hagbourne Road and Rich's Sidings to further improve safety and reduce congestion.
(o49) Local resident, (Didcot, Church Street)	**Support** – I believe the double yellow lines along that section of road are long overdue as that section of road is very hard to traffic to move when motor vehicles are parked their causing unnecessary congestion
(o50) Local resident, (Didcot, Church Street)	**Support** – It's a good idea, because there's often traffic/delays because the road is not wide enough, especially when a lorry or bus uses the road.
(o51) Local resident, (Didcot, Cockcroft)	**Support** – The road is too busy to have parking on one suide

(o52) Local resident, (Didcot, Colborne Road)	**Support** – The road is not wide enough to have parking in lower broadway , and the lorry recovery vehicle is too wide for the parking space is there? Stop all parking on lower broadway and outside the pizza takeaway next to the car park near McDonalds as there delivery driver always parks on double yellows
(o53) Local resident, (Didcot, Craven Way)	**Support** – Too congested with busses and lorries mounting pavements and causing danger to pedestrians.
(o54) Local resident, (Didcot, Cromwell Drive)	**Support** – Driving along the road is akin to dogems at the best of times. With the number of vehicles using the road it's only a matter of time before there's a RTC with the possibility involving pedestrians
(o55) Local resident, (Didcot, Green Close)	**Support** – Parking can be horrendous down the broadway! Sections of double yellows would be great! Although it would need to be monitored (ticket warden) as double yellow line parking happens a lot still! Good money earner for you!
(o56) Local resident, (Didcot, Hagbourne Road)	**Support** – Very much needed to ease congestion heading to roundabout and allow for safe entry/exit onto new business residence.
(o57) Local resident, (Didcot, Kynaston Road)	**Support** – To many near collisions
(o58) Local resident, (Didcot, Kynaston Road)	**Support** – To much traffic
(o59) Local resident, (Didcot, Park Road)	**Support** – Didcot traffic is bad and that piece of road is quite a choke point. I also believe it is quite dangerous when people are getting in and out of vehicles whilst parked there.

(o60) Local resident, (Didcot, Red Admiral)	**Support** – The amount of traffic having a car parked there at any time makes it difficult to pass
(o61) Local resident, (Didcot, Samor Way)	**Support** – This is the main cause of congestion in the town and causes significant delays leaving Didcot.
(o62) Local resident, (Didcot, St Hugh's Rise)	**Support** – There is often a blockage to the flow of traffic caused by the restriction in width that current parking causes. This is due to both large vehicles and to reticent motorists who seem to require above normal clearance before proceeding
(o63) Local resident, (Didcot, Tavistock Avenue)	**Support** – No more people stopping. It's ridiculous
(o64) Local resident, (Didcot, Verlam Grove)	**Support** – It will help make that area safer
(o65) Local resident, (Didcot, Craven Way)	**Support** – It's too congested on lower Broadway with large vehicles mounting pavements, especially near Travis perking and pure gym
(o66) Local resident, (Didcot, Goldcrest Gardens)	**Support** – Traffic on that end of Broadway is a nightmare and this should improve matters by widening available road.
(o67) Local resident, (Didcot, High Street)	**Support** – It makes good sense
(o68) Local resident, (Didcot, High Street)	**Support** – I think it's a good idea and also should be double yellow lines all down Broadway to Travis perking as there is so often hold ups there.

(o69) Local resident, (Didcot, Kynaston Road)	**Support** – Parking in this section causes busses/cars to mount the curb due to how narrow the road is with the cars parked there, I've seen a few cars get hit due to it as well
(o70) Local resident, (Didcot, Lower Broadway)	**Support** – Where are your traffic wardens when the Egerton recovery truck is parked by Riches Sideings taking 3/4 of the road up & causing tailbacks up the Broadway making it one way? No problem apart from that
(o71) Local resident, (Didcot, Wessex Road)	**Support** – Parking is appalling - however also needs to be enforced
(o72) Local resident, (East Hagbourne, Bishops Orchard)	**Support** – That section of road is a nightmare trying to weave in and out of parked cars. It would make traffic flow so much easier and I have always been against any form of parking in that area. The road is not wide enough for it.
(o73) Local resident, (Didcot, Don Close)	**Support** – The double yellow lines should be extended along the entire length of this stretch of road permanently to facilitate easier manoeuvring of traffic .

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Division(s) affected: *Churchill & Lye Valley, Marston & Northway, Summertown & Walton Manor, Jericho & Osney*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

OXFORD: VARIOUS CPZs – PROPOSED PARKING PERMIT ELIGIBILITY & ADMIN AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following amendments to eligibility for properties to apply for Residents & Visitors parking permits, as advertised:

(a) Lye Valley – exclude No.75 Town Furze from eligibility to apply for resident's parking permits & residents' visitors parking permits,

(b) Marston North – exclude No.81 & No.83 Cherwell Drive from eligibility to apply for resident's parking permits & residents' visitors parking permits,

(c) North Summertown – exclude the two new properties at No.34 Davenant Road from eligibility to apply for resident's parking permits & residents' visitors parking permits, and

(d) North Oxford – include No.101 Bainton Road in the list of properties eligible to apply for visitors' parking permits only,

The following Traffic Regulation Order (TRO) administrative amendments:

e) Cowley Marsh – exclude the three flats at No.112 Cricket Road from eligibility to apply for resident's parking permits & residents' visitors parking permits,

f) Jericho – exclude the two flats at No.6a King Street from eligibility to apply for resident's parking permits & residents' visitors parking permits, and

g) North Oxford – confirm that (as per existing arrangements) 'South Lodge' at No.128 Banbury Road is eligible to apply for both resident's parking permits and residents' visitors' parking permits.

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to make amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of planning approvals, or to correct historical administrative inconsistencies.

2. The proposals have been put forward as a result of either planning permissions which have been granted by Oxford City Council for residential units on the basis that applications for Residents' Parking Permits will be subject to the relevant Traffic Regulation Order for that area, which may limit eligibility for residents to obtain permits, or following internal review of current eligibility when requested.

3. Additionally, due to administrative/historic inconsistencies, corrections need to be made to the relevant legal documents to clarify parking permit eligibility permissions for properties in Cricket Road (Cowley Marsh CPZ), King Street (Jericho), and Banbury Road (North Oxford).

Corporate Policies and Priorities

4. In terms of Oxfordshire County Council's wider transport policies, the proposals align with the 'Local Transport and Connectivity Plan' (LTCP) and the 'Central Oxfordshire Travel Plan' (COTP), given that LTCP's hierarchy is to cater for active travel and public transport in the first instance, and a focus on reducing car journeys.

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

    (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

    (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

    (3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent*

for as long as possible; and encouraging everyone to make healthy choices."

Financial Implications

6. Where appropriate, funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) on the proposals has been provided by the various developers of the specific properties in question.

7. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

   Comments checked by:
   Andrew Price – Interim Business Partnering Accountant
   Andrew.Price@Oxfordshire.gov.uk

Legal Implications

8. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

9. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

10. In some cases, these proposals have been put forward because of associated conditions within the planning permissions granted by Oxford City Council as a result of the development of properties within the city for residential purposes.

11. When appropriate, developers have separately entered into a planning agreement or 'Unilateral Undertaking' under s106 of the Town and Country Planning Act 1990 with the County Council to undertake the promotion, consultation and, if appropriate, the making of a traffic regulation order to exclude the specific sites from eligibility for parking permits as appropriate. The 'Unilateral Undertaking' is a simplified version of a planning agreement, and is entered into by the landowner and any other party with a legal interest in the development site,

    Comments checked by:
    Jennifer Crouch – Principal Solicitor (Regulatory)
    Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

12. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.

13. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons' Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant and will provide additional parking capacity for any holder of an authorised current blue badge.

14. Proposals brought forward for changing permit eligibility also link to the City Council's planning policies, which require developments to be car free where criteria stipulates that there is good transport links and access to local facilities.

Sustainability Implications

15. The proposals will help ensure that developments do not generate a level of on-street vehicular parking which would be prejudicial to highway safety or cause parking congestion in the immediate locality. Also, the measures will help facilitate the passage of traffic, thereby limiting any adverse effect on safety to road users, and local amenities in the immediate vicinity.

Risk Management

16. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

17. Formal consultation was carried out between 09 April and 08 May 2026. 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, relevant local City Councillors, Blackbird Leys Parish Council, and the local County Councillors representing the Churchill & Lye Valley, Marston & Northway, Summertown & Walton Manor, and Jericho & Osney divisions.

18. Additionally, a letter was sent directly to approx.255 properties in & around the immediate vicinity of the proposals.

19. During the course of the formal consultation, 21 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
No.75 Town Furze	2	-	11	8
No.81 Cherwell Drive	2	1	5	13
No.83 Cherwell Drive	2	1	5	13
No.34 Davenant Road	3	1	6	11
No.101 Bainton Road	2	-	5	14

20. Additionally, a further four emails were received directly – with Thames Valley Police not objecting, the local County Cllr for the Summertown & Walton Manor division offering their support, a local resident objecting to the proposals for No.34 Davenant Road, and a local resident supporting the proposals for No.75 Town Furze.

21. The full responses are shown in **Annex 1**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

22. In response to general objections & concerns about having constraints placed on residents' ability to park where they live, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes within existing Controlled Parking Zones (CPZs). Officers from the Transport Development Control department will have contributed outlining the County Council's view, with permit allocation and/or varying permit types helping to play a part in the effective long-term management of CPZs

23. As such, the proposed amendments to parking permit eligibility (as put forward) help meet the City Council's 'car-free' policies that for residential development within CPZs where the site is within 800m of a local shop and 400m of a frequent bus service, the development should be 'car free'. Thus, helping ensure that the potential increase in residents at properties as a result of local development do not result in increased demand for on-street parking in the local area, which would likely adversely affect existing residents & their visitors ability to park

24. With regards to the specific objection for the proposal at No.34 Davenant Road, the existing dwellinghouse and garage are planned to be demolished and two new five-bed dwellinghouses are to be constructed, with off-carriageway private parking available for one vehicle at each of the new properties, and also cycle shelters in the rear garden.

25. Officers confirm that – as previously stated in the general response – the development as approved falls under the Oxford City policy M3 of the 'Oxford Local Plan 2036', i.e. where occupants do not have an operational need for a car, and where the development is located within a 400m walk to frequent public transport services and within 800m walk to a local supermarket or equivalent facilities planning permission will only be granted for residential development that is car-free.

26. Officers also verify that the proposals follow set-precedent in the area, with similar exclusions having been undertake at Nos.13, 26, 30, 43 & 45 Davenant Road, as well as on other roads within the wider CPZ, confirming that this follows a standard/consistent approach to managing parking demand within the City.

27. There were no objections or concerns raised regarding the proposed Traffic Regulation Order administrative amendments put forward, and as such Officers recommend approving these due to the fact that no martial change on-the-ground will be witnessed as a result.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): James Whiting (Team Leader – TRO & Schemes)
Cathey Champion (Operations Manager – Civil Enforcement)

June 2026

ANNEX 1

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Local County Cllr, (Summertown & Walton Manor division)	**Support** – These all seem reasonable proposals.
(e3) Local resident, (Oxford, Blenheim Drive)	No.34 Davenant Road – **Object** As a local resident, the first question I must ask is – what problem is being solved by imposing restrictions on residents and visitor parking? Perhaps someone can explain what the problem being solved actually is. If there is a perceived problem that existing residents could potentially be adversely affected by additional demands on parking due to new developments, then for Davenant Road, this is not relevant as the vast majority of existing properties have multiple vehicle off-street parking spaces due to the large housing plots, and therefore on-street parking is not over-burdened by new developments. In fact, on-street parking is very seldom not available. Since January 2025, I have been collecting data several times a week and as a local resident with an NS residents parking permit I have never failed to find a nearby parking space, I can provide a copy of my data if needed. There is absolutely no shortage of on-street parking capacity near to 34 Davenant Road. My second point is that 34 Davenant Road, as well as some other new developments in Davenant Road, already has severe off-street parking restrictions. To have a blanket policy that provides owners with restricted off-street parking, and then to totally deny on-street parking for owners and their visitors seems not only discriminatory but is fundamentally unfair. Why should someone who buys a house that is “new” be discriminated against those living in “older and nearly new” houses. For example, next door to number 34 are numbers 34a, 34b and 34c. The vehicle impact of these

	three new developments built around 2022 is actually greater than at number 34, but no such restrictions apply to these properties. That is unfair. All owners pay the same council tax and therefore there should be equality and parity amongst all residents and their visitors. Thirdly, I would like to point out that the "NS" parking zone allows residents with parking permits in other local roads as far away as Harpes Road and Blenheim Drive to park outside 34 Davenant Road without restriction, but you are proposing that the residents and visitors to 34 Davenant Road should not have that option! This presents the parking policy that is a lottery and totally unfair. In summary, the parking policy you propose may be relevant in some areas, but for 34 Davenant Road, it is not relevant as there is no parking problem to be solved. There is sufficient capacity for all residents and visitors, of both existing properties and any new residents at 34 Davenant Road. Without this option, the residents and their visitors are adversely impacted and unfairly discriminated against.
(e4) Local resident, (unknown)	No.75 Town Furze – **Support** This is an a 10 bed HMO - completely unsuitable for this corner site and should never have passed planning.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Oxford, Davenant Road)	No.75 Town Furze – **Object** No.81 Cherwell Drive – **Object** No.83 Cherwell Drive – **Object** No.34 Davenant Road – **Object** No.101 Bainton Road – **Object** It is unfair as all properties are paying council tax at the correct rate and yet are punished by not being allowed parking permits unlike their neighbours. It should be the same rule for all. If you wish to stop car traffic in Oxford you need to improve safety for bicycles, reduce bicycle theft, improve bus services and consider those who are unable to use these methods of transport eg shift workers with very young children
(o2) Local resident, (Oxford, Bainton)	No.34 Davenant Road – **Object** No.101 Bainton Road – **Object** I think the council are acting as judge & jury and clearly have an anti-car stance. People should be able to live in a home and park their vehicle outside it. If the council put on better car alternative services - eg better cycle lanes/paths, better road maintenance, better bus services then this policy would be easier to stomach, but try getting a bus later at night, or cycling down the Woodstock road without hitting a pothole (dangerous during the day, lethal at night. I hear buck passing from local to regional, but as a resident I don't care whose responsibility it is…oxford infrastructure is not fit for purpose and the only strategy in town seems to be anti-car.
(o3) Local resident, (Oxford, Blenheim Drive)	No.75 Town Furze – **Object** No.81 Cherwell Drive – **Object** No.83 Cherwell Drive – **Object** No.34 Davenant Road – **Object** No.101 Bainton Road – **Support**

	It is completely discriminatory and unfair for anyone to purchase a property where the terms of parking are different from their neighbours. In Davenant Road for example, if parking is not permitted then there is nowhere suitable to park nearby the houses at numbers 32A and 34.
(o4) Local resident, (Oxford, Davenant Road)	No.34 Davenant Road – **Partially support/concerns** Whilst I can understand the exclusion of a permit for the residents, as there appears to be room for themt to park off-street; why are their visitors not to be allowed visitors' permits
(o5) Local resident, (Oxford, Town Furze)	No.75 Town Furze – **Support** No.81 Cherwell Drive – **Support** No.83 Cherwell Drive – **Support** No.34 Davenant Road – **Support** No.101 Bainton Road – **Support** The HMOs would put too great a burden on the streets if allowed permits.
(o6) Local resident, (Oxford, Cherwell Drive)	No.75 Town Furze – **Support** No.81 Cherwell Drive – **Partially support/concerns** No.83 Cherwell Drive – **Partially support/concerns** No.34 Davenant Road – **Support** No.101 Bainton Road – **Support** I support your proposals but they must be enforced as the likelihood of residents parking anyway is high. Vans have parked everywhere during the build with no enforcement of the 2 hour parking. Coupled with the disaster of the Swan school traffic management the area is a problem
(o7) Local resident, (Oxford, Davenant Road)	No.34 Davenant Road – **Support** When the council agreed to give the planning permission the conditions applied to the application at the time of consent should be adhered to.

	In Davenant road the council have recently allowed to builders to change landscaping to front gardens to accommodate cars. This is after planning consent allowed parking on a drive for one car. I can name 5 such properties in davenant road. I don't agree with encouraging more cars.
(o8) Local resident, (Oxford, Davenant Road)	No.75 Town Furze – **Support** No.81 Cherwell Drive – **Support** No.83 Cherwell Drive – **Support** No.34 Davenant Road – **Support** In-fill developments should include sufficient off road parking as part of their plans.
(o9) Local resident, (Oxford, Davenant Road)	No.34 Davenant Road – **Support** Plenty of space on Davenant Road for people to park
(o10) Local resident, (Oxford, Town Furze)	No.75 Town Furze – **Support** No.81 Cherwell Drive – **Support** No.83 Cherwell Drive – **Support** No.34 Davenant Road – **Support** As a resident I worry that the narrow streets that can manage 1 or 2 cars per household will be blocked if HMOs encourage 5 cars per household
(o11) Local resident, (Oxford, Bainton Road)	No.101 Bainton Road – **Support** Parking on Bainton Rd is not problematic, I do not think 101 having visitor permits would cause any issues.
(o12) Local resident, (Oxford, Bainton Road)	No.101 Bainton Road – **Support**

	We live next door at 99 Bainton Road and there is plenty of on-road parking available in this section of Bainton Road as it is sparsely populated here. We think that visitor parking permits for 101 will not have any negative impact and support the application. The only time the on-road parking places get fully used up is on Sundays when people attend the nearby church and parking restrictions do not apply on Bainton Road at all so, again. there would be no impact.
(o13) Local resident, (Oxford, Inott Furze)	No.75 Town Furze – **Support** When permission is given for the conversion of 1930s semi-detached houses into properties that support multiple occupance, an increase in traffic is one consequence. The proposal is a way of addressing that consequence. However, the problem arises from permission being granted in the first place - Lye Valley has in the last few years become peppered with many such conversions - without a clear policy for such development being debated and agreed. The proposal is a locus classicus of 'closing the stable door after the horse has bolted'.
(o14) Local resident, (Oxford, Town Furze)	No.75 Town Furze – **Support** Supporting because of the incredibly over crowded, area, people and vehicles
(o15) Local resident, (Oxford, Lye Valley)	No.75 Town Furze – **Support** Too many cars parked on a corner
(o16) Local resident, (Oxford, Lye Valley)	No.75 Town Furze – **Support** New HMO is on a dangerous corner and having additional cars parking in this area will be a significant safety hazard
(o17) Local resident, (Oxford, Cherwell Drive)	No.81 Cherwell Drive – **Support** No.83 Cherwell Drive – **Support**

	I live in Cherwell Drive and do nog want cars parked outside on the grass verge etc. there is also a clear way which ends by these properties and the road itself is very busy.
(o18) Local resident, (Oxford, Town furze)	No.75 Town Furze – **Support** I believe the 75 town furze property is a HMO. There are already a lot of cars on the road now. It would make the street significantly busier and start blocking the corner due to the on street parking.
(o19) Local resident, (Oxford, Town Furze)	No.75 Town Furze – **Support** 75 Town Furze is a new HMO. Many local objections were made to this development. One of the objections was against the inevitable increase in cars in this area. I support anything which will restrict this.
(o20) Local resident, (Oxford, Town Furze)	No.75 Town Furze – **Support** Potential for too many vehicles on the street
(o21) Local resident, (Oxford, Cherwell Drive)	No.81 Cherwell Drive – **Support** No.83 Cherwell Drive – **Support** Parking restrictions are not enforced at present so adding more permits would compound the issue since any parking spaces are far away from said property. Since planning is for hospital staff alternative transport options are possible. If however the HMOs are to be used as refugee breaching planning then other safety concerns would be paramount

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Division(s) affected: *Brize Norton & Carterton East*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

BRIZE NORTON: B4477 MONAHAN WAY, NORTON WAY AND CARTERTON ROAD – PROPOSED 30MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following new 30mph speed limits in place of the full length of the existing 40mph speed limits, as advertised on:

(a) B4477 Monahan Way,
(b) Carterton Road,
(c) Norton Way

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce new 30mph speed limits on Carterton Road & Norton Way and B4477 Monahan Way, replacing the existing 40mph speed limits – as shown in **Annex 2.**

3. The current proposals for the above roads replace those consulted on in August and September 2025 in conjunction with proposed 20mph speed limits in Carterton, as shown in **Annex 1.**

4. Following the previous consultation, and concerns raised by the local member for the Brize Norton and Carterton East division and Brize Norton Parish Council, an amended consultation was carried out to replace the entire length of 40mph speed limit on B4477 Monahan Way, and also – as previously consulted – the entire length of 40mph speed limit on Norton Way and Carterton Road.

5. Approval for a new housing development on the land at 'Kilkenny Farm' has been granted and this includes improving the crossing facilities near Burford Road. As a result, Officers feel that amending the original proposals – which retained a small section of 40mph speed limit to the north – was justified, by

ensuring a consistent and safe limit in light of earlier proposals and the future development.

Corporate Policies and Priorities

6. Vision Zero focuses on a whole system approach that starts with a simple premise: no one should be killed or seriously injured in a road collision, regardless of the mode of transport. One of the five aspects that Vision Zero encompasses is "Safe speeds", which involves reducing vehicle speeds to safe levels for all road users, including pedestrians, cyclists, equestrians, motorcyclists, and motorists.

7. The commitment of the Council's Cabinet to Vision Zero was confirmed in June 2022, and the strategy was subsequently developed and approved by Cabinet in April 2024.

8. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

   (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

   (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

   (3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

9. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.

10. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers

therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

11. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

12. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero, and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

14. The proposals have been put forward for road safety reasons, to help better facilitate/manage the existing & proposed 20mph speed limits in the area, and to facilitate future development in the immediate vicinity.

Risk Management

15. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

Initial proposal for 30mph limits:

16. A formal consultation was carried out between 13 August and 12 September 2025 on proposals for a 20mph speed limit on the majority of roads within Carterton, and also the replacement of the current 40mph limit by a 30mph on the southern part of Monahan Way, and the entire length of Norton Way and Carterton Road. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, local District Cllr's, Brize Norton Parish Council, Carterton Town Council, and the local County Councillors representing the Bampton & Carterton South, Burford & Carterton West, and Brize Norton & Carterton East divisions.

17. During the course of the initial formal consultation, 1,046 responses were received via the online survey, with 568 objections (54%), 80 partially supporting (8%), 274 supporting (26%), and 124 not objecting (12%).

18. Additionally, a further four emails were received directly, with Thames Valley Police raising concerns based on their stance that 20mph speed limits and zones should be self-enforcing, whilst Stagecoach Bus company did not formally object, they did however suggest that any changes to speed limits that reduce bus journey times, should be offset with bus priority measures elsewhere along the corridor of the service impacted. An email from an individual objected on their view that they would be a waste of time and money, and that lower speed limits may reduce fatalities, but only if people obey them. The County Cllr responsible for the Bampton & Carterton South division objected to the use of 'blanket' speed limit reductions, suggesting that they would however be in favour where speed limits vary according to the nature/environment of the road.

19. The full responses to the above consultation between 13 August and 12 September 2025 are shown in **Annex 3** (separate document) and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

20. Following discussions in November 2025 with Carterton Town Council and the three County Councillors representing the Carterton area it was agreed to defer consideration of the 20mph speed limit proposals to allow for further local discussion of the preferred scope of this scheme, which will be reported to a future decisions meeting of the Cabinet Member for Transport Management. It was however agreed that proposals for the 30mph speed limits as included on the consultation on the 20mph limits could be taken forward separately.

Revised proposal for 30mph limits:

21. The member for Brize Norton and Carterton East relayed at this time a request from Brize Norton Parish Council to amend the 30mph proposal for Monahan Way as consulted on between 13 August and 12 September 2025 to include the full length of the current 40mph limit, and because this was a more extensive proposal.

22. A second formal consultation was therefore carried out on the 30mph speed limits between 04 March and 03 April 2026. Again, a notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, local District Cllr's, Brize Norton Parish Council, Carterton Town Council, and the local County Councillors representing the Bampton & Carterton South, Burford & Carterton West, and Brize Norton & Carterton East divisions.

23. During the course of this second consultation, seven responses were received via the online survey, with five objections, and two supporting.

24. Brize Norton Parish Council expressed support for the proposals together with a County Councillor (Division details not supplied).

25. Additionally, a further two emails were received directly, with Thames Valley Police reiterating their concerns – especially as the speed limit change has been extended further, and an email response objecting on the basis that there didn't appear to be a safety case for the proposed reduction in speed.

26. The full responses to the consultation between 04 March and 03 April 2026 on the amended proposals for a 30mph limit in are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

27. The concerns of Thames Valley Police are noted, and it is accepted that their resources for enforcement are finite and will be prioritised on the basis of collision history and other factors

28. The five objections received in the most recent consultation from members of the public – citing the lack of need for a speed limit reduction, taking account of the lack of any premises or accesses directly adjacent to the road.

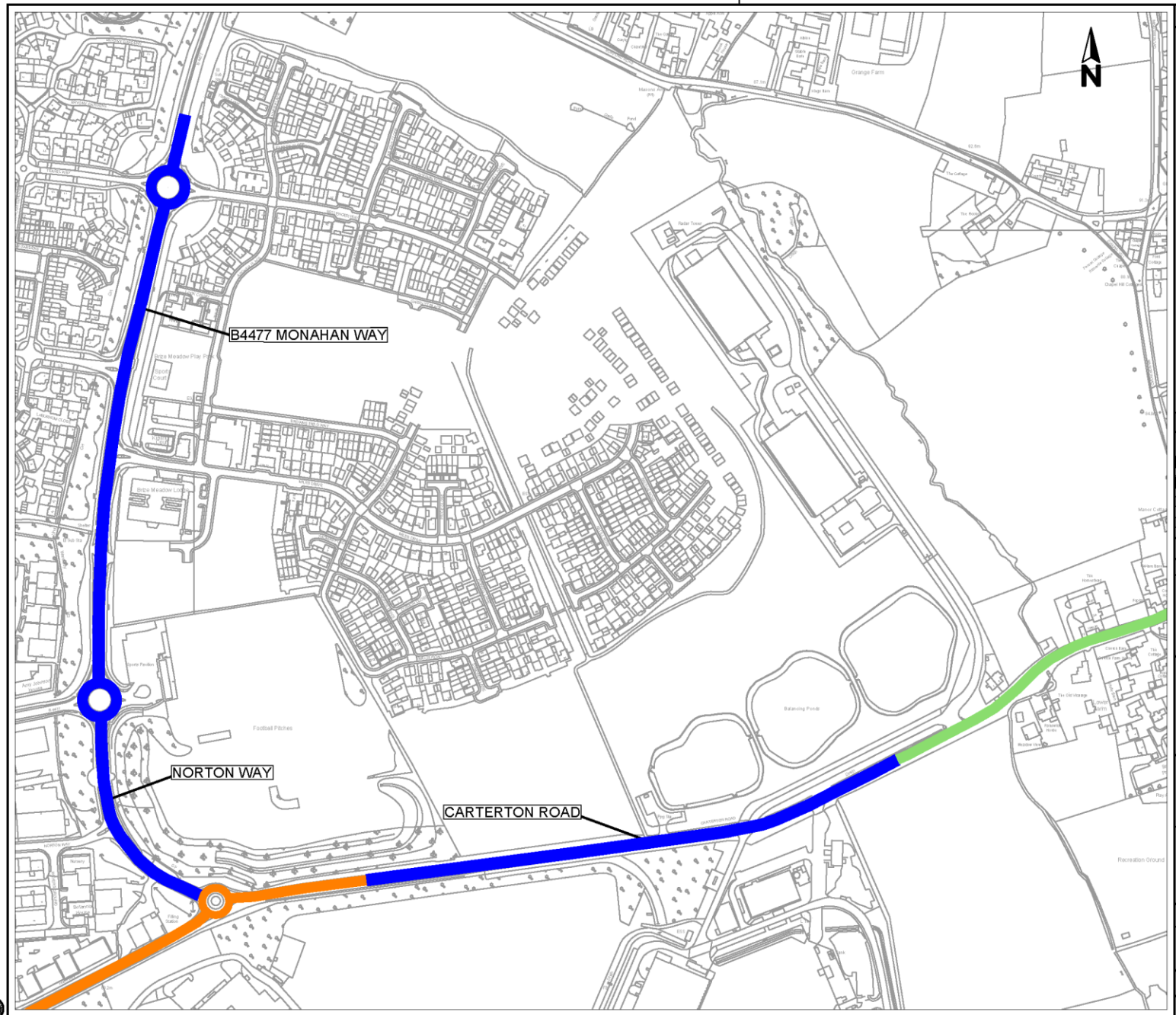
29. Officers confirm that the amended proposals will lead to the junction of the Burford Road, and the well-used pedestrian & cycle crossing point at the junction. Officers believe that this location would benefit from a lower speed limit, thereby improving safety for all road users,

30. Officers also note that the proposals take into account the potentially increased traffic in the area as a result of approved development in the vicinity.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plan, Annex 2: Amended proposals consultation plan, Annex 3 *(separate document):* Initial consultation responses Annex 4: Second consultation responses
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Anthony Kirkwood (Team Leader – Vision Zero) Daron Mizen (Operational Manager – Highway Schemes)

May 2026



Drawing No. | Revision 0

Proposed 30mph speed limit in place of existing 40mph speed limit

Existing 30mph speed limit to remain as is

Existing 20mph speed limit to remain as is

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
(ENTER 'NONE' IF APPLICABLE)
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(ENTER 'NONE' IF APPLICABLE)
USE
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DECOMMISSIONING/DEMOLITION
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Paul Fermer
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Tel: 0345 310 1111

Project title

PROPOSED 30MPH SPEED LIMIT

Drawing title

BRIZE NORTON
B4477 MONAHAN WAY, NORTON WAY
AND CARTERTON ROAD

Drawing Status: CONSULTATION

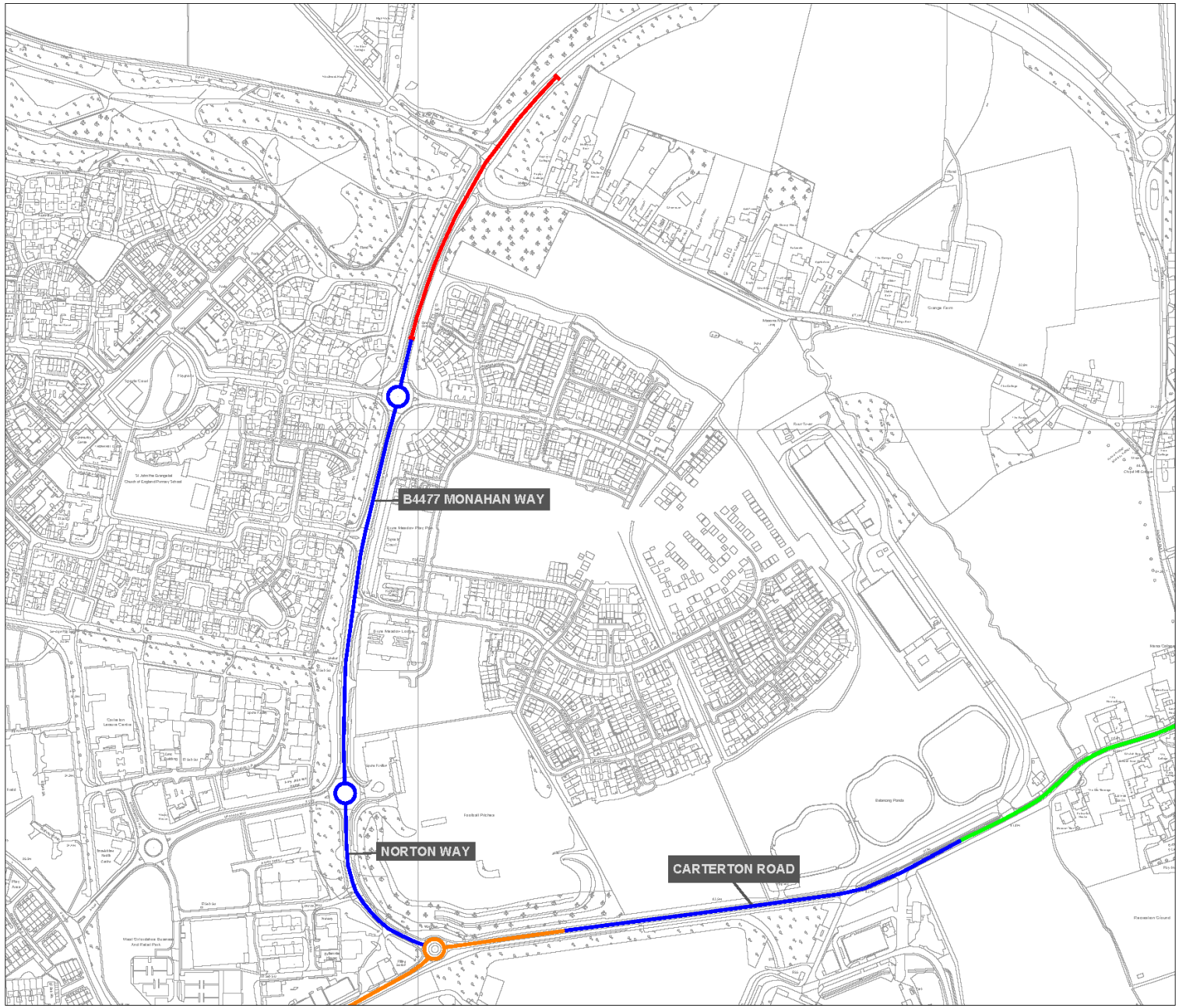
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 07/2025	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\3. Live instructions\Permanent TROs\P0215 - Oxford City DPPP's Feb 25\PLANS\Oxford DPPPs (Nov 24).dwg

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\3. Live instructions\Permanent TROs\P0337 - Carterton & Brize Norton 20mphVAMENDMENT (February 2026)\PLANS\Brize Norton 30mph Speed Limit Consultation Plan V3AC.dwg



Drawing No. 0

Proposed 30mph speed limit in place of existing 40mph speed limit

Proposed 30mph speed limit in place of existing 40mph speed limit as previously consulted

Existing 20mph speed limit to remain as is

Existing 30mph speed limit to remain as is

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

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OXFORDSHIRE COUNTY COUNCIL
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Project title

PROPOSED
30MPH SPEED LIMIT

Drawing title

BRIZE NORTON
B4477 MONAHAN WAY

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
	AC	CM	CM
	Date drawn	Date checked	Date approved
	05/02/2026	10/02/2026	10/02/2026

Oxfordshire Project No. & File Ref.

Drawing No. Revision 0

ANNEX 4

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – My previous concerns dated 19th August 2025 remain. The concern even greater as the speed limit change has been extended. Site of some accurate speed data may help convince me this change is appropriate. [19th August 2025 response] "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 20/30mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20/30mph 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. 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. 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.

	The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment 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 . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing . Carterton Road in particular already benefits from Mobile Enforcement due to poor compliance in the current 40 limit .Reducing it 30 without other measures will make things even worse here. 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.”
(e2) Email response, (Unknown)	**Object** – There does not appear to be any safety case for the proposed reduction in speed at Monahan Road. The road is good and not adjacent to homes. The road has a good path/cycleway beside it. There have been few accidents on section of road. (1 “serious” non-fatal accident in the last 5 years). It appears that the “road safety” justification is not based on reasonable assessment.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	**Support** – Dropping the speed limit is in line with Vision Zero and will make the road safer.
(o2) Local resident, (Carterton, Willow Drive)	**Object** – The road is wide, excellent visibility, plenty of crossing points for pedestrians and roundabouts to slow traffic. The current 40mph limit expedites traffic in the area, especially in and out of RAF Brize Norton. There is no problem with leaving it alone as a sort of bypass to all the planned housing. All this proposal will achieve is to spend money unnecessarily. However I dont expect the council to take any of this into account and to make the changes regardless.
(o3) Local resident, (Carterton, wychwood Close)	**Object** – speed limit is set to a reasonable standard at present, this change from 40 - 30 will do nothing other than increase pollution and slow and congest roads
(o4) Local resident, (Eynsham, Saywell Crescent)	**Object** – This is entirely unnecessary, and is attempting to fix a problem that does not exist. The accidents on Monahan way have been in association with junctions rather than to do with speed, and reducing the limit for such a great distance will slow down traffic flow into the village, increasing congestion on an already congestion prone road. 40 is sufficient, especially with the traffic lights and, roundabouts and pedestrian crossings already in place.
(o5) Local resident, (Filkins)	**Object** – This is the road to bypass Brize Norton village which already has a reduced speed limit. There are no houses fronting this road and it is totally unnecessary for road safety. It is a wide carriageway with wide pavements for pedestrians
(o6) Member of public, (Witney, Ralegh Crescent)	**Object** – I do not see the necessity.

(o7) Brize Norton Parish Council	**Support** – Brize Norton Parish Council support the proposal to extend the proposed 30mph speed limit on Monahan Way further northwards to include its junction with Burford Road. This is especially relevant now that planning approval has been granted for 350 houses on Burford Road.

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20/30mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20/30mph 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. 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. 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. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function

	• composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment 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 . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing . Carterton Road in particular already benefits from Mobile Enforcement due to poor compliance in the current 40 limit .Reducing it 30 without other measures will make things even worse here. 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.
(e2) Operations Manager, (Stagecoach Bus company)	**No objection** – At Stagecoach, our number one priority is safety, and steps that can be taken to improve safety for our passengers and staff are welcomed. Whilst the impacts of singular speed limit reductions can be negligible, the cumulative impact of multiple reductions in speed limits has a detrimental impact to bus journey times. So much so, that in extreme cases, the increase in journey time means that all of the layover that is required to ensure a reliable bus service is lost, and thus requiring the service to either absorb the costs of an additional bus (over £200k per annum) into the cycle, or a reduction in frequency. We have also seen on our networks that increased journey time leads to fewer people travelling sustainably by bus, and encourages more people to travel by car. In turn, this increase in costs and reduction in revenue will lead to a reduction in bus services. We therefore would like to see within any changes to speed limits that reduce bus journey times being offset with bus priority measures elsewhere along the corridor of the service impacted.
(e3) County Cllr, (Bampton & Carterton South)	**Object** – I am against a blanket reduction of speed limits for the reasons given. Where the limits vary according to the nature of the road I am in favour of them and think they are more effective. If drivers see a change of limit from 30 to 20 for a few hundred yards outside a school or place where there are lots of pedestrians for instance they are more

	likely to see the reason and respect it. Long stretches of straight road with pavements and wide verges, such as the Alvescot Road in Carterton, should not, in my view, be reduced until you get to the area where the shops, medical centre, library etc are. Then it makes sense.
(e4) Email response, (unknown)	**Object** – The proposed alteration to speed limits within Carterton and Brize Norton are a waste of time and money! I appreciate that lower speed limits may reduce fatalities, but only if people obey them. Many drivers and motorcyclists totally ignore the existing 30 mph signs anyway, they prefer instead to travel at greater velocities, even on side roads - 30 mph is just a passing point on their way up to and back down from 50 mph plus. Nobody enforces the existing limits so who will enforce the proposed new 20 mph limits? If this is the Council's idea to get people onto public transport, unless living in the town centre, most resident only see a bus on Tuesdays, Thursdays and Saturdays, and for a limited time period. - so until the buses run daily and from early morning to late night, covering the whole town, it will not work! I cannot speak for Brize Norton Village. Where there are limited cycle paths within Carterton, the majority of cyclists still use the roads despite the numerous pot holes - Carterton is locally known as CRATERTON because the roads are so uneven including in the few places where they have been "patch repaired! Motorists and cyclists who do obey street signage, are forced to drive carefully and slowly due to the deplorable state of road surfaces, upkeep for which the Council will undoubtedly require even more money! Changes to existing signage will be a waste of financially over stretched Council Tax payers' money, just to appease idealists who have total disregard for public feelings and impose unwanted and costly ideas onto their constituents who, even when they object, seem to be completely ignored!

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Abingdon)	Carterton 20mph speed limit – **Object** The introduction of 20mph speed zones cause more conflict between road user groups. It is a waste of money. Any monies spent should be on enforcement of current limits. Brize Norton 30mph speed limit – **Object** This puts into conflict road users, any monies proposed to be spent should be on current speed limit enforcement or road repairs. Travel change: **No**
(o2) Local resident, (Alvescot, Thorpes Field)	Carterton 20mph speed limit – **Object** The blanket 20mph limits do not contribute to road safety in my view. They increase frustration and see more people break the speed limit. If the 20 zones were restricted to where necessary then more people would comply and it would improve road safety Brize Norton 30mph speed limit – **Object** This is an unnecessary expense Travel change: **No**
(o3) Local resident, (Aston, Cote road)	Carterton 20mph speed limit – **Object** Accidents, let alone fatalities, are almost non existent for the proposed areas, I don't believe that 30mph is a safety concern Brize Norton 30mph speed limit – **Object** Again, I believe there are no safety concerns to support a reduction in speed limit for the proposed area Travel change: **No**

(o4) Local resident, (Aston, Saxel Closr)	Carterton 20mph speed limit – **Object** Drivers are more distracted, more frustrated. More tailgating, more difficult to deal with cyclists riding in groups. Brize Norton 30mph speed limit – **Object** There is nothing wrong with the current limits in the area and no evidence to support a change Travel change: **Other** It can't influence the way I travel as public transport is not an option
(o5) Local Cllr (i.e. Town/Parish/District), (Aston, Bull Street)	Carterton 20mph speed limit – **Object** The nearby village of Aston (where I chair the Parish Council) underwent an identical process recently. The Parish were deceived. Having been advised by OCC Highways to apply for a blanket 20 mph limit (we had posited a partial implementation) to mitigate consultation costs, with the assurance that we would have the final say (in accordance with OCC policy where the consent of town/parish councils is required). The 'consultation' results (overwhelmingly negative) were ignored. Our submission was lumped together with Bampton and Cllr Gant (Cabinet member for Highways) mandated that the 20 mph limit be imposed. Despite challenging the failure to follow OCC policy and return to us for consent, this was ignored and the next we knew was the arrival of Highways contractors to install signage. Our 2 subsequent written challenges to Cllr Gant personally (hastened by our then county councillor) were simply ignored, and the blanket 20 mph limit remains despite our remonstrations. The alleged improvement in road safety and switch to alternative transport has failed to materialise - as we predicted. It is clear that OCC had already made their mind up and the consultation was a sham. Shoddy, undemocratic behaviour from OCC, compounded by the seeming personal arrogance of Cllr Gant. Whilst not a resident of Carterton, I travel by car through the town and am resigned to the new speed restrictions being imposed irrespective of my views. Whither democracy and due process? Brize Norton 30mph speed limit – **Object** As above Travel change: **No**

(o6) Local resident, (Bampton, Fowler close)	Carterton 20mph speed limit – **Object** Absolutely not needed. This action will increase traffic pollution through Carterton which is bad as it is. There are more than enough speed calming measures within the town to keep the roads safe. Brize Norton 30mph speed limit – **Object** Again totally not needed. Travel change: **No**
(o7) Local resident, (Bampton, New road)	Carterton 20mph speed limit – **Object** 20 mph doesn't reduce accidents, it jsut prompts them! There are so many speed preventions in Carterton and brize norton that work! Brize Norton 30mph speed limit – **Object** Won't work Travel change: **No**
(o8) Local resident, (Bampton,)	Carterton 20mph speed limit – **Object** Awful waste of money. Not enforced. 30mph is appropriate, enforce it. Brize Norton 30mph speed limit – **Object** As before. Fix the roads and invest in infrastructure rather than wasting money on new limits that don't work Travel change: **No**
(o9) Local resident, (Bampton, Primrose lane)	Carterton 20mph speed limit – **Object** We don't need 20min speed limits as a blanket policy.

	Brize Norton 30mph speed limit – **Object** The roads this is proposed on have little to no housing there is no reason to reduce them to 30 Travel change: **No**
(o10) Local resident, (Bampton, Queens Crescent)	Carterton 20mph speed limit – **Object** Carterton already struggles enough with traffic flow in the mornings and the afternoons Brize Norton 30mph speed limit – **Object** It already takes a long time to get through brize norton Travel change: **No**
(o11) Local resident, (Bampton,)	Carterton 20mph speed limit – **Object** It is already impossible to ho faster than this as so many parked cars and timms yard traffic. These cause more of a danger and risk of accident than 30mph Brize Norton 30mph speed limit – **Object** Reficulous work of people who are probably retired and can potter about not a hard working single mother of 3 trying to get to work kids to school etc Travel change: **No**
(o12) Local resident, (Black Bourton, Black Bourton)	Carterton 20mph speed limit – **Object** Not needed. The money needs to be spent on rosd repairs. Brize Norton 30mph speed limit – **Object** Not needed and a waste of money. So many roads in and around Carterton are in desperate need of repair. Travel change: **No**

(o13) Local resident, (Black bourton, Burford rd)	Carterton 20mph speed limit – **Object** 20mph is pointless Brize Norton 30mph speed limit – **Object** Pointless Travel change: **No**
(o14) Local resident, (Brize, Stanmore Crescent)	Carterton 20mph speed limit – **Object** When there are 20mph limits on long, straight roads it is ridiculous. You crawl along creating more emissions than if you were to travel 30. There are always going to be people who break speed limits and instead of putting traffic lights on roundabouts and 20mph limits we should be encouraging people to engage with their environment rather than a government limit. Limits and lights create brain dead individuals who don't have to think or react any more. Brize Norton 30mph speed limit – **Object** When there are 30mph limits on long, straight roads it is ridiculous. You crawl along creating more emissions than if you were to travel 30. There are always going to be people who break speed limits and instead of putting traffic lights on roundabouts an Travel change: **No**
(o15) Local resident, (Brize, Witney Road)	Carterton 20mph speed limit – **Object** It is stupidly slow. Like the destuction of Witney, this is all about LibDem Gant's loony anti car agenda. Tranpsort in West Oxfordshire is already grindingly annoyingly slow. People need to drive at the appropriate speed for the previaling conditions, not at stupidly slow speeds. Brize Norton 30mph speed limit – **Object** It is a sodding main road. No need for the 30s. Travel change: **Other** I'll drive more just to piss off idiot Gant.

(o16) Local resident, (Brize, South mere)	Carterton 20mph speed limit – **Object** Unnecessary and complete waste of money Brize Norton 30mph speed limit – **Object** Pointless waste of money Travel change: **No**
(o17) Local resident, (Brize Meadow, Miles Drive)	Carterton 20mph speed limit – **Object** Would increase congestion in an already crowded town centre. Would impact public transport as the busses would take longer to get to they're destination and people might be more willing to drive where they can control the speed they travel at. Increase in road rage as people who already keep to the speed limit are bullied for not going over it by hot headed drivers. Brize Norton 30mph speed limit – **Object** I believe the the 40MPH speed limit is fine for the roads and there is plenty of other problems to be sorted before the speed limit needs changing Travel change: **No**
(o18) Local resident, (Brize meadows, Britius road)	Carterton 20mph speed limit – **Object** Does not contribute to safety, people who speed will not care and continue to speed. It will only impede drivers who drive sensibly, by creating more traffic Brize Norton 30mph speed limit – **Object** Same reason as before. Won't stop people who speed, only annoy drivers who don't. Travel change: **No**

(o19) Local resident, (Brize Norton, Parker Close)	Carterton 20mph speed limit – **Object** Waste of money Brize Norton 30mph speed limit – **Object** Waste of money and traffic disruption Travel change: **No**
(o20) Local resident, (Brize Norton, Archer Place)	Carterton 20mph speed limit – **Object** 20mph limits are too slow and unnecessary. Very few drivers adhere to them. Brize Norton 30mph speed limit – **Object** There is no need to continually make drivers slow down. Travel change: **No**
(o21) Local resident, (Brize Norton, Bellenger way)	Carterton 20mph speed limit – **Object** Slowing traffic down in a already dense area will back traffic up causing more congestion. Brize Norton 30mph speed limit – **Object** I believe the current speed limits round here are already working. Why fix something that isn't broken Travel change: **No**
(o22) Local resident, (Brize Norton, Britius Road)	Carterton 20mph speed limit – **Object** It is a total waste of money and will only destroy the area without any benefits as no one will respect the 20 mph. Brize Norton 30mph speed limit – **Object** Same as the previous response. Total waste of money. Travel change: **No**

(o23) Local resident, (Brize Norton, Brize Norton)	Carterton 20mph speed limit – **Object** 3. I would understand 20mph near schools, but on main roads and A/B roads it increases pollution into the environment, and is far more dangerous than the exiting 30/40mph in place. People are speeding because believe it or not it was once considered an offence to drive too slow for good reason; and whilst I appreciate this is likely being done to increase spend/tax income on petrol/fine charges, or perhaps it's to control where and how we travel, but it comes at the expensive of putting people's lives at risk. It really is ridiculous to be ignoring very clear public objection to this, and ignoring the pandemic of pot holes and lack of connecting roads to both sides of A40, with hundreds of new homes in the area. Brize Norton 30mph speed limit – **Object** As previously stated I believe this move is putting far more people and children at risk on our roads, and dangerous. When the speeds were set by the Road Traffic Act 1934 there was actual testing and research done to identify that 30mph appropriate for b Travel change: **No**
(o24) Local resident, (Brize norton, Browns field way)	Carterton 20mph speed limit – **Object** 20MpH is way to slow for a vehicle its not easy to stay at that speed Brize Norton 30mph speed limit – **Object** No need to change, no accidents reported Travel change: **No**
(o25) Local resident, (Brize Norton, Browns Field Way)	Carterton 20mph speed limit – **Object** Absolute waste of money, the only people to acknowledge and comply with them is the ones already complying with the current limits. Better off spending money on road repairs and more police to catch the irresponsible drivers performing doughnuts in parking areas late at night. Brize Norton 30mph speed limit – **Object**

	See previous response waste of money and effort Travel change: **Other** Avoid it, causes too many people to get impatient with me as I'm complying with the speed. I can't be bothered getting in to altercations with idiots.
(o26) Local resident, (Brize Norton, Carterton)	Carterton 20mph speed limit – **Object** Fix the potholes. 20mph is too slow and creates solution due to drivers being in a lower gear Brize Norton 30mph speed limit – **Object** Fix the potholes. 20mph is too slow and creates solution due to drivers being in a lower gea Travel change: **No**
(o27) Local resident, (Brize Norton, Carterton Road)	Carterton 20mph speed limit – **Object** Reduction to 20mph on main roads will increase frustration of locals due to increased driving times. All the main roads are more than wide enough with good footpaths to support the existing limits. Brize Norton 30mph speed limit – **Object** As before, the location for proposals gives no benefit or reduced risk, especially on Carterton Road given the new footpaths linking Mary Ellis country park, diverting foot traffic from Carterton Road Travel change: **No**
(o28) Local resident, (Brize Norton, Chestnut Close)	Carterton 20mph speed limit – **Object** As in other areas a blanket approach is inappropriate, the restriction for example in Brize Norton is a good idea in the village narrow streets. This does not correspond to Monaghan Way which is wider, with verges and pavements. Brize Norton 30mph speed limit – **Object** Width of road and verges and pavement is wide enough to support current speed levels. Travel change: **No**

(o29) Local resident, (Brize Norton, Elm Grove)	Carterton 20mph speed limit – **Object** It is totally unnecessary to reduce speed limit to 20. A waste of money that could be utilised elsewhere particular on the condition of our roads. Brize Norton 30mph speed limit – **Object** As before - unnecessary and a waste of funds. Travel change: **No**
(o30) Local resident, (Brize Norton, Faulkner Place)	Carterton 20mph speed limit – **Object** There is little evidence that there are issues with speeding in the area. What there is evidence of is vehicles being damaged by poor road conditions that are more likely to cause an accident and financial hardship to local motorists who have to repair vehicles. Oxfordshire County Council continue to focus spending on insignificant matters without sorting out issues that continue to effect the communities you are supposed to serve. The can't park and can't ride at Eynsham is a similar waste of money that nobody has been held to account for. That is why I object to the cost of firstly this consultation which is likely costing thousands and the all of the changes that would be required to signage for little benefit. Brize Norton 30mph speed limit – **Object** Similar to previous comments regarding Carterton. Travel change: **No**
(o31) Local resident, (Brize Norton, Miles Drive)	Carterton 20mph speed limit – **Object** The change to 20mph is a huge cost in changes to the road, travel time and emissions, with no evidence that proves it reduces accidents. The mass rollout of 20mph zones in wales cost millions and has seen a huge backlash, with very little support. The use of a 20mph zone around schools, play parks and hospitals is sensible. A blanket reduction does not. If drivers do not understand the logic behind why they are being asked to drive slower, they won't do it, and the whole process becomes a huge waste of taxpayers money.

	Brize Norton 30mph speed limit – **Object** Same reasons as above. There is no logic to the reasoning behind why drivers would be driving slower, if there is no logic behind it and drivers cannot understand why they are being asked to drive slower (schools, hospitals, etc) then it will not be abide Travel change: **No**
(o32) Local resident, (Brize norton, Miles drive)	Carterton 20mph speed limit – **Object** There is pedestrian aereas to be crossed there is no need for it Brize Norton 30mph speed limit – **Object** Pedestrian signs are available for a reason Travel change: **No**
(o33) Local resident, (Brize Norton, Millis Road)	Carterton 20mph speed limit – **Object** Builds up more traffic having lower speed limits. How many serious crashes/accidents have occurred due to the speed limit? We have plenty of other measures in place which include, traffic lights, roundabouts and speed bumps. Brize Norton 30mph speed limit – **Object** Same reason as before. Builds up more traffic having lower speed limits. How many serious crashes/accidents have occurred due to the speed limit? We have plenty of other measures in place which include, traffic lights, roundabouts and speed bumps. Travel change: **No**
(o34) Local resident, (Brize Norton, Moat Close)	Carterton 20mph speed limit – **Object** There are already enough speed restriction tools in and around Carterton/Brize Norton. The existing 30mph limits are more than sufficient. There is usually so much traffic that you are unable to do 30mph anyway. Maybe fix the roads first and spend the money where it's needed most.

	Brize Norton 30mph speed limit – **Object** I object to this as it has been implemented in Brize Norton and is just a waste of time and money. We have speed humps and Road narrowing and now a 20mph limit. It's a waste of money, fix the roads first they are an absolute disgrace. Adhering to a 20mph Travel change: **No**
(o35) Local resident, (Brize Norton, Parker Close)	Carterton 20mph speed limit – **Object** 20mph is not necessary in the majority of areas, with the exception outside schools or perhaps in particularly built up areas like Shilton Park or Brize Meadow. Witney has shown 20mph limits do not work! Brize Norton 30mph speed limit – **Object** No need for a main road in/ out of the town to be reduced to 30mph Travel change: **No**
(o36) Local resident, (Brize Norton, Price Close)	Carterton 20mph speed limit – **Object** No evidence of RTAs to support the need for this - money this will cost could be put to better use. Brize Norton 30mph speed limit – **Object** There are already traffic calming measures in the area Travel change: **No**
(o37) Local resident, (Brize norton, Private)	Carterton 20mph speed limit – **Object** I don't agree that all roads that have speed limit changes indicated require them. Fully agree outside schools and in the direct town centre but feel this is too far. 40mph to 30mph changes I also do not agree with. With regards to Monaghan way. Increased viability by removing vegetation on the roundabout that's left to overgrow and blocks the view for cars and pedestrians and the obstructive bloor sign would be useful.

	Brize Norton 30mph speed limit – **Object** See previous point Travel change: **No**
(o38) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – **Object** I want ot see evidence that this will make the roads safer. I beleive it causes motirists fustration, thereby likley to attempt for example dangerous overtaking manoevers on vehicles observiing the low speed limit Brize Norton 30mph speed limit – **Object** I want ot see evidence that this will make the roads safer. I beleive it causes motirists fustration, thereby likley to attempt for example dangerous overtaking manoevers on vehicles observiing the low speed limit Travel change: **No**
(o39) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – **Object** I don't see any reasonable justification made for further speed limit reductions on these roads. The previously implemented 20mph limit on Carterton Road is fine, but combined with the chicane makes traffic build up down that road awful and is probably more dangerous than if it were not there. Spend our ever increasing council tax money on fixing the roads and other things people actually want before doing anything else. Brize Norton 30mph speed limit – **Object** See previous comments. Travel change: **No**
(o40) Local resident, (Brize Norton, Timms Lane)	Carterton 20mph speed limit – **Object** Multiple flawed reasons from a council that seems to have an abject hatred of people that need to use a car to get to their destination. As a cyclist all the 20mph limit will do is see more people breaking an unnecessary law. In order to get more people using an alternative method of transport you should repair the road surfaces and pavements to make them more usable. I feel bad having to move in to the middle of a lane to avoid the plethora of road damage and slow

	cars down. This suggestion is not only a waste of money but a fundamental misunderstanding of road user requirements and behaviours. Almost as stupid as not building a direct slip road on to the A34 from the A40, something that would remove queues, increase air quality and save local users time on their commute. The centre of Carterton has three supermarkets, who will switch to cycling, walking or scooting with their weekly shop. It's the main way in and out of a military base supporting just shy of 10000 employees, many of whom commute to work in their car. As a council, you lot could not be more dillusioned. Brize Norton 30mph speed limit – **Object** Multiple flawed reasons from a council that seems to have an abject hatred of people that need to use a car to get to their destination. As a cyclist all the 20mph limit will do is see more people breaking an unnecessary law. In order to get more people u Travel change: **No**
(o41) Local resident, (Brize norton, Witney road)	Carterton 20mph speed limit – **Object** They are absolutely pointless and cause more unnecessary traffic, and annoyance amongst road users. Brize Norton 30mph speed limit – **Object** Again completely pointless. Travel change: **No**
(o42) Local resident, (Brize Norton, Bellenger way)	Carterton 20mph speed limit – **Object** It's a waste of money and as shown in Witney it has no positive effect. It's creates more congestion and therefore more pollution. I really hope the council doesn't waste money on this when it could be spent on maintaining the roads that as currently awful around Carterton. Brize Norton 30mph speed limit – **Object** Theres been no evidence of accidents due to the current speed limit. It would only congest the village further. Travel change: **No**

(o43) Local resident, (Brize Norton, Castle Mews)	Carterton 20mph speed limit – **Object** This is a complete waste of council money and time. Most cyclists can travel between 17-22mph reduce the speed limit it makes it harder to pass safely. The damage caused to cars stuck in a lower gear than if travelling at 30 increases fuel burn and in turn increases pollution. I have one option for a route to work and do cycle during summer 20 mph is ridiculous Brize Norton 30mph speed limit – **Object** Again the 40 has been in place for multiple years why change something that works so some [REDACTED]ing clown can say they implemented a change during their tenure as a Cllr Travel change: **No**
(o44) Local resident, (Brize Norton, Chichester Place)	Carterton 20mph speed limit – **Object** Having a a blanket 20mph has been proven in Wales that it just doesn't work. The whole point of the 20mph is that it is used in high risk areas, like school etc. Human nature will be that people will just ignore the speed limit in total, as most of the vans going through Brize Norton. I regularly walk along Brize Norton road and as always some drivers drive faster than the 40mph, but in general there is no problem with the 40mph speed limit. Do we really want to bring everything to a snails pace, car's are now much safer both for drivers and pedestrians. The higher risk to me is the so called calming measures that seem to make drivers speed up to try and get through. Brize Norton 30mph speed limit – **Object** As previously stated, nobody will stick to it, because there is no need. Travel change: **No**
(o45) Local resident, (Brize Norton, Daubigny Mead)	Carterton 20mph speed limit – **Object** Compete waste of money. Brize Norton 30mph speed limit – **Object** Waste of money

	Travel change: **No**
(o46) Local resident, (Brize Norton, Daubigny Mead)	Carterton 20mph speed limit – **Object** Ridiculous and unnecessary, I don't think it makes people drive safely. I have seen more and more people taking people over in towns and even villages, tailgating and go faster in frustration which in turn is more likely to cause an accident and therefore defeats the point. What a waste of time and money when there is no issue with 30mph. Brize Norton 30mph speed limit – **Object** Unnecessary and ridiculous. It does not make people drive more safely. If anything it causes more risk, I have seen many people in 20mph zones in local towns and even villages over taking People driving 20mph because people driving too slow, tailgating Travel change: **No**
(o47) Local resident, (Brize Norton, Squires close)	Carterton 20mph speed limit – **Object** Because it's a waste of petrol and a waste of peoples time when in a hurry causes even more congestion and why try and fix something that's not broken it's absolutely ridiculous Brize Norton 30mph speed limit – **Object** Because it's fine the way it is and shouldn't change Travel change: **No**
(o48) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – **Object** The current speed limits are working peef3xtly fine - they dont need to change Brize Norton 30mph speed limit – **Object** The current speed limit is working just fine - leave it alone Travel change: **No**

(o49) Local resident, (Brize Norton / Carterton, Bellenger Way)	Carterton 20mph speed limit – **Object** Traffic is already dense without slowing it further at peak time. Smile crossings are already provided by means of traffic lights and pedestrian crossings. Schools should be equipped with safe crossings around school areas by means of crossing wardens . Brize Norton 30mph speed limit – **Object** This main thoroughfare is the main route around the town / townland which needs a means of flowing traffic. Reducing the speed limit will back further traffic up when the aim is to divert traffic quickly. Again ample safe crossing points / traffic calming Travel change: **No**
(o50) Local resident, (Broadwell,)	Carterton 20mph speed limit – **Object** Unnecessary and a waste of money. Fix the potholes and terrible quality of road surfaces instead. Or make the roads safer where accidents actually happen regularly like by the Cotswold Wildlife Park. Brize Norton 30mph speed limit – **Object** Unnecessary waste of money. Fix the local potholes instead. Travel change: **No**
(o51) Local resident, (Burford, High street)	Carterton 20mph speed limit – **Object** They cause more pollution and don't solve the problems you say they do. Brize Norton 30mph speed limit – **Object** Not needed just educate drivers about not exceeding the limit Travel change: **No**
(o52) Local resident, (Carrerton, Burswin road)	Carterton 20mph speed limit – **Object** .

	Brize Norton 30mph speed limit – **Object** . Travel change: **No**
(o53) Local resident, (Carterto, Brize Norton rosd)	Carterton 20mph speed limit – **Object** Roads and surrounding area is not congested enough to warrant. Pavements are large and public insulated from road dangers Brize Norton 30mph speed limit – **Object** Same as prior Travel change: **No**
(o54) Local resident, (Carterton, Ash field road)	Carterton 20mph speed limit – **Object** It's another way of the council getting out of fixing the potholes Brize Norton 30mph speed limit – **Object** As already stated Travel change: **No**
(o55) Local resident, (Carterton, Abingdon Road)	Carterton 20mph speed limit – **Object** The current speed limit is absolutely fine. There isn't a safety need for a slower speed limit and I would like to be provided data for air quality if that is the reason. Brize Norton 30mph speed limit – **Object** Absolutely no reason to slow this road. Travel change: **No**

(o56) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – **Object** Waste of money, time and effort - have family in swansea where this was tried, cost millions, and the Police said it couldn't be Policed and now being changed back at a cost of more millions - no real evidence to support that the reduction of speed will benefit the community or reduce accident rates. OCC councillors should stop meddling in places they don't live on the whims of the few ! Redirect the funds to fixing the roads which are In dire need of repair !! Brize Norton 30mph speed limit – **Object** It doesn't work !! It can not be Policed ! There is no real evidence to support it will reduce accident rates. We haven't got enough Police as it is !! Whats next average speed cameras on every road ! (To get back the waste of money this proposal is !) OC Travel change: **No**
(o57) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – **Object** There is no need to make Carterton a 20 Zone unless it's outside of a school, and only in school times. The roads here are not dangerous for pedestrians or cyclists. It is a waste of our tax payers money putting up signs when the road surfaces are so appalling. If the council would like to improve safety, Perhaps try fixing the pot holes and invest in the roads instead. If the council does have money to burn please let me know as I'm sure we as a community would come up with ideas that would benefit all instead. Brize Norton 30mph speed limit – **Object** Not a dangerous road. Absolutely no need for it. Travel change: **No**
(o58) Local resident, (carterton, alderley close)	Carterton 20mph speed limit – **Object** reducing the speed limit will cause more traffic as well as being an inconvenience for all, the reduction is not needed Brize Norton 30mph speed limit – **Object** not wanting carterton speed limits to be reduced

	Travel change: **Other** going into town less
(o59) Local resident, (Carterton, Alvescot)	Carterton 20mph speed limit – **Object** Complete waste of time and money. Another way to collect more money in fines. Look at what is happening in Wales. Brize Norton 30mph speed limit – **Object** A complete waste of time and money. Travel change: **No**
(o60) Local resident, (Carterton, Alvescot Road)	Carterton 20mph speed limit – **Object** This is a complete waste of tax payers money. Most of our roads are in a poor state with pot holes and ridges that ruin vehicle tyres. 20mph is ok around schools and other areas where restrictions are necessary but don't keep penalising the motorist for just wanting to get on with their day. If our roads were in better condition traffic would flow smoothly resulting in less hold-ups. Cycle lanes on roads that are too narrow is another nonsense! Cyclists often have to ride in the middle of the road further holding up traffic, because the area designated as a cycle lane is often in a bad state of repair. I have actually seen a road worker painting a white line for a cycle lane over a pothole. What stupidity!! With regard to road speed, most sensible motorists will adhere to the speed limit. There will always be a few hot heads including drunks and drug drivers who will break the law what ever limits are imposed. Speed cameras will catch those who can't behave. It feels as though we are all being punished for the sake of a few. With regard to pollution, we have the county's largest Air Base next door belching out tonnes of emissions on every flight. We now drive unleaded and electric vehicles so road traffic emissions are lower than ever. Driving at slower speeds labours car engines causing more pollution and the slower the traffic the more fumes build up. I've noticed a marked increase in the air quality on my street at certain times of the day because of the number of vehicles idling in the traffic queue. This is also a reflection on the amount of house building in this area which has doubled the population in 20 years and significantly increased the traffic volume. We are no longer a rural town, we are fast becoming a sprawling metropolis. But I know the decision to implement these road speed changes will go ahead as the decision has already been made! I don't expect my ranting will make the slightest difference, but you did invite comment!!

	The first three letters of consultation are CON. The public pay for these CONs with their taxes!! Brize Norton 30mph speed limit – **Object** The roads you are proposing to reduce to 30mph that are currently 40mph coming in and out of Carterton e.g. the far end of Monaghan Way should remain as 40mph. One area which did not appear to be included on your "road map" is the junction of Alvescot Ro Travel change: **No**
(o61) Local resident, (Carterton, Alvescot Road)	Carterton 20mph speed limit – **Object** The existing speed limits are perfectly suited to the free movement of traffic through the area. Where are the injuries/ fatalities evidence to support the proposed changes. The few idiots who may speed will do so whatever speed limit is proposed - it's a flawed world we now live in and no one can make it 100% safe however much we can try. We would all agree 20 mph around schools BUT what happened to the 'pragmatic speed' approach- for example Alvescot Road -at school times there used to be a crossing patrol lady who switched on 20mph signs at the appropriate time and safely crossed parents and children. Brize Norton 30mph speed limit – **Object** Do not see any need to change a perfectly reasonable limit - perhaps the expense needed to change could be spent on repairing the roads? Travel change: **No**
(o62) Local resident, (Carterton, Appleford Drove)	Carterton 20mph speed limit – **Object** Completely unnecessary and a waste of money Brize Norton 30mph speed limit – **Object** Unnecessary and a waste of money Travel change: **No**

(o63) Local resident, (Carterton, Arkell Avenue)	Carterton 20mph speed limit – **Object** Makes the roads more dangerous. Nobody sticks to them. Brize Norton 30mph speed limit – **Object** Wasting more of our taxpayers money on changing speed limits that don't need changing Travel change: **No**
(o64) Local resident, (Carterton, Arkell Avenue)	Carterton 20mph speed limit – **Object** This is pointless, people will continue to drive at 30mph because that is SAFE. 20mph increases car fumes, takes longer to get anywhere and causes more traffic, it is a joke of a suggestion. Brize Norton 30mph speed limit – **Object** Pointless. I don't think in my 30 years of living in the area has there been an incident with the speed limit being 40mph so what would be the point in reducing it other than to piss off local residents Travel change: **Other** I will not drive at 20mph
(o65) Local resident, (Carterton, Arkell avenue)	Carterton 20mph speed limit – **Object** My response to this is objecting this proposal due to a very small number of collisions that have been occurred on these roads in Carterton meaning that the speed limits in place already does not cause any problems. Another reason for my objection is that for any local residents who live in Carterton and give up there time to work within the local community for the public's services eg. police, fire service and ambulance service, this proposal meaning that this new speed limit change will therefore higher the response time for responding to emergencies in and around the local area of Carterton. This could also lead to worsening of incidents that are occurred where as, if it was to stay the same this would then pose less of a risk for incidents protracting rapidly. As far as I am aware there has been lots of incidents in Carterton which have needed public service intervention as quickly as possible. To conclude my objection in my opinion I belive that this proposal should not go ahead.

	Brize Norton 30mph speed limit – **Object** This also relates to my previous objection in the first question. Travel change: **No**
(o66) Local resident, (Carterton, Arkell gardens.)	Carterton 20mph speed limit – **Object** 20 mph INCREASES pollution… It also increases traffic. 20mph on a school road yes, else where definitely no. Brize Norton 30mph speed limit – **Object** There are parked cars all along that road, and speed humps, there is zero need to implement a 20mph zone Travel change: **No**
(o67) Local resident, (Carterton, Ash Avenue)	Carterton 20mph speed limit – **Object** It is a hassle for business..most people don't even stick to the 20mph speed limit. When was the last road accident in carterton? Brize Norton 30mph speed limit – **Object** Same reasons I stated before Travel change: **Other** I'll drive exactly the same amount.
(o68) Local resident, (Carterton, Ashdeane)	Carterton 20mph speed limit – **Object** Waste of our money putting in speed restrictions where speed is not the cause of any historical accidents. Brize Norton 30mph speed limit – **Object** Spend money on fixing the roads to make them safer. Not restrictions where they are not needed. Travel change: **No**

(o69) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – **Object** Object, waste of money and not needed. How many accidents have there been? How many fatalior incidents that are life changing to support this? Brize Norton 30mph speed limit – **Object** Adequate drossings, again, number of injuries to warrant this? Travel change: **No**
(o70) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – **Object** we do not need this all we need is speed cameras ,might even get money out of it ,will create more polution,nobody tells you this do they Brize Norton 30mph speed limit – **Object** We do not need this just speed cameras might even get paid for this Travel change: **No**
(o71) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – **Object** Pot holes keep the speed down Brize Norton 30mph speed limit – **Object** No one keeps tap it Travel change: **No**
(o72) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – **Object** Complete waste of money, which would be better off spent resurfacing roads.

	Brize Norton 30mph speed limit – **Object** Again, waste of money. I'm not aware of any accidents that reducing the speed limit would prevent going forwards Travel change: **No**
(o73) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – **Object** No need to change speed limits from what they are, total waste of money! There is no reason whatsoever to lower them except to punish the motorist, people will not change their .ode of transport because of lowering speed limits. Repairing the roads would be a better way to spend the money. Brize Norton 30mph speed limit – **Object** Same as reason given before. No accidents along that stretch of road. No need to change. People will just be sat in cars longer causing more emissions. Travel change: **No**
(o74) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – **Object** This has been proven not to work. Drivers won't listen to it and it won't be enforced. Money can be better spent filling in the craters on Upavon Way Brize Norton 30mph speed limit – **Object** Same as previous Travel change: **No**
(o75) Local resident, (Carterton, Ashfield road)	Carterton 20mph speed limit – **Object** Local speed limits are never enforced Brize Norton 30mph speed limit – **Object** Road calming measures such as speed bumps cameras are much more effective in slowing down all traffic Travel change: **No**

(o76) Local resident, (Carterton, Barewood Avenue)	Carterton 20mph speed limit – **Object** The 30 Mph speed limit has been in place since 1935 and since then the braking distance of vehicles has improved significantly, I fail to see how reducing the speed limit by 1/3 is suddenly deemed necessary for the safety of pedestrians. The only reason I can see why this is being proposed is for the same reason pedestrians now have priority at junctions, this generation of people who are glued to their phones/electrical devices and are not aware of their surroundings are putting themselves in danger which in due course the government seems obliged to introduce new laws to protect them by penalising others rather than the individuals themselves. Perhaps instead of introducing a 20 mph limit for motorists the pedestrian should be penalised for undue care and attention if they cause an incident due to their reckless actions. This study available on the government publications library https://assets.publishing.service.gov.uk/media/5bf2bab940f0b6078acc6f4d/20mph-headline-report.pdf Shows that across the 12 schemes studied only one had a potential impact on increasing pedestrian safety, however that area already had a high incident ratio in comparison to the others, the other 11 areas had an inconclusive result in the study as it was impossible to determine if it had increased or decreased the number of incidents between vehicles and pedestrians. Studies have also shown that by reducing the speed limit causes an increase in pollution as vehicles are required to run in a lower gear for a longer period of time. Both CO2 and NOX are higher at 20 mph and to then compound this you are driving for a longer period of time expelling these additional toxins. For reference see the Transport for London study Pg's 17 onward https://content.tfl.gov.uk/london-exhaust-emissions-study-developing-a-test-programme.pdf To that end I strongly object to reducing the speed limit as pollution levels will rise for no evidence of pedestrians being safer, secondly when I drive through 20 mph zones I find myself concentrating more on my speed than my surroundings, therefore endangering pedestrians more than if I am travelling in a 30 mph zone, where my vehicles are easier to control as they are in a higher gear so throttle modulation is easier as the car does not want to accelerate as easily. Brize Norton 30mph speed limit – **Object** The 30 Mph speed limit has been in place since 1935 and since then the braking distance of vehicles has improved significantly, I fail to see how reducing the speed limit by 1/3 is suddenly deemed necessary for the safety of pedestrians. The only reason I Travel change: **No**

(o77) Local resident, (Carterton, Barwood Avenue)	Carterton 20mph speed limit – **Object** My experience of travel in Wales and Central London is that it causes frustration and wastes otherwise productive time. It appears to be an expensive initative using funds that could be much better used elsewhere, or incorporated into better road design. Brize Norton 30mph speed limit – **Object** Unnecessary. Already reduced speed limits on the roads with built-up areas. Travel change: **No**
(o78) Local resident, (carterton, bellenger way)	Carterton 20mph speed limit – **Object** 20mph zones often encourage drivers to switch off mentally, because the speed feels unnaturally slow compared to the road environment.Instead of paying more attention, drivers look at their phones, fiddle with the radio, or zone out which is worse for vulnerable road users like bikers, cyclists, and pedestrians. i may also add this is the wrong way to go about safety if that's the concern actual safety comes from driver engagement and road design (clear sightlines, crossings, proper lighting, resurfacing) not arbitrarily low limits. Brize Norton 30mph speed limit – **Object** same as before Travel change: **No**
(o79) Local resident, (Carterton, Birchwood)	Carterton 20mph speed limit – **Object** Waste of money, Witney is proof of this, no one does 20. Damaging to vehicles, they're not designed to travel that slow. Gear ratios are completely off. An 80% chance of surviving an accident at 30 is plenty high enough. Brize Norton 30mph speed limit – **Object** The road is a main road. It's only a 40mph anyway. Reducing to 30mph will cause more traffic, more aggressive overtakes and an increase in danger, not decrease. If it was an accident prone road then I would tend to support the reduction. However it's not.

	Travel change: **No**
(o80) Local resident, (Carterton, Black Bourton Road)	Carterton 20mph speed limit – **Object** The council should focus on fixing all the pot holes in the roads that make it impossible to do 30 anyway. Brize Norton 30mph speed limit – **Object** The speed limit is perfectly fine as it is. There are too many pot holes and other issues with the roads that a lower speed limit is the least of the councils worries. Travel change: **No**
(o81) Local resident, (Carterton, Black Bourton road)	Carterton 20mph speed limit – **Object** Reducing the speed limit won't increase safety. The roads are for vehicles, and we have all been brought up to learn how to use the roads safely. Also, attempting to force people to stop using their cars is an absolute disgrace. We should all have the freedom to go where we want/need in any way we prefer as long as we are capable. Old people shouldn't be forced to shuffle to a cold bus stop where they can't even sit down, when they can be driven door to door instead. I don't know anyone who would opt to walk on the streets over using their car. Especially in Carterton when it takes years to get anywhere on the bus and public transport is inconvenient if you're able to drive. Brize Norton 30mph speed limit – **Object** Reducing the speed limit won't increase safety. The roads are for vehicles, and we have all been brought up to learn how to use the roads safely. Also, attempting to force people to stop using their cars is an absolute disgrace. We should all have the fre Travel change: **No**
(o82) Local resident, (Carterton, Black Burton road)	Carterton 20mph speed limit – **Object** I would rather increase the speed limits, why are we reducing speed limits everywhere? Brize Norton 30mph speed limit – **Object** Increase them

	Travel change: **No**
(o83) Local resident, (Carterton, Blackbourton road)	Carterton 20mph speed limit – **Object** Other than electric cars most cars emit more emissions at 20 than 30 mph, this is because the gearing of the gearbox has always been designed for set speed limits I.e 30, 60,70mph at 20mph in my car second gear raises the revs more than it does than if I'm at 30 in third and if I stay in 3rd gear at 20 it's labouring the engine and it struggles. Therefore I'm emitting more emissions than needs be, also with the traffic lights and round abouts in Carterton you can't get speed up anyway so why waste money on signage that isn't needed. Brize Norton 30mph speed limit – **Object** Same reasons as the Carterton reasons Travel change: **No**
(o84) Local resident, (Carterton, Blackthorn Avenue)	Carterton 20mph speed limit – **Object** Not necessary in the vast majority of places: there is clear visibility around roads, wide pavements, often separated from the road by a grass verge and speed bumps already in appropriate places. Brize Norton 30mph speed limit – **Object** No safety concerns: there is good visibility and it is away from built up area Travel change: **No**
(o85) Local resident, (Carterton, Blackthorn Mews)	Carterton 20mph speed limit – **Object** 20mph speed limits are a ridiculous idea. Cars are not designed to drive at 20mph without being in lower gear which means higher rpm and more noise and emissions, but in the end my opinion is worthless as you will do it anyway. Brize Norton 30mph speed limit – **Object** Not necessary Travel change: **No**

(o86) Local resident, (Carterton, blackthorn Mews)	Carterton 20mph speed limit – **Object** It will make responding in emergencies slower and emergency services will be slower to attend putting people at risk. Roads have traffic measures already in place. If anything why don't you put a temporary 20mph speed limit 200m outside a school at school drop of and pick up times. Use the money to repair the roads so they don't have pot holes and not splitting. Brize Norton 30mph speed limit – **Object** Slower response times for emergency services putting public at risk. People don't stick to them when they are a blanket speed limit. Would be better having a 20mph zone just outside schools only when it is drop off and pick up times. So from 0800-0900 and Travel change: **No**
(o87) Local resident, (Carterton, blackthorn mews)	Carterton 20mph speed limit – **Object** Poor use of tax payer money to make transport less efficient. Brize Norton 30mph speed limit – **Object** As before, poor use of money making transport less efficient. Travel change: **No**
(o88) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – **Object** No evidence has been produced to back up any of the points made. With more electric vehicles in the road there will be no difference in emissions. There are also no accidents in Carterton. Brize Norton 30mph speed limit – **Object** Same as the previous page. Travel change: **No**

(o89) Local resident, (Carterton, Bluebell way)	Carterton 20mph speed limit – **Object** You just anger motorists and punish those who work hard and commute and dont have the time to crawl down the road. Wales has reverted most of their trial 20mph roads back to 30mph. There's been very little if no accidents with injuries or fatalities to most of the roads that you are trying to change to 20 (which is most of carterton). Instead, you should look at a couple of things to reduce speeds eg. Speed bumps by the BP garage. Don't change all roads. You're not speaking for the residents Brize Norton 30mph speed limit – **Object** Same opinions as that ive added to carterton Travel change: **No**
(o90) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – **Object** Not required. Footpaths are safe in Carterton and there has never been a need to install speed cameras in the town to enforce the current speed restriction. Brize Norton 30mph speed limit – **Object** The road is wide and the footpaths are separated from the road. There are clear controlled crossings and there has never been a need to enforce the 40 limit with speed cameras. Travel change: **No**
(o91) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – **Object** Ridiculously slow Brize Norton 30mph speed limit – **Object** Too slow Travel change: **No**

(o92) Local resident, (Carterton, Bluebellway)	Carterton 20mph speed limit – **Object** There is no need as there's no accidents for people driving at the 30mph speed limit Brize Norton 30mph speed limit – **Object** No reason too Travel change: **No**
(o93) Local resident, (Carterton, Boundary Lane)	Carterton 20mph speed limit – **Object** I don't believe the accident rates in Carterton for cars that are NOT exceeding the speed limit is a pressing issue for the town unlike the public transport which is very rare and slow to move around. The currect risk assessment for roads in Carterton tdo not justify the need to reducing the speed limits. I think this will bring an economic pressure to the town for unnecessary reasons. Brize Norton 30mph speed limit – **Object** I don't believe the accident rates in Carterton for cars that are NOT exceeding the speed limit is a pressing issue for the town unlike the public transport which is very rare and slow to move around. The currect risk assessment for roads in Carterton td Travel change: **No**
(o94) Local resident, (Carterton, Boundary Lane)	Carterton 20mph speed limit – **Object** Reducing speed limits from 30mph to 20mph has been shown to have "little impact" on road safety according to a study conducted by Queen's University Belfast, Edinburgh University, and the University of Cambridge. That's not an opinion — that's scientific evidence. Here's the link in case anyone feels like actually reading it: https://pureadmin.qub.ac.uk/ws/portalfiles/portal/395090799/Investigating_the_impact_of_a_20_miles_per_hour_speed.pdf Now, Carterton is not Oxford. Our road structure is more than capable of handling the current limits. But sure, if the goal is to make drivers burn through more fuel, increase engine noise, and wear down their cars by driving in lower gears — then congratulations, lowering the speed limit will achieve exactly that.

	Of course, if the council were genuinely interested in improving safety and sustainability, they could consider investing in proper cycling lanes or walking spaces. But apparently, it's easier to pat themselves on the back for "achieving" something by lowering speed limits than it is to actually address the real issues. Brize Norton 30mph speed limit – **Object** same as before, Reducing speed limits from 30mph to 20mph has been shown to have "little impact" on road safety according to a study conducted by Queen's University Belfast, Edinburgh University, and the University of Cambridge. That's not an opinion — Travel change: **Other** It will not, I will still use my car but it will be more frustrating.
(o95) Local resident, (Carterton, Bovingdon)	Carterton 20mph speed limit – **Object** It is ridiculous, woke and overly expensive to implement. Brize Norton 30mph speed limit – **Object** There is no need to change the current format Travel change: **No**
(o96) Local resident, (Carterton, Bovingdon Road)	Carterton 20mph speed limit – **Object** Pointless waste of money, the money could be better spent fixing pot holes, pavements and cleaning all the broken glass, rubbish and overgrown bushes that is littering the paths. It is safer to go by far. Brize Norton 30mph speed limit – **Object** Brize Norton should be a 20MPH zone, the roads are narrow and often have parked cars down them Travel change: **No**
(o97) Local resident, (Carterton, Bovingdon Road)	Carterton 20mph speed limit – **Object**

	30mph is and has been a safe speed around built up areas for many years previous. I see no reason to bring in 20mph zones unless it is outside schools. Changing to 20mph will increase the build up of an already large amount traffic in the Carterton area. There are plenty of crosswalk for pedestrians to cross the road. Brize Norton 30mph speed limit – **Object** No speed deduction are necessary. To implement safety measures along the 40mph road to stop the racers, speed cameras would be a suitable alternative. Travel change: **No**
(o98) Local resident, (Carterton, Bovingdon Road)	Carterton 20mph speed limit – **Object** More CO2, further delays in congestion, will make no difference and will not be obided. Brize Norton 30mph speed limit – **Object** More CO2, slower speed does not contribute to a safer road Travel change: **No**
(o99) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – **Object** I am a competent driver and do not need to be told what is a safe speed. If someone needs to be told, they shouldn't be driving. Brize Norton 30mph speed limit – **Object** I drive for a purpose, not pleasure. I want to make reasonable progress, not pander to kid glove pplicies. Travel change: **No**
(o100) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – **Object** Unnecessary unless going past a school during start/finish times or possibly on a housing estate. Brize Norton 30mph speed limit – **Object** No safety reason to change to 30mph past the base. Pointless and will just cost money that would be used elsewhere

	Travel change: **No**
(o101) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – **Object** Putting lower speed limits will not lower people's speed if there are not police to monitor them. After 20 years of living in Carterton, I don't believe we have a major issue with speeding. If in the areas where they say there is a problem, maybe speed cameras will be better. One thing is an issue is not car speed but school children either walking / running out in front of traffic or cycling out without looking, that causes more issues. Brize Norton 30mph speed limit – **Object** Get people to park considerably in Brize. Travel change: **No**
(o102) Local resident, (Carterton, Briary Way)	Carterton 20mph speed limit – **Object** I believe that the data being used to put forward these amendments is incorrect, both from an argument in relation to safety and in relation to safeguarding carbon emissions for the environment. It has been extensively researched and proven that 20 mph increases emissions from vehicles due to the inefficiency of low-gear driving. It has also been proven that reducing speed limits in areas is more likely to encourage speeding, and - given that Carterton is prolific in its under-policing, and lack of enforcement - promote dangerous driving behaviour. A better thought out proposal for Brize Meadows would be to provide more substantial crossings which are more centrally located to the development, rather than increasing the number of crossings or reducing the speed of the road. The reduction of speed limits on the proposed roads are in danger of increasing a lack of mobility for the elderly and vulnerable for whom driving can be the most efficient and cost-effective mode of transport. I object to this proposal because it is at risk of hampering those who already drive safely and are conscious of environmental factors, whilst negatively impacting the lives of those most vulnerable in the area. Carterton has always been an area celebrated for its community spirit and friendly manner; this proposal is attempting to curb that positive and safe area. Brize Norton 30mph speed limit – **Object** Copied from above as it requires context of both Carterton and Brize Norton. I believe that the data being used to put forward these amendments is incorrect, both from an argument in relation to safety and in relation to safeguarding carbon emissions for

	Travel change: **No**
(o103) Local resident, (Carterton, Britannia Close)	Carterton 20mph speed limit – **Object** Cars have so much safe technology, such as automatic braking, anti collision cameras and radars and braking. Along with better tyre technology. Cars are safer than ever and therefore road safety has improved. It will cause unnecessary traffic and frustration. Waste of money. 20 mph is too slow for main roads. All it will do is encourage people to speed soon as they are out of the zone. Brize Norton 30mph speed limit – **Object** It will cause unnecessary traffic and frustration. Waste of money. 30 mph is too slow for the main roads. If anything they need to be increased. Car safety has increased with the automatic braking systems to avoid collisions. Travel change: **No**
(o104) Rather not say, (Carterton, Britannia Close)	Carterton 20mph speed limit – **Object** Waste of money. Fix the pot holes. Too slow. Brize Norton 30mph speed limit – **Object** Not necessary. The speed is fine. Travel change: **No**
(o105) Local resident, (Carterton, Britannia Close)	Carterton 20mph speed limit – **Object** A 20mph speed limit only works if it is adequately enforced. This will be hard to enforce by police or the local council - cars already break the speed limit regularly on these roads and I don't see that changing. 20mph is especially slow - this causes increased levels of frustration in other drivers (tailgating, overtaking etc) which ironically can have the opposite effect of making the roads safer. A frustrated driver then subsequently speeding on the motorway after being annoyed at the 20mph limit is an accident waiting to happen. It would be more effective to put traffic measures in place; speed bumps, zebra crossings etc. Measures that actually slow motorists down rather than an arbitrary sign that won't be enforced regularly.

	Carterton also has no train station, and neither does Witney. This won't reduce vehicle traffic; motorists aren't suddenly going to start using the bus because the speed limit goes down. Brize Norton 30mph speed limit – **Object** Same reason as prior; those areas aren't necessarily built up, they're a long stretch of road that sees little pedestrian traffic. Travel change: **No**
(o106) Local resident, (Carterton, Britannia Close)	Carterton 20mph speed limit – **Object** As a cyclist in Carterton I have never had a problem with the speed of the cars. This will create more traffic and frustration. Brize Norton 30mph speed limit – **Object** There is no problem with the speed limit, it is fixing a problem that doesn't exist. Travel change: **No**
(o107) Local resident, (Carterton, Brize)	Carterton 20mph speed limit – **Object** PLEASE FIX THE ROADS PROPERLY BEFORE WASTING OUR MONEY ON THIS Brize Norton 30mph speed limit – **Object** PLEASE FIX THE ROADS FIRST BEFORE WASTING OUR MONEY ON THIS Travel change: **No**
(o108) Local resident, (Carterton, Brize Meadow)	Carterton 20mph speed limit – **Object** Far less economical Brize Norton 30mph speed limit – **Object** Again, less economical

	Travel change: **No**
(o109) Local resident, (Carterton, Brize Norton Road, Carterton)	Carterton 20mph speed limit – **Object** Simply because people don't even stick to the 30mph zones. A lot of careless drivers quite often do 40,50,60and 70+ in the 30mph zones. Brize Norton 30mph speed limit – **Object** They are fine as they are at 40mph. Why bother changing it ? Travel change: **No**
(o110) Local resident, (Carterton, Brize Norton rod)	Carterton 20mph speed limit – **Object** More expense for tax payers and not necessary in Carterton. Straight roads, no hills Brize Norton 30mph speed limit – **Object** Not required, usually slow traffic anyway due to volume of traffic Travel change: **No**
(o111) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – **Object** 20mph speed limits across the entirety of the town are not at all necessary. Brize Norton 30mph speed limit – **Object** Again, this is just not necessary Travel change: **No**
(o112) Local resident, (Carterton, Broadshires way)	Carterton 20mph speed limit – **Object** Not needed Fix the roads don't waste more money on signs

	Brize Norton 30mph speed limit – **Object** Not needed It is fine Travel change: **No**
(o113) Local resident, (Carterton, Brome way)	Carterton 20mph speed limit – **Object** Travel this roads daily sharing it with other commuters - If you did too, you would know drivers tend to stay under the speed limit anyways. This proposal is a waste of time and resources. Instead time and money should simply be invested in educating pedestrians on road safety so they have a good understanding. Brize Norton 30mph speed limit – **Object** Same as my last answer. Travel change: **No**
(o114) Local resident, (Carterton, Brown's Field Way)	Carterton 20mph speed limit – **Object** 20mph is not going to make roads safer, crossing points would make roads safer. If people are impatient to use crossing points, even more people will be impatient at driving 20mph, most vehicles aren't designed to be driven at 20mph. By having slower speed limits, traffic will go slower which means build up of traffic. Build up of traffic means less chances to cross roads. Build up of traffic means more vehicles in an area which means more chance of an accident. As long as there are crossing points 30mph is a speed that is acceptable. I've noticed the question below saying would this change my means of travel. That tells me people think that lowering the speed limit will be a deterrent to drive. It also raises suspicions that you actually dont care about the safety of pedestrians and its more a ploy to stop people driving. I hope this is not the case. Brize Norton 30mph speed limit – **Object** Please see my response to question 3 Travel change: **No**

(o115) Local resident, (Carterton, Buford Road)	Carterton 20mph speed limit – **Object** A foolish idea that causes more environmental damage. When was someone last badly hurt? Where? Just because other councils do it under the guise of health and safety does not mean Carterton should follow suit. Brize Norton 30mph speed limit – **Object** The roads are fine there. Travel change: **No**
(o116) Local resident, (Carterton, Burford Rd)	Carterton 20mph speed limit – **Object** What benefit is a 20mph speed limit. Spend more time fixing the roads and less time penalising drivers. Brize Norton 30mph speed limit – **Object** See previous answer Travel change: **No**
(o117) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – **Object** It causes drivers to pay more attention to their speedometer than to the road and possible obstructions. In addition it makes drivers pay less attention generally. Brize Norton 30mph speed limit – **Object** As previously stated. Travel change: **No**
(o118) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – **Object** Drivers have to concentrate to keep modern cars at 20 it's not an idle speed in any gear, this also increases fuel consumption and emissions.if the children are educated properly with road safety as I was at school then the speed

	isn't an issue. Yes to 20 by schools at kicking out time, spend my tax payers money on fixing the roads first so people can look out for pedestrians instead of dodging pothole, Brize Norton 30mph speed limit – **Object** Same as above Travel change: **No**
(o119) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – **Object** Slow downs traffic and does not improve road safety Brize Norton 30mph speed limit – **Object** No signs this improves road safety Travel change: **No**
(o120) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – **Object** It just makes people ignore the limits as they're ridiculously slow. Brize Norton 30mph speed limit – **Object** . Travel change: **No**
(o121) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – **Object** This is a total waste of money ! WHAT A COMPLETE CON/SCAM/FRAUD OF TAX OAYERS MONEY! There are over 8,000,000 ways that this could be better spent !!! Which match's the total money (£8 million) allocated for this SCAM - Brize Norton 30mph speed limit – **Object** STOP WASTING IUR MONEY ON THESE SCAMS

	Travel change: **No**
(o122) Local resident, (Carterton, Burswin)	Carterton 20mph speed limit – **Object** 20mph is considered way too slow if the worry is pedestrians crossing install more zebra crossing junctions. Brize Norton 30mph speed limit – **Object** They are fine the way they are they don't need changing Travel change: **Yes – walk/wheel more**
(o123) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – **Object** Money could be better spent elsewhere for example on the horrendous state of the surface of roads in and around Carterton. Brize Norton 30mph speed limit – **Object** Money could be better spent improving the quality of the roads. Travel change: **No**
(o124) Local resident, (Carterton, Butlers drive)	Carterton 20mph speed limit – **Object** There is no justification for lowering the speed limit to 20MPH spend the money on other things that are more urgent Brize Norton 30mph speed limit – **Object** Spend the money on other urgent needs Travel change: **No**
(o125) Local resident, (Carterton, Campion Close)	Carterton 20mph speed limit – **Object** There is absolutely no evidence that a reduction in the speed limits is necessary, as far as I am aware. A move to reduce the speed of traffic passing through will only increase transit time, resulting in a decrease in air quality. In my

	experience driving through areas in Oxfordshire where this has already been done is that almost nobody observes the new speed limit and traffic continues to flow, safely, at 30 mph. In my opinion, reducing the speed limits to 20mph will probably lead to more frustration and annoyance, resulting in making the roads less safe, rather than the opposite. Brize Norton 30mph speed limit – **Object** It is not necessary. 40 mph is slow enough and I can't recall a high number of traffic accidents at that limit. Reducing the speed limit to 30 mph is simply trying to solve a problem which doesn't exist, except in the mind of someone in the council. Travel change: **No**
(o126) Local resident, (Carterton, Carr Avenue)	Carterton 20mph speed limit – **Object** A reduction to the current, and quite sensible, speed limits is unnecessary. I have lived in Carterton for over 35 years and we do not have a societal problem with cars travelling at 30mph and/or 40mph. Where drivers stick to these speed limits we do not have an issue. There are plenty of crossings throughout Carterton that allow pedestrians, of which I am one, to cross the roads safely. The issue lies with those drivers that choose to ignore the current speed limits, for example those racing each other in the middle of the night exceeding speeds of 50-60mph on 30mph roads. The local police are already aware of that sort of behaviour and are dealing with it. Reducing the speed limit will not reduce the number of drivers on the road, which your proposal suggests, as the vast majority of traffic is made up of commuters who need to travel far in excess of walking/cycling distances, and public transport is not a solution for most due to the restrictive times, routes & lack of privacy (for some that journey to work in their car is the only peace they will find each day). In addition, increasing the time that vehicles are spending on the roads by reducing the speed limits (yes, a simple speed equals distance over time calculation should help you here) will dramatically increase the level of emissions produced. These proposals are a daft and pointless use of the councils time and resources. The fact that it has even been suggested speaks volumes to the lack of awareness you have regarding the public's' needs and wants. You must be speaking to the same cross section of our community on a regular basis with no effort to understand the majority's feelings on the matter. Please prioritise the issues which are actually increasing the danger for motorists and pedestrians alike, which is the crumbling state of the roads. If you identify locations that pedestrians cross roads in high numbers dangerously then add a crossing using actual data to back up your decision. Brize Norton 30mph speed limit – **Object** The same reasons as on the previous page. Copied below for reference:

	A reduction to the current, and quite sensible, speed limits is unnecessary. I have lived in Carterton for over 35 years and we do not have a societal problem with cars travelling at 3 Travel change: **No**
(o127) Local resident, (Carterton, Carterton)	Carterton 20mph speed limit – **Object** Unnecessary Brize Norton 30mph speed limit – **Object** Unnecessary Travel change: **No**
(o128) Local resident, (Carterton, Carterton)	Carterton 20mph speed limit – **Object** It is a blanket agenda that doesn't benefit us. You dont listen to resident opinions and are selective in pushing personal agendas. This will impact me by wanting to drive more because he buses will take even longer and also means I will be more annoyed when driving (but not driving less) Brize Norton 30mph speed limit – **Object** It is a blanket agenda that doesn't benefit us. You dont listen to resident opinions and are selective in pushing personal agendas. This will impact me by wanting to drive more because he buses will take even longer and also means I will be more annoyed w Travel change: **No**
(o129) Local resident, (Carterton, Carterton Road)	Carterton 20mph speed limit – **Object** Unnecessary proposal as existing speed limits have never caused any issues. Walking is already popular - pavements are wide and well maintained, plus there are several zebra crossings that are well utilised by locals. I do often ride my bike through Carterton, and have never had any issues with cars going too quickly. The roads are wide and cars generally give plenty of room. Reducing the speed limit is only likely to cause annoyance with residents and visitors alike, with no perceivable improvements in any other of the aspects mentioned. Why try and fix what isn't broken?

	Brize Norton 30mph speed limit – **Object** Unnecessary proposal as existing speed limits have never caused any issues. Walking is already popular - pavements are wide and well maintained, plus there are several zebra crossings that are well utilised by locals. I do often ride my bike through Carte Travel change: **No**
(o130) Local resident, (Carterton, Cedar Road)	Carterton 20mph speed limit – **Object** Traffic flows now with no congestion. 20mph will not bring any benefits other than slow down existing traffic. Brize Norton 30mph speed limit – **Object** No need to make changes traffic flows with no congestion Travel change: **No**
(o131) Local resident, (Carterton, Cherry Tree Way)	Carterton 20mph speed limit – **Object** 20mph limits cause driver frustration and are difficult to adhere to in a modern vehicle. They don't materially change the way people travel, are an unnecessary cost to implement and can then be used as an excuse not to carry out proper roads maintenance. With busy lives, people want to decrease journey times, not increase them. Why continue to persecute drivers, who already contribute significantly through road tax and fuel duty, for a comparative minority? Brize Norton 30mph speed limit – **Object** See previous comments about journey times and changing modes of transport. The Carterton road was previously reduced from national speed limit to 40mph - it does not need to be reduced any further. Monahan Way is an arterial route which does not need to b Travel change: **No**
(o132) Member of public, (carterton, Church View)	Carterton 20mph speed limit – **Object** There is no need for such low speed limits

	Brize Norton 30mph speed limit – **Object** again, no need Travel change: **No**
(o133) Local resident, (CARTERTON, Clarkston Road)	Carterton 20mph speed limit – **Object** To slow Brize Norton 30mph speed limit – **Object** To slow Travel change: **No**
(o134) Local resident, (Carterton, Clarkston road.)	Carterton 20mph speed limit – **Object** Just leave things as they are .spend the money on the pot holes. And stop all this woke nonsense. Brize Norton 30mph speed limit – **Object** Waste of tax payers money, when councils are short of cash. Travel change: **No**
(o135) Local resident, (Carterton, Colerne road)	Carterton 20mph speed limit – **Object** There is no need for monohan way to be reduced to 30mph. Also no need for the rest of Carterton to reduce to 20mph. There is no evidence to suggest that Carterton will be safer as there are no accidents that I know of that warrant this change. Brize Norton 30mph speed limit – **Object** No need for the rest of Brize to reduce to 20mph. There is no evidence to suggest that Brize will be safer as there are no accidents that I know of that warrant this change. Travel change: **No**

(o136) Local resident, (Carterton, Corbett rd)	Carterton 20mph speed limit – **Object** Not needed Brize Norton 30mph speed limit – **Object** Not needed Travel change: **No**
(o137) Local resident, (Carterton, Corbett road)	Carterton 20mph speed limit – **Object** Roads are [REDACTED] need to fix the roads before we can force people to do 20 as everyone has to do 20 anyway because of the sheer amount of potholes and road failings in Carterton as it is so instead of spending money making it a 20 fix the roads Brize Norton 30mph speed limit – **Object** Same reason as previously stated roads are [REDACTED] full of potholes Travel change: **No**
(o138) Local resident, (Carterton, Corbett Road)	Carterton 20mph speed limit – **Object** This is another step towards a total traffic ban. Traffic does not run efficiently at 20mph and will produce more pollution and use more fuel. I've have also not seen any evidence of safety being improved or it being necessary . Brize Norton 30mph speed limit – **Object** For the same reasons as for Carterton. Travel change: **No**
(o139) Local resident, (Carterton, Cotswold way)	Carterton 20mph speed limit – **Object** The only need for speed limit reduction is outside school areas. The speed limits inside carterton are adequate. Unless you can provide a full survey from ALL local residents saying they support this then this proposal is nothing more than points scoring by council members. There is nothing wrong with the speed limits, if there is a problem then

	it is drivers themselves not sticking to the limits we already have so a more appropriate use of tax payers money to combat this would be speed enforcement not more limits which will be ignored primarilarly by people travelling to and from the RAF Base. Brize Norton 30mph speed limit – **Object** Again there is no reason to change any of the current speed limits only more speed enforcement. Travel change: **No**
(o140) Local resident, (Carterton, Cranwell)	Carterton 20mph speed limit – **Object** No need for a 20 speed limit it does nothing but slow people down further from getting where they need to be Brize Norton 30mph speed limit – **Object** No need to reduce from 40 to 30 it has already been pointlessly reduced from 60 Travel change: **No**
(o141) Local resident, (Carterton, Davis close)	Carterton 20mph speed limit – **Object** There is no need to reduce the speed, those who speed ignore this anyway. Stop wasting money on new road signs, campaigns etc. Fix our roads, build better cycle paths (not painted lines halfing current road lanes). Brize Norton 30mph speed limit – **Object** For the reasons currently made. Stop wasting money, stop following trends that most people object to. Travel change: **No**
(o142) Local resident, (Carterton, Dove court)	Carterton 20mph speed limit – **Object** It's not about safety. journeys are longer, so more air pollution is caused, more traffic, people become frustrated and take more risks adding to danger, air pollution is increasing!! Brize Norton 30mph speed limit – **Object** Same reason as previous, journeys are taking longer causing more air pollution.

	Travel change: **No**
(o143) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – **Object** I don't feel it is necessary, I live in Dovetrees along the main road and very few people already stick to the 30mph. Trust me you can hear and see them speed past my house. Yet nothing is done to stop them so by lowering the limit to 20mph is going to make no difference as they will continue to speed through again as it's not policed. People follow the speed limit now if you reduce it people will start ignoring the rules and we already have a community that doesn't care or follow the rules let's not make this another rule people don't follow and are allowed to not follow. It makes a mockery of Carterton and the council. Here's a new speed limit but it won't actually matter if you don't stick to it as nothing will be done. What's then the point of wasting our tax payers money. Brize Norton 30mph speed limit – **Object** I don't think there is anything wrong with the speed limits. Money needs to be put into ensuring people stick to the current speed limits not implementing new ones that again people won't stick to. Also let's make our roads safer by stopping people parkin Travel change: **No**
(o144) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – **Object** The monies would be much better spent on repairing the local highways to a standard fit for purpose. I don't believe data has been used for the reasons behind the proposal. It is an impractical out of touch plot to reduce the volume of vehicles on the road that is not welcomed by the majority of the community. Previous works undertaken in Witney were an utter shambles and waste of tax payers money. Pollution caused by vehicles driving at 20 is more than that at 30 due to lower gear and higher revs. Brize Norton 30mph speed limit – **Object** As per reasons previously given. Plus that it is already impossible to get over 20/25 in Brize Norton due to the speed bumps, narrow roads and roadside parking by residents on a blind roundabout. These are traffic calmimg measures in themselves and to spe

	Travel change: **No**
(o145) Local resident, (Carterton, Edgehill)	Carterton 20mph speed limit – **Object** Waste of money. We already have speed bumps and currently have very little accidents on these roads. Brize Norton 30mph speed limit – **Object** Same as my previous answer Travel change: **No**
(o146) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – **Object** Apart from outside schools the 20mph limit is not needed and this should only be active at the start and finish of the day. With the wide verges that Carterton have there is lots of visibility to cue potential hazards. Brize Norton 30mph speed limit – **Object** The flow of traffic is not a problem and there are several crossings for people to use if they want to cross. The problem down that road is where the bus stops have been positioned! They are both in the wrong place one being on top of a roundabout the oth Travel change: **No**
(o147) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – **Object** There is no need to reduce the speed limit on the main roads. It is difficult to do more than 20mph on other roads due the amount of parked vehicles. Brize Norton 30mph speed limit – **Object** There are pedestrian lights for people wishing to cross the road. Travel change: **No**

(o148) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – **Object** 30mph is a NATIONAL speed limit. Brize Norton 30mph speed limit – **Object** 30mph is a NATIONAL limit Travel change: **No**
(o149) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Object** Fine around schools etc but ridiculous! Brize Norton 30mph speed limit – **Object** Ridiculous Travel change: **No**
(o150) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Object** No need for it. Brize Norton 30mph speed limit – **Object** No need for it Travel change: **No**
(o151) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – **Object** I get the idea behind lowering the limit to 20, but I'm not sure it works everywhere. It makes trips longer, can actually cause more pollution because cars aren't running efficiently, and without proper traffic calming, a lot of drivers ignore it anyway. I think we'd be better off tackling the real trouble spots with sensible calming measures rather than slowing everyone down all the time. Brize Norton 30mph speed limit – **Object**

	I'm responding because I've seen how the 20 mph limit works in Witney — and honestly, it doesn't. Hardly anyone sticks to it, it's frustrating to drive at such a slow speed, and it actually makes journeys feel more stressful. I often go out of my way to p Travel change: **No**
(o152) Local resident, (Carterton, Fairfield)	Carterton 20mph speed limit – **Object** Unnecessary expense and not needed. Brize Norton 30mph speed limit – **Object** Unnecessary expense and not needed. Travel change: **No**
(o153) Local resident, (Carterton, Faulder)	Carterton 20mph speed limit – **Object** There is no real benefit to decreasing speed limits. It's utterly ridiculous. Brize Norton 30mph speed limit – **Object** There is no benefit to changing speed limits. Travel change: **No**
(o154) Local resident, (Carterton, Finchdale close)	Carterton 20mph speed limit – **Object** 20 outside schools but everywhere else 30 mph Brize Norton 30mph speed limit – **Object** No housing bother that would warrant 30mph Travel change: **No**

(o155) Local resident, (Carterton, Finchdale Close)	Carterton 20mph speed limit – **Object** No body ever sticks to it, keep it at 30! 20 at School gates! Brize Norton 30mph speed limit – **Object** There are no Police to enforce it! It creates Road Rage and angry drivers! Travel change: **No**
(o156) Local resident, (Carterton, Foxcroft)	Carterton 20mph speed limit – **Object** Do not agree that 20mph is required. Only in school areas. Brize Norton 30mph speed limit – **Object** 40mlh is not problematic in these areas Travel change: **No**
(o157) Local resident, (Carterton, Foxcroft)	Carterton 20mph speed limit – **Object** It'll put carterton in the same situation as Witney which is now an absolute nightmare to drive around. Silly idea. Brize Norton 30mph speed limit – **Object** Same reasons as stated above. Travel change: **No**
(o158) Local resident, (Carterton, Foxcroft Drive)	Carterton 20mph speed limit – **Object** Complete waste of time/money, the 30s are completely fine as they are. If crossing is an issue, implement more crossings for pedestrians. A lot of roads you just can't go more than 20 in anyway, changing the speed limit to match that is pointless Brize Norton 30mph speed limit – **Object**

	Again it seems pointless, increase extra crossings if needed but reducing the speed limit isn't going to make any difference Travel change: **No**
(o159) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – **Object** I work in Carterton and if this change goes ahead it will massively affect our business, we drive all over Carterton and Brize Norton daily. We would need to allow over twice the allocated time to get to and from appointments, which would impact our business severely. Other businesses would also be affected. I agree around schools there should be a lower limit within reason but everywhere in Carterton is not realistic. Changing to 20mph would make no difference as I need a vehicle for work. Brize Norton 30mph speed limit – **Object** Same as previous Travel change: **No**
(o160) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – **Object** It is totally unnecessary. It actually encourages drivers to exceed the limit on many occasions. Brize Norton 30mph speed limit – **Object** The road is wide. The pavements are wide. Visibility is clear. Not necessary at all. Travel change: **No**
(o161) Local resident, (Carterton, Glen more)	Carterton 20mph speed limit – **Object** Not necessary Brize Norton 30mph speed limit – **Object** Runs with no problems already Travel change: **No**

(o162) Local resident, (Carterton, Glen more road)	Carterton 20mph speed limit – **Object** Not needed in Carterton Brize Norton 30mph speed limit – **Object** Leave things as they are. Repair the roads Travel change: **No**
(o163) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** It's to slow, I cycle to Witney and back everyday and on the flat can exceed 20mph. How do you think drivers are going to react if a cyclist comes past them? You want to try and get more people walking and cycling then get the footpaths and cycle ways in place first it's common sense. At the minute there's no foot paths or cycle paths between Carterton and Witney or Carterton and brize so slowing everyone down to force them on to bikes with no safe place to cycle to these places is stupid. Your going to end up with a lot more accidents from cyclists getting clipped or knocked off than what you do now. Brize Norton 30mph speed limit – **Object** Pointless with no additional infrastructure to cope with the influx in the amount of people walking and cycling that your hoping people will do, get cycling lanes put in and pavements that can cope with more than one person at a time. Travel change: **No**
(o164) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** This proposal is fundamentally flawed in several ways. There is a lack of (clearly signposted) empirical evidence for this change. No Witney data is provided to show impacts of their reduction (e.g., accident rates for speeding vs. non-speeding before and after the change, compliance in Witney - I see many ignoring and would like to know facts, traffic flow analysis, did it reduced CO2 or increase it due to increased journey times - mindful of the reduced traffic in town centre should be considered to offset biasing the data). Instead, the consultation relies on generalised claims or assumptions. In addition, there is biased presentation. The documentation highlights intended positive outcomes

	(safety, walking, cycling) without balanced reference to neutral or negative outcomes. This undermines credibility and suggests selective reporting. No clear cost–benefit analysis has been done to show this will have an overall beneficial impact on the socio- and economic-environment. The financial and social costs (infrastructure changes, increased travel times, enforcement) are not weighed against projected, assumed benefits. Has a SWOT been done to suggest alternative interventions? For example, other safety measures (e.g., improved crossings instead of blanket speed reduction. I see little on appreciating the negatives of reducing speed limits. How likely will it be enforced... Lower limits (especially 20mph) are notoriously hard to enforce without costly measures like speed cameras or constant policing. This creates a gap between "law on paper" and "law in practice." Surely there are other pressing prioties, such as affordable housing, cost of living, etc? You need to consider the socialological negatives of this too. For example, increased driver frsutration due to longer journey times, increase risky driving behaviour, reduction in confidence in council if drivers feel ignored and interventions are implemented in view of being unfair, etc - all for assumed benefits. While slower speeds are sometimes framed as “greener,” vehicles are typically less fuel-efficient at 20mph than at 30mph, leading to higher emissions in stop–start urban traffic. Whilst I agree some areas can be reduced, such as built up residential areas, main roads should not and instead effective crossing or bike lanes would be better as this increases accessibility without risking such backlash from drivers. Apologies if areas of this were unclear - the text box for feedback is small and difficult to proofread and edit. Brize Norton 30mph speed limit – **Object** This proposal is fundamentally flawed in several ways. There is a lack of (clearly signposted) empirical evidence for this change. No Witney data is provided to show impacts of their reduction (e.g., accident rates for speeding vs. non-speeding before and Travel change: **No**
(o165) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** Doesn’t work in Witney so Carterton will be no different Brize Norton 30mph speed limit – **Object** As previous Travel change: **No**

(o166) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** 20mph speed limit DOES not work in Witney and how much Witney spent on those signs for no one to pay attention. Carterton should pay attention to that and not follow this ridiculous idea that lowering the speed limit by 10mph is going to help. But as it goes in West Oxfordshire it DOESNT matter what residents have to say your going to what you want to do anyway. Brize Norton 30mph speed limit – **Object** Pointless Travel change: **No**
(o167) Local resident, (Carterton, Glenmore rd)	Carterton 20mph speed limit – **Object** Low speeds and low transmissions cause more pollution for longer. Plus road safety is not a real issue as there are hardly any accidents with casualties in Carterton.Understand these restrictions in built up areas and school zones but not on more the bigger roads. Money could be spent better by resurfacing roads and making them safer. Seems like a big brother move to appease City council Brize Norton 30mph speed limit – **Object** See previous comments Travel change: **No**
(o168) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – **Object** Absolutely ridiculous. This has not worked anywhere so why are you trying to force it in the one place that continues to function as a normal town. It builds traffic making it hard work travelling around. Shops are closing left right and centre it will drive more and more people away from coming and spending money in town centres. Absolute joke and waste of money Brize Norton 30mph speed limit – **Object** Again ridiculous waste of money and everyone's time. Travel change: **No**

(o169) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – **Object** It's unlikely to improve road safety and is a complete waste of time and money. Brize Norton 30mph speed limit – **Object** The speed limit is fine as it is. Stop messing with stuff you don't need to mess with. Stop wasting money Travel change: **No**
(o170) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – **Object** There is a very low accident rate already in Carterton. Added a 20mph limit will increase the amount of accidents as driver concentration will drop, and pedestrians will start walking in front of cars more as they will think they have enough time to pass. Brize Norton 30mph speed limit – **Object** There is no need for that road to be a 30, again, very little accidents have happened on this road, do not mess with what is already good. Travel change: **No**
(o171) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – **Object** 30 mph is more than sufficient except by schools during entry and exit times when maybe 20 mph could be used. However, mostly people do slow down to below 20 mph especially when passing primary schools where little ones movements can be unpredictable. Brize Norton 30mph speed limit – **Object** I feel 20 mph is an imposition that is unnecessary when mostly, having lived in Carterton since 1988, I can honestly say that in all those years the only irresponsible behaviour I've seen is a rare incidence of motorcyclists going faster than they should, Travel change: **No**

(o172) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – **Object** This will make it far harder to cross roads safely. Reducing the speed limit bunches cars up there are no gaps to allow pedestrians to safely cross and therefore have to take further risks. Brize Norton 30mph speed limit – **Object** As previously mentioned all it does is slow traffic and prevent the flow, coming out of junctions and makes it harder and more risky to cross Travel change: **No**
(o173) Local resident, (Carterton, Godwin row)	Carterton 20mph speed limit – **Object** Absolute crap and a waste of taxpayers money why don't you use the money to actually get our roads into an acceptable standard Brize Norton 30mph speed limit – **Object** Waste of tax payers money use the money to get the roads to an acceptable standard Travel change: **No**
(o174) Local resident, (Carterton, Godwin Row)	Carterton 20mph speed limit – **Object** There have been no accidents to warrant slower speeds. Everywhere in Carterton is a 30 excluding 2 roads that either have traffic lights or a single pathway for pedestrians. Brize Norton 30mph speed limit – **Object** In Brize Norton there are speed bumps which slow down your speed anyway. Travel change: **No**

(o175) Local resident, (Carterton, Hayward Drive)	Carterton 20mph speed limit – **Object** I do not feel there is any reason to reduce the speed limits in Carterton. If Witney is anything to go by hardly any drive has reduced their speed to 20. I've not heard of any increase in accidents in Witney. Brize Norton 30mph speed limit – **Object** I do not feel the need to reduce the speed limits. Travel change: **No**
(o176) Local resident, (Carterton, Hayward drive)	Carterton 20mph speed limit – **Object** There are enough traffic calming measures in Carterton already and also cycle lanes. Brize Norton 30mph speed limit – **Object** With roundabouts and pelican crossings on the road it's very rare that a car can actually travel at 40mph Travel change: **No**
(o177) Local resident, (Carterton, Heather Close)	Carterton 20mph speed limit – **Object** If the goal is to make other ways of travel more attractive, just making driving worse is NOT the answer. A lot of the traffic is leaving or entering carterton there's no real safe way currently of doing that by "active travel" Brize Norton 30mph speed limit – **Object** Your answer to no crossings is to ..... lower the speed limit? How about put in a crossing? Travel change: **No**
(o178) Local resident, (Carterton, Heather close)	Carterton 20mph speed limit – **Object** Not wanted Brize Norton 30mph speed limit – **Object** Ok atm

	Travel change: **No**
(o179) Local resident, (Carterton, Heron Close)	Carterton 20mph speed limit – **Object** It's already slow enough, if anything it should be raised Brize Norton 30mph speed limit – **Object** 40mph is safe Travel change: **No**
(o180) Local resident, (Carterton, Heron close)	Carterton 20mph speed limit – **Object** There is no need for a speed limit reduction. There are pavements with allocated crossing points. Very low speed limits can cause frustration in drivers which is more dangerous Brize Norton 30mph speed limit – **Object** Unnecessary and unneeded Travel change: **No**
(o181) Local resident, (Carterton, Heron close)	Carterton 20mph speed limit – **Object** Not necessary as there's no accidents Brize Norton 30mph speed limit – **Object** No need Travel change: **No**
(o182) Local resident, (Carterton, Herrick road)	Carterton 20mph speed limit – **Object**

	Town is too big for 20mph and all residents and drivers are already sensible with the 30mph limit. Adequate pavements and crossings are in place which minimise risks Brize Norton 30mph speed limit – **Object** Again road infrastructure adequate and size of road makes it safe to drive a 40mph in this area. Travel change: **No**
(o183) Local resident, (Carterton, Hollybush)	Carterton 20mph speed limit – **Object** There appears to be no reason for this other than ideology that wishes to limit all vehicle travel. I can find no evidence of traffic accidents in Carterton that says a 20 mph limit would alleviate. Brize Norton 30mph speed limit – **Object** 20mph is so slow it will cause traffic congestion, annoy motorists and achieve nothing Travel change: **No**
(o184) Local resident, (Carterton, Hollybush Road)	Carterton 20mph speed limit – **Object** If policed properly, 30mph is not an excessive speed to be travelling. Pavements are large with many, many safe crossing areas. A significant change that should be made is to slightly open up the junctions of Upavon Way/Burford Road & Burford Road/Alvescot Road to allow cars to pass inside vehicles turning right. Currently, if a vehicle is turning right, no traffic behind can get through. This causes a lot of traffic, potentially compounded if vehicles are to be limited to 20mph!! Brize Norton 30mph speed limit – **Object** The 40mph areas are large roads with safe pedestrian areas. Travel change: **No**
(o185) Local Cllr (i.e. Town/Parish/District	Carterton 20mph speed limit – **Object**

), (Carterton, Home close)	I feel current speed restrictions are completely fine as they are. 20phr outside schools would be acceptable and I feel people would easily adjust speed for school. Changing everything or blanketing the town to 20phr is not necessary and will be ignored and is uniforcable like witney. Then reducing speed outside schools will also be ignored. It's a waste of money knowing what was spent on Witneys scheme and the roads are in such awful repair this will not go down well with residents...I suggest you re-adjust your budget to focus on repairs instead and making obvious focus areas safer. Brize Norton 30mph speed limit – **Object** I just feel all the current speed limits are working fine. Focus on schools only and then people will slow down. None of my residents or me are fine to waste money on changing the speed restrictions. Travel change: **Other** I already walked and cycle as much as possible. As I live here I will not change my speed as it is safe enough.
(o186) Local resident, (Carterton, Jasper Lane)	Carterton 20mph speed limit – **Object** Retain current speed limits but ensure these are adhered to by strict policing. Brize Norton 30mph speed limit – **Object** The current speed limits are adequate, but as anything else, ensure these are strictly adhered to with sufficient policing. Travel change: **No**
(o187) Local resident, (Carterton, Jasper lane)	Carterton 20mph speed limit – **Object** It is entirely unnecessary and unreasonable to slow traffic to 20mph given the reality that the roads have proven safe at 30mph with the only accident recently being the result of the driver having a cardiac arrest. Further, spending such a large amount of money on this initiative when the roads are in such a terrible state only adds to the frustration of road users. Brize Norton 30mph speed limit – **Object** Money being spent against the wishes of residents and road users when the roads are in such a poor condition. No evidence to say the roads are unsafe at 30mph, in fact lowering the speed limit only increases the risk to road users given the number of mo

	Travel change: **No**
(o188) Local resident, (Carterton, Kestrel close)	Carterton 20mph speed limit – **Object** Waste of money. Better things in the community to spend that money on e.g. repairing roads that are full of potholes. Brize Norton 30mph speed limit – **Object** Again waste of money to implement Travel change: **No**
(o189) Local resident, (Carterton, Kestrel Close)	Carterton 20mph speed limit – **Object** I do not feel that given the current state of the roads within Carterton that this is a good use of public money. The current states of the roads are currently more of a danger to people than the speed limit. Brize Norton 30mph speed limit – **Object** As per previous comment. Travel change: **No**
(o190) Local resident, (Carterton, Kestrel Close)	Carterton 20mph speed limit – **Object** Pointless waste of money. Spend the money maintaining the roads, this will greatly increase road safety. 30mph is a perfectly adequate speed limit. Try and enforce this. Reducing the speed limit is just a pointless massaging of Andrew Gant's inflated ego. Brize Norton 30mph speed limit – **Object** Same as the last question. Travel change: **No**

(o191) Local resident, (Carterton, Kilkenny lane)	Carterton 20mph speed limit – **Object** There is no reason or need for it apart from a general anti car agenda Brize Norton 30mph speed limit – **Object** Unnecessary Travel change: **No**
(o192) Local resident, (Carterton, Laburnum close)	Carterton 20mph speed limit – **Object** There have been very minimal incidents in Carterton due to the 30mins speed limit, there is no reason to lower it to 20! Brize Norton 30mph speed limit – **Object** There are very minimal incidents in the area and the 20mph is not necessary or needed! Most people drive very sensible and it is not necessary Travel change: **No**
(o193) Local resident, (Carterton, Laburnum Close)	Carterton 20mph speed limit – **Object** Because it is unnecessary if you want to improve road safety so badly fix the roads. Properly. Brize Norton 30mph speed limit – **Object** Leave the limits alone. Travel change: **No**
(o194) Local resident, (Carterton, Lavender Place)	Carterton 20mph speed limit – **Object** The imposition of 20 mph limits does not have any basis as air quality will be decreased, traffic tends to regulated at lower speeds during periods of congestion. This is just a smoke screen for failing to repair the road network to the required standards (crater free!).

	Brize Norton 30mph speed limit – **Object** Brize Norton has already had the infliction of 20 mph and can do without further restrictions to free travel. Travel change: **No**
(o195) Local resident, (Carterton, Lime tree close)	Carterton 20mph speed limit – **Object** 20mph is pointless, a total waste of tax payer money & has no notable increase in safety. Introduce reduced speed limits around the schools at in/out times. Fix the horrendous condition of the roads. Brize Norton 30mph speed limit – **Object** Leave the speed limits alone!! Travel change: **No**
(o196) Local resident, (Carterton, Magnolia way)	Carterton 20mph speed limit – **Object** 30mph is an adequate speed limit, you can't go any faster on most of the main roads anyway due to traffic calming (speed bumps) crossings, potholes, school areas. It's a complete waste of effort, funds and time. There is no pedestrian accidents, there is plenty of safe crossings through the whole town. There are dedicated cycle routes! Brize Norton 30mph speed limit – **Object** again a waste of time, it's a non pedestrian section of road, dedicated cycle path. No accidents, why waste the time and money! Travel change: **No**
(o197) Local resident, (Carterton, Magnolia way)	Carterton 20mph speed limit – **Object** I object to the proposal as it will have no impact whatsoever on the speeds people do and therefore is a waste of taxpayers money. There are no accidents on the roads in question so it is not necessary. I work in Witney and already see that the 20mph zones actually make the roads more dangerous - for the people who do stick to the 20mph limit, they then get tailgated and overtaken by those who don't stick to them. The roads in Witney are more dangerous than they ever were before so I do not agree with putting them in carterton in the slightest. Additionally, lower speed limits actually increase both pollution and noise more - for example, I drive a tiny little toyota aygo which over-revs when in

	2nd gear but cannot handle being in 3rd gear when I do 20mph in Witney. Putting 20 zones in carterton will destroy my car, emit more pollution and create more noise. There is no evidence that 20s are actually safer, you simply want to waste our money instead. Brize Norton 30mph speed limit – **Object** Same reasons as the previous answer - they are an unnecessary waste of money which will be better spent improving the state of our roads instead. Travel change: **Other** No - I have mobility issues and rely on my car to get me around.
(o198) Local resident, (Carterton, Malborough close)	Carterton 20mph speed limit – **Object** Please post these results so we can see what the numbers are saying. There's so much better improvements you could make. You're focusing on the things that dont matter, but might look good on a councillors CV. Brize Norton 30mph speed limit – **Object** Please post the results publically Travel change: **No**
(o199) Local resident, (Carterton, Marigold square)	Carterton 20mph speed limit – **Object** Its made driving in witney already a nightmare and we don't need it here. Spend the money on Broadshires or the schools. Brize Norton 30mph speed limit – **Object** Too slow Travel change: **No**
(o200) Local resident, (Carterton, Mayfield close)	Carterton 20mph speed limit – **Object** There are speed bumps everywhere so going over 20 is impossible and signs would be a total waste of tax payer funds. As to reducing 40 to 30 in Brize? Why? There are no houses.

	Brize Norton 30mph speed limit – **Object** Pointless. There are no houses, no pedestrians needing to cross. Waste of money Travel change: **No**
(o201) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – **Object** Stop wasting money on and unenforceable speed limit and fix the failing roads instead! Clearly just a plan to push everyone into any form of transport thats not a car. Brize Norton 30mph speed limit – **Object** See previous Travel change: **No**
(o202) Local resident, (Carterton, Miles Drive)	Carterton 20mph speed limit – **Object** Absolutely pointless waste of money, making everything take longer, just asking for there to be an increase in traffic as everything will be moving more slowly, the traffic is already bad enough. I don't see a need for there to be a 20mph speed limit put in place. We should be moving forwards not backwards. Look at Wales and how the 20mph speed limits worked out there, or rather, didn't work out. Brize Norton 30mph speed limit – **Object** Why? It's not needed, it's literally a B road, B roads are usually 60mph, 40mph is plenty slow enough, there are safe places for pedestrians to cross, again not needed. Travel change: **No**
(o203) Local resident, (Carterton, Miles drive)	Carterton 20mph speed limit – **Object** Spend the money fixing the roads instead Brize Norton 30mph speed limit – **Object** Spend the money fixing the roads instead

	Travel change: **No**
(o204) Local resident, (Carterton, Milestone)	Carterton 20mph speed limit – **Object** No evidence of making roads safer andas cars are longer passing through, increases pollution! Brize Norton 30mph speed limit – **Object** . Travel change: **No**
(o205) Local resident, (Carterton, Milestone)	Carterton 20mph speed limit – **Object** I do not recall any serious traffic accidents within the Carterton area for decades. Why waste time and money changing the speed limit. Spend our money more constructively. No one will be enforcing the limit, so, spend our money more wisely. Brize Norton 30mph speed limit – **Object** What serious speed related vehicle accidents have happened in the Carterton area, none. These limits will not be enforced, so, why waste our money. Spend it more wisely. Travel change: **No**
(o206) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** Because we don't want the ridiculous speed limits inflicted on us that DON'T work in other towns. We'd rather have the roads we do have resurfaced. Brize Norton 30mph speed limit – **Object** Because there is no good reason for this reduction Travel change: **No**

(o207) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** A 30 mph zone is safe enough. 20 mph zone's are ridiculous. Cyclists and scooters overtake the cars in 20 zones. Brize Norton 30mph speed limit – **Object** As above Travel change: **No**
(o208) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** I have no objection to 20mph, around schools and care homes. The rest of the roads should remain as they are. It will not be policed, it will cost unnecessary money to implement and the funds could be better spent improving the roads to make them safer for all, pot holes etc. Brize Norton 30mph speed limit – **Object** No justifiable reason to change existing current speed restrictions. It will not improve traffic flow or reduce traffic incidents. Again unnecessary funds being spent that could be better spent elsewhere. Travel change: **No**
(o209) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** I feel that there are enough traffic calming measure in the town centre and next to Carterton primary school. Brize Norton 30mph speed limit – **Object** This is a link road with no need for lower limit as it is not a built up area Travel change: **Other** This question is not really relevant. How will changing the speed limit effect my transport method. Also as fully grown male I don't feel I will scooting to my local shop
(o210) As a business,	Carterton 20mph speed limit – **Object**

(Carterton, Milestone Road)	Because it will severely impact the financial viability of my business Brize Norton 30mph speed limit – **Object** Because it will hinder journey times and it is only the LibDem councillors that want them Travel change: **No**
(o211) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** waste of money Brize Norton 30mph speed limit – **Object** waste of money Travel change: **No**
(o212) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – **Object** No need Brize Norton 30mph speed limit – **Object** No need Travel change: **No**
(o213) Local resident, (Carterton, Moneymaker Close)	Carterton 20mph speed limit – **Object** The size of the effect is smaller than campaigners imply, especially for sign-only schemes. Speeds typically only drop 1–3 mph, and in some places (like Portsmouth's early scheme) there was little measurable change in serious/fatal injuries in the first few years. If speeds are already low (many urban residential streets average 21–24 mph anyway), the change in collision risk is marginal. Enforcement is expensive and often patchy and we know you have no resource to enforce these proposals. This is an expensive agenda driven poorly evidenced plan and yet another attack by OCC on motorists. Please focus on the real issues, like your negligent approach to potholes and woeful plans to improve the A40, which everyone knows won't help in the slightest. In fact potholes are so bad they present a much bigger safety concern than

	speeding, the way people swerve to avoid them. Spend money in the right places not on these projects no one will pay any attention to. Cars sitting at 20mph are on the wrong end of the gear ratio, and it's very well supported that they emit more fumes and are less efficient at slow speeds. So by implementing this, those who do stick to the limit are actually making the environment worse. Do better, much better, and start doing better quickly! The fact the next question in this survey is about mode of transport, it's blatantly clear you have an anti motorist agenda and that shapes your policy rather than what's best for the people of Oxfordshire. Brize Norton 30mph speed limit – **Object** Once again these proposals to reduce the speed from 40 to 30 on this stretch of road is poorly evidenced with meaningful gains and only serves to infuriate drivers to consider using a different mode of transport - as per your blindly obvious anti car agen Travel change: **No**
(o214) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Carterton is unconnected to other places except via bus. I cannot cycle safely (aka via off road cycle path) or get the train to Oxford. I can take the bus which will take 33% longer time wise if we reduce the speed limit to 20mph. Same for car or taxi. A ridiculous suggestion. Brize Norton 30mph speed limit – **Object** Same as previous Travel change: **No**
(o215) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** 30 mph works fine. Is the 20 mph just a way to justify the terrible state of the roads? Brize Norton 30mph speed limit – **Object** G Travel change: **No**

(o216) Local resident, (Carterton, Northolt road)	Carterton 20mph speed limit – **Object** Witney is the perfect example that 20mph signs are a waste of money, nobody sticks to them. It's a waste of the councils money, the roads need fixing first with all of the pot holes Brize Norton 30mph speed limit – **Object** Same reason as 20mph, all it does is increase the amount of people who over take & speed. Travel change: **No**
(o217) Local resident, (CARTERTON, Oakfield)	Carterton 20mph speed limit – **Object** With traffic from the base slower speeds will cause much more traffic making it a worse place to walk and live. Brize Norton 30mph speed limit – **Object** There is no sense to it as it will cause more traffic on a busy road and due to the base no bennefit will be felt given we have more traffic coming to and from RAF Brize Norton. Travel change: **No**
(o218) Local resident, (Carterton, Oakfield rd)	Carterton 20mph speed limit – **Object** People who don't obey the limits now, won't obey the revised limits Brize Norton 30mph speed limit – **Object** Refer to my previous objection Travel change: **No**
(o219) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – **Object** It will make me less likey to go into town as its so annoying to go at a snails pace. It also make me NOT want to take the bus as the bus already takes 20 mins to get to witney. It will take even longer. Why is there not an answer to question 4 that responds yes, 20mph will make me drive more, just just to other places not carterton center

	Brize Norton 30mph speed limit – **Object** Please listen to us Travel change: **No**
(o220) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – **Object** It doesn't solve people speeding just allows for more pollution to build up in residential areas. It will not reduce traffic either. NO one will chose to not drive because of the speed limit! Making driving more miserable for drivers won't make their destination any closer or their shopping any lighter!!! Brize Norton 30mph speed limit – **Object** I feel my previous comment for the 20 limit covers my response. I also feel appalled how much tax papers money will be spent in signage, road painting etc yet our roads are not being maintained and local streets are full of cars parking in blind spots and Travel change: **No**
(o221) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – **Object** As shown in the Witney case, it does little to reduce actual speed by motorists and is not enforced by TVP in the way that would be expected for speed limits (see their comments on how they would not be able to enforce the speed restrictions in Witney). This project will cost an awful amount of money, money which would be better served being utilised for road surface repairs and care for the vulnerable. Brize Norton 30mph speed limit – **Object** Again, see my previous response; As shown in the Witney case, it does little to reduce actual speed by motorists and is not enforced by TVP in the way that would be expected for speed limits (see their comments on how they would not be able to enforce th Travel change: **No**
(o222) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – **Object**

	Whenever I have been in other towns with the 20 mph speed limit I have had people dangerously close behind me (including buses) as well as that I have seen an increase in people using their phones (which I believe to be more the route cause of accidents than obeying a speed limit in place for years). Brize Norton 30mph speed limit – **Object** If this is regarding Monaghan way I oppose this due to the road being created and designed around being a 40 so why is it being reduced when it was built for purpose? The pavement are set back and no properties are along the road as they are set in the es Travel change: **Other** No - Public transport isn't the best in this area (it's taken me over 2 hours to get to Oxford at certain times making it unviable) plus this limit will slow down the public transport further.
(o223) Local resident, (Carterton, Off Rock Road)	Carterton 20mph speed limit – **Object** Because those that don't adhere to the speed limit, won't anyway, existing peed limits are not enforced adequately and so those that pass us doing 60mp in a 30mph area will not change their attitude. Changing gear and driving in 3rd constantly sends more pollution into the atmosphere and doesn't do engines any good. No need for 20 mph where there are speed bumps already. Where is the proof that the speed limits in Carterton cause problems? ONY DRIVERS AND THEIR CAR ENGINES, WHO STICK TO THE SPEED LIMIT ALREADY WILL SUFFER WITH 20MPH SPEED LIMITS THEY ARE NOT NECESSARY FOR SAFETY, Brize Norton 30mph speed limit – **Object** THE SPEED LIMT IS ADEQUATE FOR THESE STRETCHES OF ROAD AND THERE IS A WIDE PAVEMENT THAT COULD ALSO BE USED AS CYCLE PATH. Because those that don't adhere to the speed limit, won't anyway, existing peed limits are not enforced adequately and so those th Travel change: **No**
(o224) Local resident, (Carterton, Orchid Way)	Carterton 20mph speed limit – **Object**

	It doesn't actually impact the speed people travel. Look at Witney, it makes people drive more erratically and dangerously when it's 20mph. 30mph is a good speed limit considering most of the time you can't do it due to the conditions of the roads. Brize Norton 30mph speed limit – **Object** Brize Norton is not possible to do 30mph as it is as too many cars parked dangerously and the amount of potholes. It would be better to invest money into looking into these issues than spending money on changing the speed limit Travel change: **No**
(o225) Local resident, (Carterton, Owen Place)	Carterton 20mph speed limit – **Object** Traffic builds up as it is, slower limits would cause further congestion Brize Norton 30mph speed limit – **Object** Traffic flows with little issue, changing it would cause further congestion Travel change: **No**
(o226) Local resident, (Carterton, Pampas close)	Carterton 20mph speed limit – **Object** Not necessary. Exactly how many road traffic casualties has there been (pedestrian or otherwise) regards pedestrians there are ample road crossings Brize Norton 30mph speed limit – **Object** As previously written Travel change: **No**
(o227) Local resident, (Carterton, Pampas Close)	Carterton 20mph speed limit – **Object** A lot of roads have clear areas either side giving good visibility of anyone including animals around. Areas that don't ie Shilton park have so many parked cars that it is not possible to drive at 20 mph a lot of the time. Roads that have schools can have warning lights at school start & finish times.

	Brize Norton 30mph speed limit – **Object** There aren't many roads that you can drive at 30mph Travel change: **No**
(o228) Local resident, (Carterton, Pampas Close)	Carterton 20mph speed limit – **Object** from what I can see a lot of the roads are straight, with clear views & not a lot of pedestrians Brize Norton 30mph speed limit – **Object** The roads as far as I can see are straight, clear views & plenty of space for pedestrians Travel change: **Other** Without my car I'm not able to get out as mobility is limited, not enough for a blue badge though
(o229) Local resident, (Carterton, Park View Lane)	Carterton 20mph speed limit – **Object** Current speed limits are fine as they are Brize Norton 30mph speed limit – **Object** The current 40mph limit is fine given the area Travel change: **No**
(o230) Local resident, (Carterton, Pear Tree Walk)	Carterton 20mph speed limit – **Object** It's not needed. Brize Norton 30mph speed limit – **Object** It's not needed. Travel change: **No**

(o231) Local resident, (Carterton, Pinecroft)	Carterton 20mph speed limit – **Object** Changing speed limits to cost money we don't have, is bad for the environment as 20s cause more pollution than 30s Brize Norton 30mph speed limit – **Object** Changing speed limits to cost money we don't have and brizenorton needs to have the road obstructions removed. Travel change: **No**
(o232) Local resident, (Carterton, Pinecroft)	Carterton 20mph speed limit – **Object** 30 MPH is a sufficient max speed for built up areas, with the development of better braking and in car safety systems, we are a lot safer now in 30 MPH areas than we were back in the earlier decades of 90's etc. I would support a proposal for 20 MPH outside school areas only but certainly not a blanket 20 MPH soeed for Carterton & Brize Norton. Brize Norton 30mph speed limit – **Object** Again these speed limits are sufficient and resources would be better spent elsewhere, like road/pothole repairs etc. Travel change: **No**
(o233) Local resident, (Carterton, Poppy Terrace)	Carterton 20mph speed limit – **Object** People will drive over the speed limit. The lack of patience in drivers can cause some cars to overtake in 20mph zone. Brize Norton 30mph speed limit – **Object** Nobody will stick to the speed limit as it is too slow. Cyclist will be overtaking cars. Travel change: **No**
(o234) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Will severely affect already terrible traffic flow

	Brize Norton 30mph speed limit – **Object** As before Travel change: **No**
(o235) Local resident, (Carterton, Queens)	Carterton 20mph speed limit – **Object** In most terms you don't see a lot of speeding on Carterton as there are a lot of junction to stop speedong Brize Norton 30mph speed limit – **Object** Same as before Travel change: **No**
(o236) Local resident, (Carterton, Queens Rd)	Carterton 20mph speed limit – **Object** Too slow. Roads in places virtually undrivable Cost to implement money better spent elsewhere No police enforcement anyway Brize Norton 30mph speed limit – **Object** Too slow. Roads in places virtually undrivable Cost to implement money better spent elsewhere No police enforcement anyway Travel change: **No**
(o237) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** You have not clearly published any statistics in regards to the proposed areas to justify your reasons that the existing speed limits have a requirement to be changed. It should be transparent how many "serious injuries or deaths" you are actually trying to avoid.

	As far as I can see from previous speed limit change implementations in other areas this "consultation" will just be another farsical red tape excercise as you will have already made up your minds as to the outcome and you have been shown to completely disregard the population's wishes in preference to your own. From experience on the road and talking to many other motorists the 20Mph speed limit does no more than anger them. You see it every day with drivers. Apart from the fact that the majority ignore it anyway there is clear evidence of tailgating and taking unnecessary risks when vehicles are travelling that slow. The money would be far better spent repairing your badly disntegrating road infrastructure and creating dedicated foot/cycle paths to separate the traffic. Doing this would eliminate the majority of the issues you claim the speed limit change will resolve. I get that some areas have a genuine need to be reduced and I am fully behind you lowering and enforcing limits around schools and areas with frequent foot traffic but that is not the case that I have seen so far. Brize Norton 30mph speed limit – **Object** Same reasons as previously stated Travel change: **No**
(o238) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** Currently with the 30 mph limit there are next to no accidents or injuries. There is large build ups of traffic during the day even with the 30 mph limit, dropping it to 20 will just make this worse and increase the pollution levels. The 30mph limit suggested between Carterton and Brize Norton will impact on the levels of traffic that use that road causing longer tail backs. Brize Norton 30mph speed limit – **Object** Very difficult to get past 30mph along Norton Way and Monohan Way. Putting one or two bus stops on Carterton Road will cause traffic chaos and increase the delays for using that road. 40mph is absolutely fine for Carterton Road, as a regular user of this Travel change: **No**
(o239) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – **Object**

	Haven't noticed it necessarily slows all motorists down. If speed limit is adhered to you get impatient motorists overtaking causing more issues. Also driving in lower gears increases emissions Brize Norton 30mph speed limit – **Object** There are crossings on the road. Travel change: **No**
(o240) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** I have looked through the documents submitted and whilst they are very comprehensive with various maps etc I am unable to find the costs associated with changing all the speed limit signs to 20 mph. Perhaps you would like to share how many deaths and serious injuries there were last year in the 30mph limits of the roads in Carterton that justify spending vast sums council tax payers money on this liberal democrat vanity project. I have lived in Carterton for nearly 20 years most of the people i know that work locally work in Oxford there is minimal industry in Carterton or in Cycling distance. Changing the speed limit to 20mph is going to do nothing for them. Or this policy will do with appease a small minority of people that work from home don't have a car and go down the shops once a week to a push bike. Yet frustrate drivers making their journey times longer or if like me speed up on roads with normal speed limits to make up any time lost crawling along at walking speed at 5.30am when hardly anyone other road users are about. I and people I know do not want to be part of your Vision Zero experiment leave the speed limits in Carterton alone if you want to make the roads in Carterton safer spend our council tax on fixing the potholes. Brize Norton 30mph speed limit – **Object** See question 3 Travel change: **No**
(o241) Local resident, (Carterton, Queens RoadO)	Carterton 20mph speed limit – **Object** Total waste of our money for sineage etc. most traffic drives 20-25 mph anyway in Carterton. Adequate footpaths already. Brize Norton 30mph speed limit – **Object**

	Dreadful road conditions throughout Brize Norton. More than 20 mph would be dangerous to drivers. Travel change: **No**
(o242) Local resident, (Carterton, Raf brize norton)	Carterton 20mph speed limit – **Object** Live in the area and transport links are poor takes so long to travel around oxfordshire Brize Norton 30mph speed limit – **Object** Speed limit is already too slow in the area needs to be increased to reflect modern car performance Travel change: **No**
(o243) Local resident, (Carterton, Richens Drive)	Carterton 20mph speed limit – **Object** This is an unnecessary, but expensive strategy Brize Norton 30mph speed limit – **Object** Unnecessary and expensive Travel change: **No**
(o244) Local resident, (Carterton, Richens DriveO)	Carterton 20mph speed limit – **Object** Blanket 20mph speed limits are ineffective and a waste of money. They should only apply to housing estate roads and outside schools. Brize Norton 30mph speed limit – **Object** The question is not specific enough. Travel change: **No**
(o245) Local resident, (Carterton, Road)	Carterton 20mph speed limit – **Object**

	Money would be much better spent on road resurfacing. Where is the evidence that a reduction in speed limits in this area would improve road safety? Brize Norton 30mph speed limit – **Object** Unfortunately you will not take any notice of the wishes of residents. Reasons for objections already stated. Travel change: **No**
(o246) Local resident, (Carterton, Rock Close)	Carterton 20mph speed limit – **Object** We don't need it, it's been fine for as long as I remember Brize Norton 30mph speed limit – **Object** Same again Travel change: **Other** It'll be really annoying and slow down the flow of traffic even more
(o247) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – **Object** It doesn't need to be reduce anyon Brize Norton 30mph speed limit – **Object** It doesn't need to be reduced! Travel change: **Yes – scoot more**
(o248) Local resident, (Carterton, Rock Close)	Carterton 20mph speed limit – **Object** 30 mph speed limit works in Carterton Brize Norton 30mph speed limit – **Object** Existing 40 mph speed limit works Travel change: **No**

(o249) Local resident, (Carterton, Rock road)	Carterton 20mph speed limit – **Object** There is no need to change this. It will increase congestion, increase emissions and have no impact on accidents which are practically zero with speed bumps already in place on all major roads and junctions Brize Norton 30mph speed limit – **Object** No need. Increase congestion and pollution and have no safety benefit Travel change: **No**
(o250) Local resident, (Carterton, Rock roaf)	Carterton 20mph speed limit – **Object** 20 is too slow for roads where there are pavements. Brize Norton 30mph speed limit – **Object** 20mils is simply too slow. Travel change: **No**
(o251) Local resident, (Carterton, Rowan close)	Carterton 20mph speed limit – **Object** 20 is too slow! Hard to maintain as vehicles are not geared for it. Causes further wear on vehicles. Engines have to rev higher so increases pollution, if you don't believe this, go sit behind a exhaust pipe while the car revs higher in 2nd vs tick over in 4th. If you don't understand this, or how combustion engines and gearing work, you need additional driving lessons and you're not qualified to make this decision. We have so many speed bumps that it won't make a difference... educate children not to randomly walk out in traffic instead. Show them what happens if they do. It worked for me as a child. If you do this, I'll have to run against you in the next election with the soul pledge of undoing the change, and prioritising funds to fixing the roads. People have had enough of these left wing anti motorist policies. Brize Norton 30mph speed limit – **Object** There is no school or houses there yet, and no evidence that this road or its footpaths will be used by school children in the future if the school does get built.

	You can't go making changes based on what might not happen. Travel change: **No**
(o252) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – **Object** As can be seen by the implementation across the county, very few people pay attention. The speed limits have be incompetently placed thus leaving people bemused as to why such a waste of money has been made. Try and learn from other failures like Wales where they are now reversing this pointless war against the motorists leading to more waste. One effect I have noticed is that traffic has sped up in these areas as people now travel to road and weather conditions instead of the pointless lower speed. Speeds approaching 40MPH are now seen on a regular basis showing the complete failure and waste of money this scheme has been. Brize Norton 30mph speed limit – **Object** There is no need to slow any traffic on the main roads down, it's a pointless exercise that wastes money as very few people will follow them. Travel change: **No**
(o253) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – **Object** Stupid to make it 20 Brize Norton 30mph speed limit – **Object** Stupid Travel change: **No**
(o254) Local resident, (Carterton, Scholars acre)	Carterton 20mph speed limit – **Object** This is a proven waste of money. Surrounding towns have imposed this and no one does 20mph. There are more effective ways to reduce speed if that is the desire. I can't imagine why this is the most important topic. How many accidents have happened at a speed of 30mph? That aside I believe there are more important issues, roads, I have been told it's not this councils job but why about you just fix a known issue anyway. The state of Carterton atm, is run

	down and dirty. Tidy and clean the area. Why are the basics being ignored before we waste money on topics that are not that important. Please get the basics right first. Stop wasting peoples money and fix the problems we all struggle with everyday. I personally would like to see the roads fixed and the area tidied and cleaned. Brize Norton 30mph speed limit – **Object** This is a main road between to towns, no houses and a path connecting both. What possible reason is there to lower the speed limit? This again is another change for the sake of it. Fix the roads and tidy Carterton Travel change: **No**
(o255) Local resident, (Carterton, Sedge Way)	Carterton 20mph speed limit – **Object** As a Carterton resident, I object to this question because it assumes I should have an opinion on a proposal that hasn't been properly explained - I don't know which roads would be affected, what problems this is meant to solve, or how it would be enforced. More importantly, I oppose the 20mph limit because it will make daily commuting unnecessarily slow and frustrate drivers without addressing real safety issues in our community.RetryClaude can make mistakes. Please double-check responses. Brize Norton 30mph speed limit – **Object** As a Carterton resident opposing these proposals, this question is poorly designed because it lumps together both supporters and objectors into one open-ended box, making it difficult to analyze responses systematically and potentially allowing opposing v Travel change: **Other** As a Carterton resident who opposes the 20mph limit, this question is problematic because it assumes the speed reduction will be so inconvenient that people would abandon driving altogether, which isn't realistic for most residents who rely on cars for wo
(o256) Local resident, (Carterton, Sellwood Drive)	Carterton 20mph speed limit – **Object** 20mph is too slow and would clog up the roads around town. The 30mph limit is never enforced, so what chance of getting a 20mph limit enforced. If anything put up speed cameras for 30pmh around town and a lot of problems will disappear.

	Brize Norton 30mph speed limit – **Object** Too slow and only clogs up the roads with cars pouring out fumes for longer periods of time. Travel change: **No**
(o257) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – **Object** I absolutely do not want this on my street. There is no real reason for this other than trying to discourage people from driving. People need their cars to get jobs and live. They should not be limited to working in their towns and being inconvenienced at every step. Those that cause accidents usually do because they do not follow rules of the road not because they're going 30mph. I absolutely categorically object to this proposition and think you should really consider spending money elsewhere and supporting people rather than hindering lives. Brize Norton 30mph speed limit – **Object** Again, literally and absolutely no reason for this. The speed limits have been the same for years and years and everyone has been safe. Car are only getting safer. Emissions are worse at lower speeds so this isn't about environment either. Please do not d Travel change: **No**
(o258) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – **Object** Absolutely no research for the safety. No one is being hit on our roads, and if were it's not because of the speed limit it's because pedestrians think they own the roads and step out whenever they feel like it. Cars are safer, and people take far more care than ever before. There is absolutely no need for a reduction in speed limits. Brize Norton 30mph speed limit – **Object** Again, nothing at all making it safer. The pollution is far worse. Absolutely no point in this other than to spend our money. Do what people tell you!! Fix the potholes and make the roads safer for drivers so they don't have to swerve out the way of crate Travel change: **No**

(o259) Local resident, (Carterton, Shillbrook avenue)	Carterton 20mph speed limit – **Object** what good does it do, statistics do not show less accidents, cars and trucks are not designed to run at 20mph, they have to use a lower gear resulting in higher revs putting more pollution into the area as taking longer to travel through why not do as usa does 20mph outside hospital entrances school entrances when in school hours , near zebra crossings , Brize Norton 30mph speed limit – **Object** leave things alone as they work, the council wastes so much money on sighnage, proposals, consultations money would be better spent repairing the roads# Travel change: **No**
(o260) Local resident, (Carterton, Shillbrook Avenue)	Carterton 20mph speed limit – **Object** No evidence of loss of life at 30mph. Expensive to implement. Roads are in a shocking state of repair and need this money spent on them. No way of policing it fairly. Finds would just be an extra tax that I have no confidence in council spending wisely. Brize Norton 30mph speed limit – **Object** There are cupcakes where speed matters so why change? Travel change: **No**
(o261) Local resident, (Carterton, Shillbrook avenue)	Carterton 20mph speed limit – **Object** There is no need for the change. You are wasting money at a time where things are stretched. Fix the roads as they NEED fixing. Represent your community stop using your position to push your own agenda. Brize Norton 30mph speed limit – **Object** Same as before, stop wasting money. Fix what needs fixing. Travel change: **No**

(o262) Local resident, (Carterton, Shilldeane)	Carterton 20mph speed limit – **Object** You will ignore what the people say anyway, as with everything else. What is the need to spend much needed money on a useless change of limit when it could be put better use. Why suddenly is this 20 a huge priority. And trying to get people to cycle, how will I cycle two kids to school 5 and 8 months then get to work in Witney on time, which by the way used by be on a public bus route which has now been stopped. Seems more dangerous. Brize Norton 30mph speed limit – **Object** You are making life harder for the hard working people of this country or are already struggle to juggle, work and home life Travel change: **No**
(o263) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – **Object** Utterly ridiculous. You want to spend all the money on stupid 20mph zones that know one will follow, let be honest. But our roads are diabolical. Sort out your priorities. There is nothing wrong with 30mph Brize Norton 30mph speed limit – **Object** See previous comments. Carterton doesn't have a speed problem. It has craters all over the roads Travel change: **No**
(o264) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – **Object** A blanket 20mph for the entire town is not necessary. There is limited data to show the effectiveness of a reduced speed limit on safety and pollution at this time point. More data is needed to justify the money spend in an already cost constrained environment. I would not object to the 20mph being put in place in areas of need e.g. outside schools, playgrounds etc., where there are children that could be hurt by vehicles travelling at higher speeds.

	As I am sure you are aware, Wales has had to retract its default 20mph speed limit due to public backlash and concerns about its implementation. They are now having to provide an additional £5 million in funding to reassess speed limits after spending £32 million to implement it in the first place. I appreciate that lowering the limit could save lives but it needs to be targeted at "high risk" areas and then the budget will also not be as high. Brize Norton 30mph speed limit – **Object** A blanket 20mph for the entire town is not necessary. There is limited data to show the effectiveness of a reduced speed limit on safety and pollution at this time point. More data is needed to justify the money spend in an already cost constrained envi Travel change: **Other** It will not change my mode of transport as public transport is insufficient and too costly in the Carterton/Brize Norton area.
(o265) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – **Object** I do not think that the 20 mph limit will have any affect on safety. There has been no proof in areas that have already gone to 20mph that there has been Brize Norton 30mph speed limit – **Object** Again no Proof that reducing speeds will improve safety. Also the cost involved in making these changes. Feels like changes for change sake Travel change: **No**
(o266) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – **Object** There are already speed bumps to slow traffic down. In other towns where 20mph has been implemented hardly any cars obey it. Those that do are then overtaken causing an even more dangerous situation. Also the 20mph limit causes significant delays to bus services. This discourages people to use the bus service. Brize Norton 30mph speed limit – **Object** No need, these are not built up areas

	Travel change: **No**
(o267) Local resident, (carterton, shilton road)	Carterton 20mph speed limit – **Object** it's not dangerous sections of road, therefore there is no need to reduce the speed limit. Brize Norton 30mph speed limit – **Object** once again, there is no need for the speed to be 30mph Travel change: **No**
(o268) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Object** It will not make the roads safer, and more people will speed, so it just seems like it would be to make more money from fines etc. Brize Norton 30mph speed limit – **Object** Same as my previous answer Travel change: **No**
(o269) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Object** Blanket 20 limits are inappropriate. All they do is teach people to ignore the limits where they are actually needed. Brize Norton 30mph speed limit – **Object** Mohan way is perfectly suitable for 40mph. It has wide separated pavements, crossings and no parked cars. There is absolutely no reason to lower it. Travel change: **No**
(o270) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – **Object** It's never going to work and what's the thinking behind. I think with the amount of potholes in Carterton in anyway the 20 miles limit has been enforced in some places

	There is enough cycling lanes and pavements in Carterton for people to walk/cycle. So NO I don't support the proposal. The money for signs, etc. can go towards fixing the potholes... Brize Norton 30mph speed limit – **Object** Please see previous response Travel change: **No**
(o271) Local resident, (Carterton, Shilton Road, a race track for drovers)	Carterton 20mph speed limit – **Object** 30 is ignored so 20 has no chance. Brize Norton 30mph speed limit – **Object** As stated above Travel change: **Other** We live here, we don't have the option
(o272) Local resident, (Carterton, Snowberry court)	Carterton 20mph speed limit – **Object** More concerning issues and nil or very few reports of accidents involving cars and pedestrians Brize Norton 30mph speed limit – **Object** Again a waste of tax payers money and no evidence other than national stats to support it. Travel change: **No**
(o273) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** It is completely unnecessary and causes congestion. The police cannot enforce it (they have said this themselves) and thus it is a total waste of taxpayers money. You will likely ignore the objections anyway, as you did in Witney. Brize Norton 30mph speed limit – **Object** Perhaps prioritise sorting out the many potholes in Brize Norton first before wasting money on idiotic proposals.

	Travel change: **No**
(o274) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** Ridiculous, waste of money that could be better spent elsewhere. Nothing wrong with the current 30 limit. And at 20 my car is between gears revving higher. What does it achieve. Brize Norton 30mph speed limit – **Object** Again - ridiculous, waste of money that could be better spent elsewhere. Nothing wrong with the current 30 limit. And at 20 my car is between gears revving higher. What does it achieve. Travel change: **No**
(o275) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – **Object** 30mph is slow enough on a main road. Spend thousands of pounds of tax payers money to change signs is unacceptable when the roads are so bad it's like driving in an off road rally event. Pot holes everywhere. Brize Norton 30mph speed limit – **Object** Because I think it's ridiculous to waste money when it could be spent on better uses like the roads Travel change: **No**
(o276) Local resident, (Carterton, Stirling Close)	Carterton 20mph speed limit – **Object** Waste of taxpayers money. Install safer infrastructure and maintain the roads so all road users are less concerned about the next car-damaging pot hole and concentrating on hazards ahead. It won't change the way people travel and many will not do the 20mph limit. There is still a risk to pedestrians if hit so make the infrastructure suitable to maintain separation. Eg. The one attraction for children (skate park) has no safe crossing nearby for those on wheels (scooters, skateboards, bikes). The bus links to Oxford are already painfully slow without adding more needless minutes going around Carterton. Focus on what Carterton needs and that isn't 20mph zones. I don't see any evidence of high accident rates or near fatalities in Carterton to demand such a change. Brize Norton 30mph speed limit – **Object**

	Waste of money, make the infrastructure safer and improve the road conditions. Too many speed limit changes in a small area. Travel change: **No**
(o277) Local resident, (Carterton, Stirling Close)	Carterton 20mph speed limit – **Object** Far too slow & more dangerous. Brize Norton 30mph speed limit – **Object** They work fine as they are. Travel change: **No**
(o278) Local resident, (Carterton, Stocks walk)	Carterton 20mph speed limit – **Object** Drivers are not the issue! Educate in particular school age children about road awareness, not crossing roads with phones/headphones etc. improve cycle paths (cut back verges) so that cyclists can use them rather than the roads. More needs to be done to stop electric bikes/scooters using roads. All of these things are proving far more dangerous on the roads than a 30 mph limit for drivers Brize Norton 30mph speed limit – **Object** Same reasons as above Travel change: **No**
(o279) Local resident, (Carterton, swinbrook)	Carterton 20mph speed limit – **Object** Not required….repair the roads with the money Brize Norton 30mph speed limit – **Object** Good as it is

	Travel change: **No**
(o280) Local resident, (Carterton, Swinbrook)	Carterton 20mph speed limit – **Object** Don't need it. Leave it as it is Brize Norton 30mph speed limit – **Object** Traffic flows safely as. It is Travel change: **No**
(o281) Local resident, (Carterton, Swinbrook Park)	Carterton 20mph speed limit – **Object** Unneseccary Brize Norton 30mph speed limit – **Object** Unnecessary Travel change: **No**
(o282) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Object** Reducing cars to the speed of cyclists will lead to more incidents not less, congestion will increase as seen in witney with traffic now being nose to tail at 20 and no one can get out of side streets, and people are not going to give way because of already increased journey times, it will do nothing for perceived pedestrian safety as there will be no gaps in traffic to cross between, just as adding speed bumps did nothing, because no one want's to step out in front of a car accelerating from having to do walking pace over a road obstacle. Money changing signs would be better employed repairing roads so motorists werent looking only at the surface ahead instead of monitoring other things like pedestrians or cyclists not using cycle paths. Trying to force people out of their private cars is not the town councils job, and trying to by reducing speed limits will have zero affect on people travelling out of and into the town, all it may do is drive people away from using the town facilities if it becomes a pain to do so. Brize Norton 30mph speed limit – **Object**

	there is no reason, not safety nor otherwise to justify this, there are suitable pathways and cycle paths and controlled crossing points, this is nothing more than a bureaucratic attack on car owners, you want to try and force people out of their cars, yo Travel change: **No**
(o283) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Object** Nothing wrong with present speed limits, especially with the state of the road. Brize Norton 30mph speed limit – **Object** There are already 20mph in some areas, Manahagn Way has perestrian lights and traffic islands, there is no problem rousing the road. So reduction not required. Travel change: **No**
(o284) Local resident, (Carterton, Swinbrook road)	Carterton 20mph speed limit – **Object** Speed is not the issue. Junction design and poor roads are the main reasons for the very few accidents we have Brize Norton 30mph speed limit – **Object** Same as previous. Travel change: **No**
(o285) Local resident, (Carterton, Sycamore Drive)	Carterton 20mph speed limit – **Object** It's a pointless plan and unnecessary. 30 is slow enough. All of these changes will cost a lot of money and that money could be spent better! Brize Norton 30mph speed limit – **Object** The speed limits are fine as they are Travel change: **No**

(o286) Local resident, (Carterton, Sycamore drive)	Carterton 20mph speed limit – **Object** I am objecting because I feel that it will cause an increase in traffic and road rage. I also feel that most cars on the road at the moment are not built for doing 20 mph for long distances. Brize Norton 30mph speed limit – **Object** Feel this would effect the flow of traffic, causing more problems and congestion. Travel change: **No**
(o287) Local resident, (Carterton, Tamina close)	Carterton 20mph speed limit – **Object** Driving cars at 20mph is worse for the environment, increases congestion, and is not needed. Brize Norton 30mph speed limit – **Object** . Travel change: **No**
(o288) Local resident, (Carterton, Teasel way)	Carterton 20mph speed limit – **Object** Will make traffic even worse Brize Norton 30mph speed limit – **Object** Will make traffic even worse Travel change: **No**
(o289) Local resident, (Carterton, Teasle way)	Carterton 20mph speed limit – **Object** Its a silly proposal with no proportionate benefit apart from looking good on a councillors cv Brize Norton 30mph speed limit – **Object** Its a silly proposal with no proportionate benefit apart from looking good on a councillors cv

	Travel change: **No**
(o290) Local resident, (Carterton, Teasle way)	Carterton 20mph speed limit – **Object** Object to such a small ridiculous change that makes such a tiny impact on safety hut increases the annoyance of trying to get around. Brize Norton 30mph speed limit – **Object** Post thr responses and the number of people who object or approve of these changes for transparency Travel change: **Other** I will take the bus less and drive more if you put 20mph in!
(o291) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – **Object** I believe that the current speed limits are perfectly reasonable and acceptable for the area and no change is required. Brize Norton 30mph speed limit – **Object** I believe that the current speed limits are perfectly reasonable and acceptable for the area. Travel change: **No**
(o292) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – **Object** Unbelievable cost involved for something completely unnecessary. There are no fatalities that would be prevented though a reduction in speed limit and any creek accident will be caused by someone who doesn't obey the speed limit regardless. After to speaking to many fellow residents this is not the publics opinion and appears to be being done on the councils own agenda rather than acting on behalf of the people. Brize Norton 30mph speed limit – **Object** Very wide open roads. Very minimal foot traffic and if there is it is well away from the road. Once again is unbelievably expensive and not necessary. Onlt accidents that happen are freak ones caused by people with no regard to the speed limit. Not the wa Travel change: **No**

(o293) Local resident, (Carterton, The lawns)	Carterton 20mph speed limit – **Object** The blanket approach is a waste of money and makes no difference but to irritate drivers and cause erratic driving. Brize Norton 30mph speed limit – **Object** Stop wasting money Travel change: **No**
(o294) Local resident, (Carterton, The Maples)	Carterton 20mph speed limit – **Object** Very little evidence which justifies this. Brize Norton 30mph speed limit – **Object** Very little evidence to support it. Travel change: **No**
(o295) Local resident, (Carterton, Thornhill close)	Carterton 20mph speed limit – **Object** 30 is safe, 20 will cause more aggressive drivers and unsafe attempts to overtake Brize Norton 30mph speed limit – **Object** The road is not unsafe at this time. Money would be much better spent elsewhere Travel change: **No**
(o296) Local resident, (Carterton, Tumbler Way)	Carterton 20mph speed limit – **Object** We already have speed bumps along Burford Road and Brize Norton Road. Having seen the impact of 20mph limits in Witney it us my opinion it makes people drive more dangerously. They tailgate very closely and overtake at well over 30mph to get past people doing 20.

	Brize Norton 30mph speed limit – **Object** It is not a built up area, there is an off road pavement cycle path. It is not a road prone to accidents Travel change: **No**
(o297) Local resident, (Carterton, Tumbler Way)	Carterton 20mph speed limit – **Object** I support 20mph limits where there is a clear safety need, such as near schools, in busy residential areas or on roads with a history of accidents. However, I do not agree with reducing every 30mph road to 20mph. A blanket change does not consider how each road is used. Many streets are already safe at 30mph, and reducing them further may have little benefit, particularly on main roads where drivers feel 30mph is appropriate. This could reduce compliance and respect for limits in areas where 20mph is genuinely essential. Evidence shows that targeted 20mph zones with good design and enforcement are more effective. Applying the limit indiscriminately can slow public transport, emergency services and essential deliveries, and in some cases may increase emissions. Resources would be better focused on high-risk locations, with improved crossings, traffic calming and enforcement where they will make the most impact. Brize Norton 30mph speed limit – **Object** I support 20mph limits where there is a clear safety need, such as near schools, in busy residential areas or on roads with a history of accidents. However, I do not agree with reducing every 30mph road to 20mph. A blanket change does not consider how ea Travel change: **No**
(o298) Local resident, (Carterton, Upavon Way)	Carterton 20mph speed limit – **Object** Increased pollution, longer commute times. Brize Norton 30mph speed limit – **Object** Increased pollution, longer commute times. Travel change: **No**

(o299) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Not necessary/slow speeds bad for environment/cars not made to go so slow for so long/just non-car drivers wanting to make life difficult for car users/traffic measures in & out of brize & carterton already puts extra time on journeys (which is what made Stagecoach buses stopped running the buses that way , cut one service and added journey time to the S1 (so we also suffer on our free time as well)complete waste of time & money (already proven in other areas it doesn't wotk) Brize Norton 30mph speed limit – **Object** See reasons for Carterton (the same) Travel change: **Other** No, I am left with no choice but to drive to work (and see my comments about bus above) If this is actually about forcing us off the road rather than apparent safety that is even more digusting
(o300) Local resident, (Carterton, Windrush gardens)	Carterton 20mph speed limit – **Object** You ruined witney with the 20mph please leave carterton alone Brize Norton 30mph speed limit – **Object** Because 20mph has caused chaos and congestion in Witney, it costs me more in fuel and people are now driving at 15mph because their scared of getting a ticket which makes things even worse. Travel change: **Other** I won't stick to the 20mph unless it's in a built up housing estate or by schools
(o301) Local resident, (Carterton, Woodlands)	Carterton 20mph speed limit – **Object** The roads do not need to have slower speed limits. The money that you want to use to implement slower speed limits can be used to actually fix the potholes insted of trying to dodge lawsuits for destroying cars' tyres because of your faulty road patches that come up the next day. Brize Norton 30mph speed limit – **Object** Adding a lower speed limit in Brize Norton would create a lot of traffic which we allready have enough of as it stands.

	Travel change: **No**
(o302) Local resident, (Carterton, Woodrush gardens)	Carterton 20mph speed limit – **Object** Cars have got safer and speed limits are getting lower. The rest of Oxfordshire is awful to drive around in the 20mph zones and all it will achieve is killing off an already hideous town centre which could benefit in some investment instead of wasting our money on pointless signs Brize Norton 30mph speed limit – **Object** No need for it to be reduced from a 40 mph limit. No houses on that road. Another waste of money when you could be spending it on fixing the roads instead Travel change: **No**
(o303) Local resident, (Carterton, Wycombe way)	Carterton 20mph speed limit – **Object** I have common sense and realise 20 mph as a speed limit is ridiculous and unnecessary Brize Norton 30mph speed limit – **Object** Again it's unnecessary, you can't drive more than 10 mph because of all the potholes. Maybe use your money for that instead Travel change: **No**
(o304) Local resident, (Carterton, Wycombe way)	Carterton 20mph speed limit – **Object** 20mph is never adhered too, its a waste of money and makes traffic and accidents more common Brize Norton 30mph speed limit – **Object** Object as its a big enough road, enoigh crossing points for the public and its not limited by view, for a main road in and out its a right limit Travel change: **No**

(o305) Member of public, (Carterton, Abingdon Road)	Carterton 20mph speed limit – **Object** What is the point to put 20 mph in place when people driving at that speed to avoid potholes and damaging cars. Have you done a risk assessment in this case in Carterton and surrounding area? Brize Norton 30mph speed limit – **Object** I want to travel as quick as possible from point A to B. In some places car should have priority not the pedestrian, in other places is should be opposite. In this case should have car priority Travel change: **Other** I will be avoiding that area and will not obey this 20 mph until some assessment will be shown and proven that speed will change something
(o306) Local resident, (Carterton, Alverscot road)	Carterton 20mph speed limit – **Object** Stop wasting my tax money on rubbish that doesn't work or change a thing Brize Norton 30mph speed limit – **Object** Stop wasting my tax money on rubbish that doesn't work or change a thing Travel change: **No**
(o307) Local resident, (Carterton, APPLEFORD DRIVE)	Carterton 20mph speed limit – **Object** I don't believe its help to be safe on roads. Brize Norton 30mph speed limit – **Object** Can not go faster anyway, the roads are very bad conditions. Travel change: **No**
(o308) Local resident, (Carterton, Appleford-drive)	Carterton 20mph speed limit – **Object** Silly idea main roads has to be same speed limit. No screw the traffic. It will be nothing changed of the driver behaviour.

	Brize Norton 30mph speed limit – **Object** Just leave like that Travel change: **No**
(o309) Local resident, (Carterton, Arkell ave)	Carterton 20mph speed limit – **Object** Reducing speed limits from 30mph to 20mph has been shown to have “little impact” on road safety according to a study conducted by Queen’s University Belfast, Edinburgh University, and the University of Cambridge. That’s not an opinion — that’s scientific evidence. Here’s the link in case anyone wants to read it: https://pureadmin.qub.ac.uk/ws/portalfiles/portal/395090799/Investigating_the_impact_of_a_20_miles_per_hour_speed.pdf Brize Norton 30mph speed limit – **Object** Reducing speed limits from 30mph to 20mph has been shown to have “little impact” on road safety according to a study conducted by Queen’s University Belfast, Edinburgh University, and the University of Cambridge. That’s not an opinion — that’s scientific Travel change: **No**
(o310) Local resident, (Carterton, Arlington)	Carterton 20mph speed limit – **Object** No need to change. Perfectly agree as they are. Traffic is already a bottle neck Brize Norton 30mph speed limit – **Object** Traffic already a bottle neck. Got speed humps. Travel change: **No**
(o311) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – **Object** 20 mph is ridiculous

	Brize Norton 30mph speed limit – **Object** 20 mph is ridiculous Travel change: **No**
(o312) Local resident, (Carterton, Ashfield road)	Carterton 20mph speed limit – **Object** Not necessary in any way. Farcical and expensive waste of time, not improving pollution or safety. Brize Norton 30mph speed limit – **Object** Not necessary. Travel change: **No**
(o313) Local resident, (Carterton, Beverley crescent)	Carterton 20mph speed limit – **Object** There is no requirement to lower the speed limit. People who speed will do regardless of the limit. Money would be better spent on better roads or safer places for people to cross the roads Brize Norton 30mph speed limit – **Object** The speed limits are fine as they are. Spend the money bring the roads up to standard and more zebra crossings Travel change: **No**
(o314) Member of public, (Carterton, Black bourton)	Carterton 20mph speed limit – **Object** The potholes need fixing before money is spent on 20mph signs. There is no reason to reduce the speed to 20mph as there have been no crashes due to the speed limit. The potholes slow down the traffic. Brize Norton 30mph speed limit – **Object** Again- there is no need. Travel change: **No**

(o315) Local resident, (Carterton, Black bourton road)	Carterton 20mph speed limit – **Object** No need to have 20 mph across carterton. Speed is being adjusted automatically where necessary for example milestone road where it's busy and impossible to drive 30 Brize Norton 30mph speed limit – **Object** Unnecessary Travel change: **No**
(o316) Local resident, (Carterton, Black Bourton Road)	Carterton 20mph speed limit – **Object** Absolute waste of time, 30mph is safe enough for built up areas and lowering it just causes more frustration and takes longer to get anywhere. Cars are necessary for a large group of people, buses are not a good alternative and cost too much and not going to right places and take too long to get anywhere Brize Norton 30mph speed limit – **Object** No need to lower the limit, no housing along the roads and again causing longer journeys Travel change: **No**
(o317) Local resident, (Carterton, Black Bourton road, Carterton)	Carterton 20mph speed limit – **Object** The council's do not appear to have sufficient funds for basic functions, so can assume it is for investment for fining. I do not believe there is an example of increased accidents based on reducing to 20 mph in the town. Absolutely wasteful, but have seen other area's go down this route dispite the objections. Brize Norton 30mph speed limit – **Object** Being a driver of fourty years, I find drivers and pedestrians, cyclists, etc paying less attention to other people with greater distractions. Unless focused on this area, reducing speed restrictions will do nothing except generate fines Travel change: **No**

(o318) Local resident, (Carterton, Bluebell way)	Carterton 20mph speed limit – **Object** Tried it in Witney, and it makes the traffic absolutely miserable and has had absolutely 0 effect on people speeding. The ones that speed aren't going to care about the limit dropping are they Brize Norton 30mph speed limit – **Object** Tried it in Witney, and it makes the traffic absolutely miserable and has had absolutely 0 effect on people speeding. The ones that speed aren't going to care about the limit dropping are they Travel change: **No**
(o319) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – **Object** Unnecessary and brought in for all the wrong reasons. Brize Norton 30mph speed limit – **Object** Unnecessary Travel change: **No**
(o320) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – **Object** Unnecessary waste of money Brize Norton 30mph speed limit – **Object** Unnecessary waste of money Travel change: **No**
(o321) Local resident, (Carterton, Blush Crescent)	Carterton 20mph speed limit – **Object** There is insufficient evidence provided to support the proposed change in speed limit. Please provide evidence to support that show injury/death related collisions were caused by speeding only. As reduction in speed is the only thing changing the limits will achieve.

	Brize Norton 30mph speed limit – **Object** There is insufficient evidence provided to support the proposed change in speed limit. Please provide evidence to support that show injury/death related collisions were caused by speeding only. As reduction in speed is the only thing changing the limits w Travel change: **No**
(o322) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – **Object** I totally object to ANY speed reductions or road access restrictions! Brize Norton 30mph speed limit – **Object** There are already speed and road access restrictions through Brize Norton, which cause congestion, delays and significant frustration for residents. NO MORE ARE WANTED OR REQUIRED!! Travel change: **No**
(o323) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – **Object** Leave as it is. It's not needed Brize Norton 30mph speed limit – **Object** Leave as it is Travel change: **No**
(o324) As a business, (Carterton, Bracken Close)	Carterton 20mph speed limit – **Object** As a driving instructor in this area for the last 23 years, you would think in theory I would naturally be on board with this scheme. Unfortunately I have very serious concerns particularly regarding the 20 mile an hour speed limits proposed. Having experienced Witney and the surrounding villages since the 20 mile an hour speed limit introductions, in my professional opinion it has considerably increased "risk" I have found conducting driving lessons in these areas has become increasingly stressful for both myself and my pupils.

	I have experienced constant tailgating and intimidating behaviour from following motorists, quite often up to 20 vehicles closely following behind in areas in my opinion where 20mph is unrealistically slow and unnecessary. I have experienced a considerable number of very frightening situations that have been 100% caused by the 20 mile an hour speed limits, one in particular springs to mind as we were overtaken when two girls approximately 10 years old were crossing the road in front of us the first one ran to avoid an overtaking vehicle the second one literally had to leap out of the way to avoid being run over, this situation was caused in totality by the unrealistically slow 20 mile an hour speed limit, this was an area that I've taught in Witney for many years and have never been overtaken, since the introduction of the 20 mph speed limit I have experienced hundreds of dangerous situations mainly from overtaking and tailgating. I teach in these areas weak in week out all day every day, along with other instructors. The overwhelming consensus from other ADI's is that these excessively low speed limits have a negative effect on road safety, massively increasing the instances of safety critical situations. It's worth mentioning we teach second gear to be used in 20 mph roads as most pupils find it extremely difficult to maintain 20mph in third gear. This by my calculations and I was very disappointed to learn from my experimentation, increases fuel consumption and emissions by approximately a third, it also 'obviously' increases the amount of traffic on the road any one moment also by a third. As a grade A professional driving instructor my absolute main concern is SAFETY, it's as simple as that. In conclusion, after initially being somewhat enthusiastic with the theoretical increased safety of lowering urban speed limits, I am now of the opinion reduction to 20 mph is not the answer, and simply does not have the effect of increased safety intended. Brize Norton 30mph speed limit – **Object** Increased risk. Travel change: **No**
(o325) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – **Object** The roads need repairing so they are fit for purpose, swerving potholes is more likely to cause an accident than speed limits. The speed limits in place at present work absolutely fine. Brize Norton 30mph speed limit – **Object** The road needs to flow to avoid congestion, there are pelican crossings in place for pedestrians to cross safely.

	Travel change: **No**
(o326) Local resident, (Carterton, Britannia close)	Carterton 20mph speed limit – **Object** Why is there a need to do this? The speed limit is not causing problems. And 20mph is unnecessary Brize Norton 30mph speed limit – **Object** Unnecessary Travel change: **No**
(o327) Local resident, (Carterton, Britannia Close)	Carterton 20mph speed limit – **Object** Waste of money, cause unnecessary traffic, people won't stick to it Brize Norton 30mph speed limit – **Object** Waste of money, unnecessary traffic, people won't stick to it Travel change: **No**
(o328) Local resident, (Carterton, Britius road)	Carterton 20mph speed limit – **Object** Will not have an effect Brize Norton 30mph speed limit – **Object** Will not have any effect Travel change: **No**
(o329) Local resident, (Carterton, Brize Norton rd)	Carterton 20mph speed limit – **Object** Because nobody monitors the 30mph. There are no police or speed cameras. I live on Brize Norton Rd, Carterton. Most car drivers go at 35mph plus down the road. Most nights there is a car with a noisy exhaust that drives round and round. I asked for a speed camera to be put up outside my house.

	I agree to 20mph in Residential roads, but not the main routes. The cost of the signage is a waste of funds. These funds should be wired into the budget for fixing the many bad roads in Carterton and the surrounding villages Brize Norton 30mph speed limit – **Object** It is not a Residential road. There are no houses directly onto the road. There is no need to reduce the speed. Travel change: **No**
(o330) Rather not say, (Carterton, Brizenorton road)	Carterton 20mph speed limit – **Object** Pointless waste of money Brize Norton 30mph speed limit – **Object** Same as before Travel change: **No**
(o331) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – **Object** It is completely unnecessary and a waste of the council's money instead of all the new signs etc use that money to repair our 3 world roads Brize Norton 30mph speed limit – **Object** Road was designed for the speeds that it is currently restricted to ie large open road what on earth is the point of making traffic go 30 mph Travel change: **No**
(o332) Local resident, (Carterton, Brome way)	Carterton 20mph speed limit – **Object** Youre planning on slowing down a major road into and out of Carterton. This road already has suitable crossing points in the former of two pedestrian crossings. These crossings completely negate the need for a lowering of the speed limit and will only lead to an increase in congestion and pollution

	Brize Norton 30mph speed limit – **Object** Another waste of time which will simply increase congestion on our already strained roads Travel change: **No**
(o333) Local resident, (Carterton, Broze Norton RAF)	Carterton 20mph speed limit – **Object** There's no proof that slowing down traffic in all the areas would actually improve road safety. I fact it is reported it has the opposite affect Brize Norton 30mph speed limit – **Object** Because it's a profoundly stupid idea Travel change: **No**
(o334) Local resident, (Carterton, Burford)	Carterton 20mph speed limit – **Object** It's totally unnecessary in some areas, granted some roads do need to be 20mph but the council appear to just change the speed limits on a whim there are too many roads at 20mph already! Maybe drivers would be more law abiding if it was only in necessary places. Brize Norton 30mph speed limit – **Object** Again, some roads need to be changed, if there was evidence it was needed for specific roads I would support the change! Travel change: **No**
(o335) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – **Object** It is a large cost for little benefit. Brize Norton 30mph speed limit – **Object** The road that has the 40 limit at the moment has a very large cycle and walking area on both sides.

	Travel change: **No**
(o336) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – **Object** Totally unnecessary, it won't solve any problems. Brize Norton 30mph speed limit – **Object** Why? Travel change: **No**
(o337) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – **Object** No economic justification Are car accidents are problem in the local area? What are the statistics that 20mph is lesser risk than 30mph the cost implication of changing the signs from 30moh to 20 Brize Norton 30mph speed limit – **Object** Works well as it has done for the last 30+years Haven't heard of anyone getting hit/run over by a car in Carterton recently. Doesn't seem to be a big problem. Why change something when it works Travel change: **No**
(o338) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – **Object** Pollution, no need for 20 Brize Norton 30mph speed limit – **Object** Pollution and again it's not needed Travel change: **No**

(o339) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – **Object** I do object to the planned limit changes as I do not believe it would change things for the better and bring good value for money. New 20mph limits rolled out elsewhere have caused more congestion and made journey times longer without measurably improving safety or accessibility. It also will impact bus timetables and businesses putting more unwanted pressures on them at an already difficult time. Brize Norton 30mph speed limit – **Object** I object to these changes for the same reasons as I mentioned before. I do not believe it would change things for the better and bring good value for money. New limits rolled out elsewhere have caused more congestion and made journey times longer without Travel change: **No**
(o340) Local resident, (Carterton, Campion Close)	Carterton 20mph speed limit – **Object** It is unnecessary and will create more traffic issues Brize Norton 30mph speed limit – **Object** I feel strongly that there is no need to make any changes Travel change: **No**
(o341) Local resident, (Carterton, Carr Avenue)	Carterton 20mph speed limit – **Object** Just absolutely baffling. 20mph just creates frustration and slows down everything. The roads will not be any safer. The U.K. already has the lowest speed limits in Europe Brize Norton 30mph speed limit – **Object** Again, we already have the lowest speed limits in Europe. That road is comfortably 40 and could even be increased to 50 Travel change: **No**

(o342) Local resident, (Carterton, Carteton)	Carterton 20mph speed limit – **Object** There will be an increase in air pollution. I work as a district nurse and 20mph speed limits have a massive effect on my and my colleagues working day. Brize Norton 30mph speed limit – **Object** As previously stated working for an urgent nhs community service will cause a massive delays in our working day. Please use the money to fix the state of out roads instead Travel change: **No**
(o343) Local resident, (Carterton, Colerne road)	Carterton 20mph speed limit – **Object** Plenty of traffic lights and zebra crossings. Brize Norton 30mph speed limit – **Object** Plenty of traffic lights and not in the housing area. Travel change: **No**
(o344) Local resident, (Carterton, Connolly)	Carterton 20mph speed limit – **Object** Waste of money, cars go slow due to potholes. Spend money fixing potholes. Who will police the 30moh, we have no police station. Bigger things to be concerned about than 20mph limit. Spend the money on green cross code for children etc Brize Norton 30mph speed limit – **Object** All a waste of time. Roads too busy anyway to speed Travel change: **No**
(o345) Local resident, (Carterton, Connolly Drive)	Carterton 20mph speed limit – **Object**

	It is near impossible to travel through Carterton at the speeds. Should you introduce lesser speed limits this will affect my right to family life by increasing further the travel time, the already changes to traffic with speed limits, lights and developments has already increased my travel time by 25 minutes morning and 40 minutes evening. Brize Norton 30mph speed limit – **Object** Increase in traffic congestion, there are already many restrictions. Travel change: **No**
(o346) Local resident, (Carterton, Corbett)	Carterton 20mph speed limit – **Object** Cost of implementation To promote alternative methods of transport it shouldn't be the case to make other methods of transport worse / harder but the alternatives better eg fixing the potholes would encourage more cycling by making cycling better rather than driving more inconvenient. As a cyclist myself potholes are the main safety concern including having to serve or alter course into traffic to avoid them. At 20 mph cars are not able to pass without breaking the limit meaning they sit behind and some drivers further behind in the queue become impatient - this is the adverse effect. Brize Norton 30mph speed limit – **Object** There is just no need for a change - I'm unaware of any incidents as a result of the 40mph limit. My previous comment on the proposed 20mph is also the case here. There is a pavement for walking, what impact are you hoping to have by making this change at Travel change: **No**
(o347) Local resident, (Carterton, Corbett road)	Carterton 20mph speed limit – **Object** It doesn't need to be 20 just drive sensible. Fix the roads first before you waste money Brize Norton 30mph speed limit – **Object** Doesn't need it Travel change: **No**

(o348) Local resident, (Carterton, Corbett Road)	Carterton 20mph speed limit – **Object** 20mph speed limits create more pollution. Modern cars (particularly automatic) are forced to keep braking to keep within the limits and therefore generate more carbon footprint and pollution. 30mph limits have been in place on British roads for a long time before cars braking abilities improved. 30 was decided for a good reason. I would like to know how many deaths have been caused in Carterton on 30mph roads and where and other means (such as sleeping policemen could be put in place instead in these areas). You are punishing drivers with this restriction. It will not make people use alternative means of travel. It will just cause more pollution and having witnessed the speed reduction in other towns such as Witney, car drivers will mostly go at the speed they have previously and break the law more. The cost of changing all the signs is going to be paid by who? Wasting money, creating more pollution for what end goal? Brize Norton 30mph speed limit – **Object** As I stated previously. Travel change: **No**
(o349) Local resident, (carterton, corbett road)	Carterton 20mph speed limit – **Object** The road quality is appalling anyway so money should be spent there rather than on implementing a speed limit that is not needed. No crashes have happened because of the speed limit in the last however many years it's been 30. Brize Norton 30mph speed limit – **Object** There is no reason. Travel change: **No**
(o350) Local resident, (Carterton, Cotswold Way)	Carterton 20mph speed limit – **Object** Fed up with Councils wasting money on pointless, supposedly environmental projects, where there is no proof/statistics available to show they are needed. Brize Norton 30mph speed limit – **Object** Ditto my previous comment. Also there will always be idiots who speed no matter what signs you put up. Travel change: **No**

(o351) Local resident, (Carterton, Cranwell)	Carterton 20mph speed limit – **Object** 30 is slow and safe enough. Lowering to 20 encourages people to overtake in residential areas which is much more dangerous Brize Norton 30mph speed limit – **Object** There is no need. The road does not have much foot traffic and is a clear straight road. 40mph is more than safe Travel change: **No**
(o352) Local resident, (Carterton, Cranwell Ave)	Carterton 20mph speed limit – **Object** Where is the evidence that this is needed, it states road safety but with no supporting evidence at all. Brize Norton 30mph speed limit – **Object** Again why, what is the reason - don't just say road safety you need to give a proper reason with supporting evidence. Travel change: **No**
(o353) Local resident, (Carterton, Davis Close)	Carterton 20mph speed limit – **Object** Money would be better spent repairing the roads and enforcing the current speed limit. Brize Norton 30mph speed limit – **Object** It's pointless. Travel change: **No**
(o354) Local resident, (Carterton, Davis close)	Carterton 20mph speed limit – **Object** Already slow enough Brize Norton 30mph speed limit – **Object**

	Unnecessary, waste of tax payers money for something that will not impact the town Travel change: **No**
(o355) Local resident, (Carterton, Decline to answer)	Carterton 20mph speed limit – **Object** There is no evidence to support 20mph speed limit. Bad for my vehicle and emissions Brize Norton 30mph speed limit – **Object** I don't recall heading of any fatalities so am unsure of the reasoning Travel change: **Other** No it will not change my mode of transport I will just drive around angry at the council
(o356) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – **Object** Speed limits at the moment are fine. Fix the potholes Brize Norton 30mph speed limit – **Object** As above Travel change: **No**
(o357) Local resident, (Carterton, Edgehill close)	Carterton 20mph speed limit – **Object** It will cost taxpayer money to implement and my experience of 20mph limits in Witney is that the majority of road users ignore it anyway. Put simply, 20mph feels incredibly slow when you're driving and the more impatient drivers get frustrated and tailgate or overtake therefore likely to increase the likelihood of accidents. This is supported by department for transports own findings that found a significant increase in the share of collisions logged as “careless/reckless/in a hurry” after implementation Brize Norton 30mph speed limit – **Object** Monahan way is one of the main routes out of Carterton. Reducing the speed limit here may cause an increase in traffic. The road is wide and pavements are set back from The roadside. There are traffic lights controlled crossings already in place. Perhaps

	Travel change: **No**
(o358) Local resident, (Carterton, Edgehill close)	Carterton 20mph speed limit – **Object** I object as this is a waste of money as Carterton has already got speed bumps and there are very little accidents but you will go ahead and do it arelivent of this survey. Brize Norton 30mph speed limit – **Object** Same as previous response Travel change: **No**
(o359) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – **Object** Roads are congested enough without adding additional unnecessary restrictions Brize Norton 30mph speed limit – **Object** There are already restrictions humps in roads without adding further unnecessary restrictions Travel change: **No**
(o360) Local resident, (Carterton, Edgeworth drive)	Carterton 20mph speed limit – **Object** In all honesty most people don't drive over 30 due to the state of the roads also I don't believe that the 20 in Witney is adhered too and when it is it causes people to drive erratic and and unsafe Brize Norton 30mph speed limit – **Object** As previously stated you can't drive very fast as the roads are in disrepair anyway Travel change: **No**
(o361) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – **Object** waste of money not needed

	Brize Norton 30mph speed limit – **Object** waste of money Travel change: **No**
(o362) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Object** There is no justification for reducing the speed limits. There are plenty of crossings, cycle lanes and speed limitations via humps within Carterton, without the need to reduce the speed limit. There are no buses near to where I live, so a car is the only possible mode of transport for me and irrespective of if there was a bus, it would still have to stick to the 20mph speed limit. I do not have a bike, cannot afford a bike and am a 41 year old adult, so will not be scooting anywhere - What a ridiculous suggestion as an alternative mode of transport! Brize Norton 30mph speed limit – **Object** What is the justification? It is not a notorious road for accidents so the only reason to reduce the speed limit is to inconvenience car drivers. Why are all councils currently trying to make it as difficult as possible for car drivers to go about their Travel change: **No**
(o363) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Object** The proposals are illogical wasting millions in tax payers money which the majority will ignore. Vehicles will pollute more into carterton by being in a lower gear for longer and therefore reducing air quality. Journey times will increase as will congestion. Money is much better spent on better pedestrian crossings. The cycle paths in carterton are already under utilised and in disrepair. This money would be better spent on fixing our road network. Brize Norton 30mph speed limit – **Object** The proposals are illogical wasting millions in tax payers money which the majority will ignore. Vehicles will pollute more into carterton by being in a lower gear for longer and therefore reducing air quality. Journey times will increase as will congesti Travel change: **No**

(o364) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Object** It's unnecessary, unneeded and the vast majority of residents do not want it! Brize Norton 30mph speed limit – **Object** As before Travel change: **No**
(o365) Local resident, (Carterton, Elmhurst way)	Carterton 20mph speed limit – **Object** There are better ways to reduce the impact of and likelihood of accidents than this one would be to flatten the roundabouts on Monahan way so people can actually see across the roundabout been many near misses there at crawling speed because you cant see anything Brize Norton 30mph speed limit – **Object** No need for it to be reduced again there are better ways to improve road safety starting with education and decent maintenance of the roads Travel change: **No**
(o366) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – **Object** Why waste money on implementing lower speeds that will not adhered to or will make no difference to speeding within the town. The lower limits will only create a worsened traffic flow around Carterton, especially during peak times where traffic is already at a standstill. Why change something that doesn't need changing? Money would be better spent on fixing actual problems which are more dangerous for both drivers and pedestrians, such as the terrible state of the towns roads and the Carterton pothole pandemic! Brize Norton 30mph speed limit – **Object** The proposed roads are boundary roads and do not need changing. If drivers are already speeding in the current limits, this will not change just because the limit has been lowered if there are no other deterrents. These areas are suitable for the current

	Travel change: **No**
(o367) Local resident, (Carterton, Failure avenue)	Carterton 20mph speed limit – **Object** There will be more congestion due to traffic driving slowly. I don't mind 20 outside a school but 30 is acceptable enough if people can respect that then no need to fix something that isn't broken! Brize Norton 30mph speed limit – **Object** There is no good reason to change the limits that are already in place! Accept to make this town even harder to live in. There is already a lack of job and people local have to search wider and father! To impose yet more restrictions is madness. Good way Travel change: **No**
(o368) Local resident, (Carterton, Falcon close)	Carterton 20mph speed limit – **Object** All the roads need resurfacing before any speed restrictions are implemented. You are not able to reach 20 in some areas due to the poor conditions of the roads. I'm for speed restrictions in places around school between certain periods of the day but other than that traffic flows fine currently, don't fix something that's not broken! Brize Norton 30mph speed limit – **Object** Traffic calming measures should be sort first more pedestrian crossings if need be! And bushes cut back to allow pedestrians to use the paths safely. Travel change: **No**
(o369) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – **Object** 30mph is fine for the area. No need to reduce it. People will just tailgate and try and make you drive faster if you go at 20mph, which makes accidents more likely Brize Norton 30mph speed limit – **Object** I can only think you wish to reduce the speed limit rather than keep the roads in good order. You want to leave the pot holes

	Travel change: **No**
(o370) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – **Object** Unjustified and a waste of taxpayer money. Brize Norton 30mph speed limit – **Object** Unjustified and waste of money. Travel change: **No**
(o371) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** A complete waste of money fix's the roads first and foremost. It doesn't help with speeding it just causes more congestion and pollution. 30 is perfectly safe no one sticks to 20 and unless you have an electric car all vehicles were and are calibrated to do ok at 30 any slower in upsets the cars filters etc Brize Norton 30mph speed limit – **Object** Money could be better spent on fixing the roads better pavements. Also could go towards nhs schools etc this county always wants to penalise motorists Travel change: **No**
(o372) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** No Brize Norton 30mph speed limit – **Object** No Travel change: **No**

(o373) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** We have speed bumps which seems to work and keeps the speeds down in the centre of Carterton.. Please can you tell me when the last person was hit by a 30mph driver in Carterton? I have lived in Carterton for 58 years and this seems to be a waste of tax payers money, which I am. I taught my son to always look left and right before crossing, perhaps people need to spend less time looking at their phones and where they are walking. Brize Norton 30mph speed limit – **Object** Just wish this money had been spent on the bus stops there, where lay-bys should have been built as there was plenty of space and would have kept the traffic flowing. Travel change: **No**
(o374) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – **Object** There's speed bumps in town and so many potholes Brize Norton 30mph speed limit – **Object** Speed bumps in place already, potholes/craters everywhere that need sorting before anything Travel change: **No**
(o375) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – **Object** Major cause of unsafe overtakes, more pollution particularly on cold engines in the morning, very dangerous for pedestrians particularly when trying to cross constant flow of traffic like twice as much in the area Brize Norton 30mph speed limit – **Object** Totally unnecessary and increased dangerous driving Travel change: **No**

(o376) Local resident, (Carterton, Hawthorn Grove)	Carterton 20mph speed limit – **Object** There has been no significant accident or injury to any persons in Carterton or Road in or out of Carterton for years, I see no reason that this will improve fatalities or number of such due to low or nonexistent numbers of them in the first place. Also cars travelling at slower speed also reduces air quality due to more emissions in the residential area as they take longer to leave and cars are not designed to sit at such low speeds for prolonged time there efficient operation window is at higher speeds therefore reducing air quality in the process. Brize Norton 30mph speed limit – **Object** Again 40mph on a non residential road with paths set back from the cartridge way is perfectly acceptable, also a crossing is provided to be used and reduced the speed because people are to lazy to use it is not the correct thing to do. Education of publi Travel change: **Other** No I use a van for work, we live in a rural area where travel by car is the only way to shop, sports clubs, carry my hobbies and visit family members when are the council going to realise apart from the odd journey to Witney or Oxford that bus travel is n
(o377) Local resident, (Carterton, Hawthorn Grove)	Carterton 20mph speed limit – **Object** Not required. Brize Norton 30mph speed limit – **Object** It's not required!!! Travel change: **Yes – walk/wheel more**
(o378) Local resident, (Carterton, Hill view)	Carterton 20mph speed limit – **Object** It's stupid! Brize Norton 30mph speed limit – **Object**

	It's stupid Travel change: **No**
(o379) Local resident, (Carterton, Hill View)	Carterton 20mph speed limit – **Object** Because its pointless woke nonsense. People will struggle to get around town and it'll make it worse for people to travel and theres nothing wrong with the current speed limits around town. People will speed more and the cars CANT handle 20MPH without wasting more fuel or their cars labouring. There isnt any need to reduce the speed limit! Brize Norton 30mph speed limit – **Object** Because the road is safe to drive at 40MPH without problems. There's never been any issues with the road safety and it'll make travel flow slower and it'll just upset more drivers. Travel change: **No**
(o380) Local resident, (Carterton, Hill view)	Carterton 20mph speed limit – **Object** Not needed as more dangerous Brize Norton 30mph speed limit – **Object** Not needed Travel change: **No**
(o381) Local resident, (Carterton, Hill view)	Carterton 20mph speed limit – **Object** People spend more time looking at their Speedos than watching the road Brize Norton 30mph speed limit – **Object** People will look at speedo rather than the road Travel change: **No**

(o382) Local resident, (Carterton, Hollybush)	Carterton 20mph speed limit – **Object** Because there is no evidence to show it is actually required - there has been no serious injuries or deaths as a result of the current speeds limits so it's being implementing on a what if basis which is complete nonsense. Plus people that ignore current speed limits will continue to ignore lower speed limits! Brize Norton 30mph speed limit – **Object** Same as previous answer Travel change: **No**
(o383) Local resident, (Carterton, Hollybush Road)	Carterton 20mph speed limit – **Object** For decades the main N/S E/W roads have had speed humps and the majority of vehicles are reduced to 20mph. On 'outer roads which have extremely wide verges dropping to 20mph is not a valid safety issue. Look at the lack of serious road accident data. Brize Norton 30mph speed limit – **Object** There is no housing. The majority of vehicles are merely moving to the next town/village. There are now footpaths away from the road. Travel change: **No**
(o384) Local resident, (Carterton, Hollybush Road)	Carterton 20mph speed limit – **Object** I think the 20 speed limit makes our roads more dangerous. Drivers are frustrated and angry and many ignore the restrictions anyway. Tailgating is a big problem. Journey times increase. 30 is perfectly fine for most of our roads. Brize Norton 30mph speed limit – **Object** If it's not broken don't fix it! Travel change: **No**

(o385) Local resident, (Carterton, Home close)	Carterton 20mph speed limit – **Object** Because it doesn't need to be 20 miles per hour. If outside schools then fine other than that it's not needed. It's worked fine at 30 for years.why change something that isn't broken? Brize Norton 30mph speed limit – **Object** It doesn't need it. It's a road with no housing or very little. There's a footpath. Travel change: **No**
(o386) Local resident, (Carterton, Home close)	Carterton 20mph speed limit – **Object** There's no reason to change the limit and money could be spent better elsewhere. Brize Norton 30mph speed limit – **Object** It's a waste of money Travel change: **No**
(o387) Local resident, (Carterton, Irrelevant)	Carterton 20mph speed limit – **Object** Overreach to suit political agenda Brize Norton 30mph speed limit – **Object** . Travel change: **No**
(o388) Local resident, (Carterton, Jasper lane (maybe spend money on better bollards or road humps n get rid of bollards))	Carterton 20mph speed limit – **Object** This is total waste of money it's prove. To damage roads more especially heavier electric cars when you can't already keep on top of the state of the roads in Carterton money is better spent elsewhere where than 20mph roads . Brize Norton 30mph speed limit – **Object**

	Again totally waste of money money that needs to be spent elsewhere where than where I've lived here 40yrs that road has been that limit for that long no issues why change when no issues . Travel change: **Other** I'd still drive and not do 20mph this is enforceable by police officers …..oh not manned station have to come from Abingdon ….money spent elsewhere
(o389) Local resident, (Carterton, Kestrel Close)	Carterton 20mph speed limit – **Object** 20 just increases traffic and danger as you don't move anywhere quick enough and people get frustrated. Also maybe fixed the disgraceful amount of potholes instead of installing and changing road signs. Brize Norton 30mph speed limit – **Object** Same reason, they are currently 40 for a reason (not built up) and fully support a 40 mph speed. FIX THE EFFING POTHOLES Travel change: **No**
(o390) Local resident, (Carterton, King's Court)	Carterton 20mph speed limit – **Object** I believe it won't make a difference in cutting down accidents, also Public transport is taking too long as it is. Use the money to fix the roads and put in more safe pedestrian crossings . Brize Norton 30mph speed limit – **Object** Same as above... Travel change: **No**
(o391) Local resident, (Carterton, Lancaster place)	Carterton 20mph speed limit – **Object** Not needed. Brize Norton 30mph speed limit – **Object** Not needed

	Travel change: **No**
(o392) Local resident, (Carterton, Larksfield Close)	Carterton 20mph speed limit – **Object** No need for this reduced speed on these roads, teach the Green Cross Code. Most pedestrians are fairly sensible but kids these days need to learn not to be idiots. Stop blaming drivers for of people's stupidity. Brize Norton 30mph speed limit – **Object** As previously stated Travel change: **No**
(o393) Local resident, (Carterton, Larksfield Close)	Carterton 20mph speed limit – **Object** This blanket approach to reducing speed limits is pointless, the money would be better spent on policing the current limit and maintaining the roads. Theo idiots that speed around town are not going to pay any attention to a reduced speed limit, but pedestrians will expect them to and cross roads in inappropriate places with little thought to the consequences. Go back to teaching the green Cross code and enforce people using some common sense in their behaviour around roads, don't alway punish the drivers for pedestrian stupidity. Brize Norton 30mph speed limit – **Object** Same as previous response. Travel change: **No**
(o394) Local resident, (Carterton, Lawton Avenue)	Carterton 20mph speed limit – **Object** Absolutely no need. Moreover, can’t see low gear usage helping the environment much. Brize Norton 30mph speed limit – **Object** No need to do this. Waste of time and cash. Travel change: **No**

(o395) Local resident, (Carterton, Lawton avenue)	Carterton 20mph speed limit – **Object** I think with the current state of our local roads the money could be better spent elsewhere also 30 mph is a reasonable speed reduced speed on housing estates would be ok but with the volume of traffic vehicles parked it's quite difficult to get to 20 mph Brize Norton 30mph speed limit – **Object** I believe it is a total waste of taxpayers money considering the current economy and the state of our roads Travel change: **No**
(o396) Local resident, (Carterton, Linden gardens)	Carterton 20mph speed limit – **Object** The 20mph speed limits are ridiculous and won't encourage anyone to cycle and walk. Most people will ignore the 20mph and continue to drive at 30, like everywhere else this has been implemented. Brize Norton 30mph speed limit – **Object** Same as before Travel change: **No**
(o397) Local resident, (Carterton, Lord Close)	Carterton 20mph speed limit – **Object** Whilst driving at 20 is often required due to the appalling condition of Carterton roads, it is not reasonable to enforce this on drivers. It will create more congestion at lights and further clog up choke points such as the town center. Brize Norton 30mph speed limit – **Object** The 40mph works because the road does not have houses or businesses directly fronted onto that road. There are plenty of street crossings for pedestrians Travel change: **No**
(o398) Local resident, (Carterton, Lovatt Close)	Carterton 20mph speed limit – **Object**

	I've seen more dangerous driving with people trying to overtake in 20 zones in surrounding towns than when they were 30. Brize Norton 30mph speed limit – **Object** It is fine how it is. Travel change: **No**
(o399) Local resident, (Carterton, Lovatt close)	Carterton 20mph speed limit – **Object** It is simply a money losing scheme (please see witney council. They are good at that). There is absolutely no evidence that changing all roads to a 20 makes any difference to safety. So this becomes less about safety and more about generating revenue Brize Norton 30mph speed limit – **Object** Please see previous response Travel change: **No**
(o400) Local resident, (Carterton, Magnolia way)	Carterton 20mph speed limit – **Object** Waste of money and its already slow driving around town. Brize Norton 30mph speed limit – **Object** Waste of money, this won't improve anything in carterton. Travel change: **No**
(o401) Local resident, (Carterton, Magnolia way)	Carterton 20mph speed limit – **Object** No one sticks to the limits in other towns it actually makes driving more dangerous. When you stick to the 20 limit other cars jntimidate you or overtake making it more dangerous. Brize Norton 30mph speed limit – **Object** Waste of money no one takes any notice the money could be better spent elsewhere

	Travel change: **No**
(o402) Local resident, (Carterton, Magnolia Way)	Carterton 20mph speed limit – **Object** 20 mph limits are ludicrous, they are a reason people speed/overtake where they shouldn't and have been shown not to work. Brize Norton 30mph speed limit – **Object** There are 2 crossings with lights in less than half a mile already!! Teach people to criss roads properly, don't create a backlog of traffic by reducing the flow speed. Travel change: **No**
(o403) Local resident, (Carterton, Mayfield)	Carterton 20mph speed limit – **Object** More accidents with the pot holes and uneven tarmac Children on bikes and motorcycles are in danger Brize Norton 30mph speed limit – **Object** Not a built up area No need Travel change: **No**
(o404) Local resident, (Carterton, Mayfield)	Carterton 20mph speed limit – **Object** If the council is concerned about road safety they should fix the roads by getting rid of the potholes. Brize Norton 30mph speed limit – **Object** Fix the lotholes on the roads, the speed of the road isn't the problem. Travel change: **No**

(o405) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – **Object** Roads. We'd to be repaired first m, they are not safe in their current state Brize Norton 30mph speed limit – **Object** Roads need repairs before any other considerations Travel change: **No**
(o406) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – **Object** Bring back lollypop ladies for school crossings, use the money to fix the roads in the area Brize Norton 30mph speed limit – **Object** There is no need to spend taxpayers money on this when the roads need fixing Travel change: **No**
(o407) Local resident, (Carterton, Mayfield close)	Carterton 20mph speed limit – **Object** There is No evidence that 20 limits are safer, There is Not a high quality of speed related accidents in carterton to give a need to change the speed limits, in the last 6 months as the 20 limit has been rolled out through out Oxfordshire I have witnessed people ether ignor the limit or get frustrated and overtake car's that are doing 20mph which I never witnessed when it was a 30 limit therefore making the road less safe but your short sighted road monitors wouldn't of thought of that, also if your as worried about safety ss you pretend to be why may I ask have you sacked all the lollypop ladies Brize Norton 30mph speed limit – **Object** Same as the reason I put about carterton Travel change: **No**
(o408) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – **Object** Slower response times to call-outs. I am a Firefighter at Carterton Fire station.

	Longer journey times and increased pollution. More dangerous as everyone will be looking down at their speedometer. Brize Norton 30mph speed limit – **Object** Loner journey times. Increased pollution. Travel change: **No**
(o409) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – **Object** I understand making speed restrictions around schools and nursing homes etc. however Carterton is congested enough as it is - dropping the speed limit will not help these matters - especially with it being a military town too. Brize Norton 30mph speed limit – **Object** I understand making speed restrictions around schools and nursing homes etc. however Carterton is congested enough as it is - dropping the speed limit will not help these matters - especially with it being a military town too. Make better use of the money Travel change: **No**
(o410) Local resident, (Carterton, Mayfield close)	Carterton 20mph speed limit – **Object** Would be ok outside schools but otherwise no need for it Brize Norton 30mph speed limit – **Object** It's on the outskirts of 2 estates with no houses Travel change: **No**
(o411) Local resident, (Carterton, Meadow way)	Carterton 20mph speed limit – **Object** The traffic needs to keep moving not back up. There is already enough congestion and the emissions will be increased of cars are there longer. There is plenty of footpaths and cycle route so we don't need to lower the limit to accommodate this.

	Brize Norton 30mph speed limit – **Object** The traffic is slow enough anyway having to wait in the 2 way traffic zone and weave in and out of cars, save the money and spend it elsewhere Travel change: **No**
(o412) Local resident, (Carterton, Merlin Clisr)	Carterton 20mph speed limit – **Object** What will it achieve other than people driving at 10 mph over the speed limit. Spend the money on the horrendous roads Brize Norton 30mph speed limit – **Object** The same as the previous answer Travel change: **No**
(o413) Local resident, (Carterton, Merlin Close)	Carterton 20mph speed limit – **Object** Waste of money. How many accidents will this prevent compared to accidents related to the shocking state of the roads Brize Norton 30mph speed limit – **Object** Spend the money filling the dangerous pot holes Travel change: **No**
(o414) Local resident, (Carterton, Milestone)	Carterton 20mph speed limit – **Object** 20mph is way too over the top. Also it has been proven to increase emissions Brize Norton 30mph speed limit – **Object** Far too slow Travel change: **No**

(o415) Local resident, (Carterton, Milestone rd)	Carterton 20mph speed limit – **Object** There's no need to waste public money on this. There are better ways to spend it. Why not add a crossing for the children of Edith Moorhouse school to access the school footpath on Alvescot rd. we also need all the potholes filling and more youth services Brize Norton 30mph speed limit – **Object** Same as the previous page Travel change: **No**
(o416) Local resident, (Carterton, Milestone rd)	Carterton 20mph speed limit – **Object** Not needed Brize Norton 30mph speed limit – **Object** Not needed Travel change: **No**
(o417) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – **Object** Too slow and it's ignored in other areas nearby! Brize Norton 30mph speed limit – **Object** As before Travel change: **No**
(o418) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** It already takes a bus from Carterton to Witney 45 mins because of 20mphs in Witney. If 20mph happens in Carterton it will be even worse!! Brize Norton 30mph speed limit – **Object**

	This will make drivers even more inpatient! Travel change: **Other** Rely on buses anyway. It will make journeys even longer!!
(o419) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** Road safety needs to be implemented in schools instead of spending millions of tax payers money to change all the signs, if prefer my tax to go on fixing the issues on the roads which makes them more dangerous and can cause costs for repairs to people's vehicles such as blown tyres from all the pot holes and terrible conditioned "fixes" Brize Norton 30mph speed limit – **Object** Same as before, fix the roads and people will be happier. People will drive quicker to get away from bad roads even if the speed is reduced Travel change: **No**
(o420) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – **Object** Spend the money on fixing the road surfaces, 20 mph is not needed been 30 mph for years Brize Norton 30mph speed limit – **Object** Just done commenting on previous page Travel change: **No**
(o421) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** Cars struggle to do 20mph. I have no objection to 20mph outside schools. Our roads have been safe in west Oxfordshire for years. There is no need to change to 20mph! Witney has become a nightmare! Please west district Council don't change it.

	Brize Norton 30mph speed limit – **Object** Too slow, except outside schools. Travel change: **No**
(o422) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** I object as it is ridiculous. You may as well get out your car and walk. Besides, if you can't stop quick enough in an emergency at 30mph you shouldn't be driving at all! Brize Norton 30mph speed limit – **Object** Use my same comment as Carterton. Travel change: **No**
(o423) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Is not necessarily Brize Norton 30mph speed limit – **Object** Is not necessarily Travel change: **No**
(o424) Local resident, (Carterton, Netheravon Close)	Carterton 20mph speed limit – **Object** Witney is a good example of why this is a bad idea. I agree with 20mph around schools but a universal 20mph blanket across the town cannot be enforced and will not be adhered to. A massive waste of tax payers money AGAIN!!! Brize Norton 30mph speed limit – **Object** Same as previous comment Travel change: **No**

(o425) Local resident, (Carterton, Netheravon close)	Carterton 20mph speed limit – **Object** It is said these reduction are needed but whenever evidence is requested it is never given or its only partially given to make it seem like it is needed. If every incident that occurred caused a reduction in speed limit we'd be all driving at 5-10mph. Most of the incident that happen are due to people not having common sense or safety awareness. Brize Norton 30mph speed limit – **Object** It is said these reduction are needed but whenever evidence is requested it is never given or its only partially given to make it seem like it is needed. If every incident that occurred caused a reduction in speed limit we'd be all driving at 5-10mph. Mos Travel change: **No**
(o426) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Object due to the state of the roads. It is already impossible to reach 20mph in the majority of Carterton due to a mix of potholes, ruts and the overbearing amount of speedbumps. There are many traffic calming measures in place already and this is just a waste of money. It will not encourage people to use alternative means of transport at all and whomever believes that is deluded. There appears to be no congestion issue in Carterton, it's a small town on the outskirts of the Cotswolds, not a bustling city centre. Let's be realistic. The money wasted on this survey alone could have been pushed in to fixing the roads but as usual the council elect to waste the taxpayer's money. The further waste of money surveying the roads and then the cost to implement such schemes severely outweighs the benefits when looking at the current state of the roads. Already there are many many people who elect to walk and cycle within Carterton due to the state of the roads, the overwhelming amount of speedbumps and the sheer lack of thought from community planners. It is already quicker to use alternative means of transport. Why waste time and money on this?! Brize Norton 30mph speed limit – **Object** These areas do not need to have the speed limit reduced. If anything, a 40mph zone should be introduced on Upavon Way between the Skate park and roundabout on Alvescot Road. This road is a long stretch (which is in a shocking state like all other roads) Travel change: **No**

(o427) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Not needed and costly Brize Norton 30mph speed limit – **Object** Not needed and costly Travel change: **No**
(o428) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Children and adults used to be taught to cross the road and not expect local government to hold their hands Brize Norton 30mph speed limit – **Object** Same reason as previously stated Travel change: **No**
(o429) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Not needed Brize Norton 30mph speed limit – **Object** To have my say Travel change: **No**
(o430) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** The speed limits through Carterton are working perfectly, lowering the speed through Carterton is only going to cause more irresponsible driving. Brize Norton 30mph speed limit – **Object** The current speed limit suits the road type which has been working for years, without any problems.

	Travel change: **No**
(o431) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – **Object** Unnecessarily slow. Brize Norton 30mph speed limit – **Object** Unnecessary Travel change: **No**
(o432) Local resident, (Carterton, Oakfield)	Carterton 20mph speed limit – **Object** Do not agree with proposal and if people crossed at the correct places such as zebra crossing and at pedestrian lights then they will be safe! Develop more crossings not more penalties for people and fix the roads! Brize Norton 30mph speed limit – **Object** Same as before point Travel change: **No**
(o433) Local resident, (Carterton, Oakfield Road)	Carterton 20mph speed limit – **Object** 20 mph only needs applying outside schools during opening and closing times . Leave the rest of our town alone. Put it to a vote , rather than act upon selfish hair brain schemes to give yourself names. For once listen to those who live here! 20 mph is only necessary outside schools busiest hours . Most drivers are under 30mph anyway . It does not need to be adjusted . Brize Norton 30mph speed limit – **Object** 20mph is only needed outside schools during opening closing times . Leave everywhere else alone Travel change: **Other** It's more likely to annoy drivers even more to vote you lot out of office and get councillors in that listen .

(o434) Local resident, (Carterton, Overbury)	Carterton 20mph speed limit – **Object** Not necessary Brize Norton 30mph speed limit – **Object** Not necessary Travel change: **No**
(o435) Local resident, (Carterton, Owen place)	Carterton 20mph speed limit – **Object** Ridiculous. Speed bumps everywhere anyway. Just make everyone's journey harder. Brize Norton 30mph speed limit – **Object** The same as before. Absolutely ridiculous. Travel change: **No**
(o436) Local resident, (Carterton, Poppy Terrace)	Carterton 20mph speed limit – **Object** I'm totally opposed to this blanket approach tound, Targeted I understand but not all roads need it. Brize Norton 30mph speed limit – **Object** The existing limit is appropriate in my view. Travel change: **No**
(o437) Local resident, (Carterton, Queens rd)	Carterton 20mph speed limit – **Object** Because the traffic is slow enough with the speed humps. The people who speed will speed whatever the limit says , speed cameras would be more effective. Brize Norton 30mph speed limit – **Object** There are no houses and few pedestrians

	Travel change: **Other** I would get more frustrated
(o438) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** Because the 20 reduction does not work, I agree outside schools for 20 but not for the whole town, also cars produce more emissions at low speed. 30mph have been around for years and I have seen no issues also the 20 in Witney is a joke! Severely object Brize Norton 30mph speed limit – **Object** Because the roads are wide enough!! And traffic lights there for people to cross Travel change: **No**
(o439) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – **Object** The sleep limited in Carterton are fine as Witney has proven it slows traffic creates bother and people get angry why bother when it's just fine the way it is Brize Norton 30mph speed limit – **Object** No need to slow everything down Travel change: **No**
(o440) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – **Object** Not needed Brize Norton 30mph speed limit – **Object** Not needed Travel change: **No**

(o441) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – **Object** While 20 mph speed limits outside schools when children could be reasonably expected to be there start and finish times or in town centres where there could be pedestrians crossing roads between shops I don't think anyone has a problem with 20mph speed limits but on areas where that's not the case 20 mph is a ridiculous speed limit. Not everyone voted Liberal Democrat and can go to work on a push bike and before anyone says about saving deaths on roads by changing 40mph to 30mph or 20mph how many people were actually killed or seriously injured on the roads in Carterton stated for a speed limit reduction in the previous years I expect more people visted a&e from doing diy. I have an idea why don't we have someone walk in front of every car on the road waving a red flag then there would be zero incidents .oh thats right we got rid of that 130 years ago think they call that progress leave the speed limits alone. Brize Norton 30mph speed limit – **Object** As explained in earlier question Travel change: **No**
(o442) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** The 20 mile an hour speed limits are the most ridiculous thing in existence. It does not make the roads safer, it does not keep save the environment. Absolutely not. Fix the potholes. Brize Norton 30mph speed limit – **Object** Absolutely no reason for this. The speed limits are appreciate and safe as they are. Travel change: **No**
(o443) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** The current speed limits are adequate. Brize Norton 30mph speed limit – **Object** It will be a nightmare maintaining 20 phone.

	Travel change: **No**
(o444) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** No need to change the current speed limits the current one(s) are more than fit for purpose Brize Norton 30mph speed limit – **Object** This creep to reduced speeds is unacceptable there is no sensible to reduce current speeds and people are just jumping on the global warming band wagon. There is no reduction in pollution and modern cars have effect safety features to cope with i creased Travel change: **No**
(o445) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** 20mph speed limits are pointless they create congestion and hamper business it's a total waste of tax payers money . Traffic regulates it's self Brize Norton 30mph speed limit – **Object** The 40mph speed limits are slow enough, introducing lower speed limits it a waste of tax payers money and only cause congestion Travel change: **No**
(o446) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – **Object** Spend a penny on a sign before fixing the roads we pay to drive on. What a great idea. Useless waste of money. I don't know why I'm bothering with this you won't listen to the people anyway. Brize Norton 30mph speed limit – **Object** Fix the roads and teach kids to look before crossing Travel change: **No**

(o447) Local resident, (Carterton, Rock CloseOX2)	Carterton 20mph speed limit – **Object** Existing speed limit works Brize Norton 30mph speed limit – **Object** Existing speed and traffic calming works Travel change: **No**
(o448) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – **Object** . Brize Norton 30mph speed limit – **Object** . Travel change: **No**
(o449) Local resident, (Carterton, Saffron Crescent)	Carterton 20mph speed limit – **Object** Slowing and speeding up causes more polution, and nobody complies with the 30 now so won't when 20 Brize Norton 30mph speed limit – **Object** Causes more pollution and poor air quality. Travel change: **No**
(o450) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – **Object** They are pointless and cause more harm than good with people tailgating and traffic is already appalling. But most of all, they are a total waste of money. Spend the money on fixing the roads, or better yet, litter picking, grass cutting, general maintenance. After a road trip around the UK I can safely say Carterton is now one of the scruffiest towns, yet council tax is some of the most expensive. Sort it out please! Brize Norton 30mph speed limit – **Object**

	As before Travel change: **No**
(o451) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – **Object** You only have to look at other parts of Oxfordshire where a 20mph limit has been imposed and no one sticks to it. It's not needed. I have lived here over 50 years and am not aware of any serious accidents caused by a 30mph limit. It's an absolute waste of money to implement this change and no one wants it or will stick to it. Brize Norton 30mph speed limit – **Object** Not needed. It's never been a problem so no point changing something that isn't broken! Travel change: **No**
(o452) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – **Object** Proposals would not suddenly make people take up cycling for their shopping etc. It's completely impractical. Seems to be more anti motoring rhetoric coming from the famously anti car oxford based council. Rarely can you actually achieve 30mph on roads around Carterton during the day. 20 limits make sense on small roads in housing estates where badly designed twisting roads mean even 20 is too much. This seems to be just about trying to inconvenience motorists for spite. Brize Norton 30mph speed limit – **Object** Road is clear sited, straight and very rarely used by anything other than cars. I use this road every day and have never seen a cyclist use the cycle path. The one or two cyclists i see per week just use the road. Perhaps the money would be better spent Travel change: **No**
(o453) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – **Object** Most of the busy street have split pavements for both cyclists and pedestrians already so why change the speed limit Brize Norton 30mph speed limit – **Object**

	Create cycle lanes Travel change: **No**
(o454) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – **Object** It is unnecessary, will not achieve anything, and will only cause a heavier build up of traffic in already busy areas. The budget would be much better spent by making the roads safer by repairing the numerous failed road surfaces and potholes in the area which currently force drivers to swerve to avoid. Brize Norton 30mph speed limit – **Object** The existing 40 limits in these areas are perfectly safe for the roads in question. What needs addressing is cyclists that chose not to use the dedicated cycle path on the Carterton to brize norton 40mph stretch - probably as the path hasn't been maintain Travel change: **No**
(o455) Local resident, (Carterton, Shelton Park)	Carterton 20mph speed limit – **Object** It will take longer for emergency services to respond in attending the fire station as well as police and ambulance services attending properties. The roads are slow enough with speed humps, traffic lights and roundabouts and drivers driving at 20mph anyway. Believe measures in place already slow people down and would be a waste of council money on signs. Brize Norton 30mph speed limit – **Object** It is slow enough through Brize Norton with current measures. Measures lately implemented make it awful to get to by walking, cycling and now by car. There is no public transport to Brize Norton due to measures so you now have to walk a mile to the neares Travel change: **No**
(o456) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – **Object** There is truly no reason for this other than pushing no car propaganda on people. The drivers and cars have never been more educated and safer than today. The roads need fixing not the driving.

	Brize Norton 30mph speed limit – **Object** This is just an anti car scheme. Cars are needed every single day, people rely on them and changing the speed limit only makes driving less safe because all you do is stare at the speedometer. No one is being hurt and certainly killed with people going 30 Travel change: **No**
(o457) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – **Object** Lowering the speed means more people are going to lose faith in the local council etc and choose to speed purely to make a point and potentially end up endangering more lives. There hasn't been many accidents of late let alone any fatals to show the need for this 'increase in safety'. Going at slower speeds also means people are out driving for longer and will increase pollution further. The article even says that it increases pollution from HGVs, of which Carterton attracts a lot due to the RAF base. This means that lives may actually potentially be put in danger due to those extra emissions affecting those with lung disease (diagnoses of which are massively on the rise). Even if the £8m has already been allocated and won't cost the local parishes it's still taking money from a bankrupt government that could spend it on areas that actually need it. Brize Norton 30mph speed limit – **Object** Lowering the speed means more people are going to lose faith in the local council etc and choose to speed purely to make a point and potentially end up endangering more lives. There hasn't been many accidents of late let alone any fatals to show the need Travel change: **No**
(o458) Local resident, (Carterton, Shilton park)	Carterton 20mph speed limit – **Object** I think people are more distracted driving very slow of 20mph. Brize Norton 30mph speed limit – **Object** Too slow Travel change: **No**

(o459) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – **Object** There's not been accidents to support this investment and too low a speed limit is more likely to make people speed. We already have speed bumps in town etc and it's already difficult to be able to get up to any higher speed than 30 in Carterton. Money would be better invested fixing the huge pot holes in roads and not putting crossings so close to junctions. Brize Norton 30mph speed limit – **Object** As per the comment before. Travel change: **No**
(o460) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – **Object** 20mph increases road rage towards those sticking to the limit. In Witney if you drive at 20mph you experience unpleasant behaviour from others. Much better to actually police the 30mph so that people are under that. Brize Norton 30mph speed limit – **Object** For the same reasons as listed previously Travel change: **No**
(o461) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Object** Research is clear that these speed restrictions do not work. Cause more congestion and wreak havoc with local communities. Brize Norton 30mph speed limit – **Object** Lack of research to validate the change Travel change: **No**
(o462) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Object** Because they're stupid, and make little sense.

	Brize Norton 30mph speed limit – **Object** To let you know you're a bunch of silly t w ats Travel change: **No**
(o463) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – **Object** 20mph should only be used outside schools. Anywhere else it just causes congestion and more pollution. Brize Norton 30mph speed limit – **Object** As mentioned in last comment. Travel change: **No**
(o464) Local resident, (Carterton, Snowberry court)	Carterton 20mph speed limit – **Object** Not necessary in the proposed areas. No one would abide by it and no way to enforced realistically Brize Norton 30mph speed limit – **Object** Same reason As previous reaponse Travel change: **No**
(o465) Local resident, (Carterton, Spurrett gardens)	Carterton 20mph speed limit – **Object** 20mph limit is ridiculous. Cars have become so much safer in the last 50 years and we chose to reduce the already accepted and safe 30mph limit Brize Norton 30mph speed limit – **Object** Nothing wrong with the limits already in place as cars have gotten so much safer in the last 50 years Travel change: **No**

(o466) Local resident, (Carterton, St John's drive)	Carterton 20mph speed limit – **Object** Unnecessarily slow Brize Norton 30mph speed limit – **Object** Too slow Travel change: **No**
(o467) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** Other residents don't currently follow the speed limit so nothing will change. The roads are messy and need investment as currently have massive potholes. Also there is quite little awareness of surroundings of pedestrians that need to be looked at rather putting the onous on motorists Brize Norton 30mph speed limit – **Object** There is no reason to change the limit, the roads are wide with good visibility on either side with crossing points. Pedestrians need to take some responsibility rather motorists when they make rash decisions Travel change: **No**
(o468) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** Without proper reasoning why change anything? Nothing was an issue before, people will just carry on going at 30mph Brize Norton 30mph speed limit – **Object** If it isn't broke dont fix it, people will still go 30 regardless Travel change: **No**
(o469) Local resident, (Carterton, Stocks lane)	Carterton 20mph speed limit – **Object** Waste of money

	Brize Norton 30mph speed limit – **Object** Waste of money Travel change: **No**
(o470) Local resident, (Carterton, Stocks lane)	Carterton 20mph speed limit – **Object** Not necessary, will cause more people to speed as people wont keep to it. Don't fix what isnt broke. Brize Norton 30mph speed limit – **Object** Same as before Travel change: **No**
(o471) Rather not say, (Carterton, Stoneleigh drive)	Carterton 20mph speed limit – **Object** 20mph be where schools are not all of carterton area already to much traffic, we already got speed humps, small rounds about. I think needs to focus on upgrading parks for kids and definitely the skate park like witney has, carterton needs TLC. I don't see any problems with speed in carterton, like I said above needs more focus else where. Brize Norton 30mph speed limit – **Object** Like I said above. Just waste of money, when go somewhere needed more. Travel change: **No**
(o472) Local resident, (Carterton, Stratford walk)	Carterton 20mph speed limit – **Object** Not necessarily and a total waste of taxpayers money should be resurfacing the roads Brize Norton 30mph speed limit – **Object** . Travel change: **No**

(o473) Local resident, (Carterton, Swinbrook)	Carterton 20mph speed limit – **Object** Stop trying to make people not use their cars and ruining peoples livelihoods and work prospects. Focus on something else. Like Witney with their 8 million wasted pounds of this ridiculous crap. avoid that stupid town and now you're proposing it here. NO!! Brize Norton 30mph speed limit – **Object** As before the speed limits are fine!!! People that follow them do not cause issues and even people that do not. The roads are safe the way they are. Stop imposing this foolishness on people to meet your agenda of stopping people using cars. Travel change: **No**
(o474) Local resident, (Carterton, Swinbrook)	Carterton 20mph speed limit – **Object** Waist of money lower the council tax instead no body takes notice of the limit now Brize Norton 30mph speed limit – **Object** Waste of money Travel change: **No**
(o475) Local resident, (Carterton, Swinbrook park)	Carterton 20mph speed limit – **Object** I don't feel money should be spent on changing speed limits and can be spent more effectively on infrastructure. The money should look at more cycle lanes, in particularly the road from north Carterton to Burford. It can also be spent on road surfacing so reoccurring pot holes wouldn't reappear. The money could also be spent on resources for local police. The money is wasted on changing speed limits. Brize Norton 30mph speed limit – **Object** Please see other comments listed already.

	Travel change: **Other** I would happily avoid traffic routes into town, it's stressful enough that the roads are damaged yet drivers ignore what ever signage for speed limits as limited parking on estates, drivers already doing below the 30mph.
(o476) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Object** 20mph outside schools only and then paint the road markings so they are clear outside schools. This is far more dangerous when the road markings have faded such as outside Carterton Primary School Burford Rd. A blanket 20mph limit is counter productive and works better outside locations such as hospitals and schools. Brize Norton 30mph speed limit – **Object** Repair the roads and re paint faded road markings. Put 20mph limit outside schools. This is what the Pokice recommend and it encourages drivers to slow outside schools. A blanket 20mph doesn't work and isn't safe. Travel change: **No**
(o477) Local resident, (Carterton, Swinbrook road)	Carterton 20mph speed limit – **Object** It's a sad situation we have at present because regardless of what's said on this survey the 20 mph change will go ahead anyway because the council does not listen to residents but I'll say what almost every one else has said ,sort the roads out they are pretty much undrivable in a lot of area's around carterton ,spent the money on that . Brize Norton 30mph speed limit – **Object** See previous statement Travel change: **No**
(o478) Local resident, (Carterton, Swinbrook road)	Carterton 20mph speed limit – **Object** We object. Driving out of town should be at 30 / 40 mph to avoid sluggish queues of traffic blocking the junctions Brize Norton 30mph speed limit – **Object** Object. To avoid sluggish queues of traffic blocking junctions, crossroads. Travel change: **No**

(o479) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Object** It won't make any difference at all, its just a reckless waste of public funds. Money better spent on fixing the potholes Brize Norton 30mph speed limit – **Object** Again, just a waste of tax payers money Travel change: **Other** No, why would it? Name a single person who would walk and not drive just because the speed limit was lowered 10mph. Utterly delusional
(o480) Local resident, (Carterton, Sycamore Drive)	Carterton 20mph speed limit – **Object** If it's not broken why fix it? Are there lots of accidents happening or something? Brize Norton 30mph speed limit – **Object** People don't keep to the current speed limits so when you lower them the speeding offences will probably increase Travel change: **No**
(o481) Local resident, (Carterton, Tamarisk Cres)	Carterton 20mph speed limit – **Object** This wont improve our safety or happiness in carterton. It will just make most road users mad. There are so many other improvements that can be made. You dont listen to the majority of working taxpayers. You listen to the minority who have all the time in the world, dont work and can attend 2pm meetings midweek Brize Norton 30mph speed limit – **Object** Same comments as carterton Travel change: **No**

(o482) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – **Object** Money making scheme.Roads are safe enough. Already plagued with speed humps. How much is this going to cost to implement? Money would be better spent on improving the shocking state of the local roads,potholes etc !!! Brize Norton 30mph speed limit – **Object** Same as previous answer Travel change: **No**
(o483) Local resident, (Carterton, Teasle way)	Carterton 20mph speed limit – **Object** Listen to the majority of people please! Brize Norton 30mph speed limit – **Object** Listen to us please Travel change: **No**
(o484) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – **Object** 20 mph is too slow for the roads in there a around schools and in the town centre yes but on the surrounding roads no. Brize Norton 30mph speed limit – **Object** Again I see no evidence of crashes/injuries or deaths caused by people travelling at 40mph in the areas in question Travel change: **No**
(o485) Local resident, (Carterton, The crescent)	Carterton 20mph speed limit – **Object** Never seen any increase in accident rate due to the current speed limit. 20mph will never be enforceable just ask any resident on Shilton park which has always been 20mph

	Brize Norton 30mph speed limit – **Object** You will see long ques of traffic in the base starting and finishing times and more overtaking due to drivers who can't even reach the 20 mph limit. Cyclists who don't use the cycle path because it means crossing the road into Carterton to get on it will Travel change: **No**
(o486) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – **Object** The Money could be spent on fixing the roads and youth services. Brize Norton 30mph speed limit – **Object** The money would be better spent on resurfacing the roads and on youth services. Travel change: **No**
(o487) Local resident, (Carterton, The crescent)	Carterton 20mph speed limit – **Object** A 20mph speed limit won't change anything as there is 0 enforcement and with the staye of the roads tje money could be spent fixing them. 20mph congest up the town. Brize Norton 30mph speed limit – **Object** Spend the money resurfacing the roads and removing potholes Travel change: **No**
(o488) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – **Object** Complete waste of money and not needed. Maybe existing limits should be policed Brize Norton 30mph speed limit – **Object** Not needed in this town Travel change: **No**

(o489) Local resident, (Carterton, The larches)	Carterton 20mph speed limit – **Object** There have been v v limited accidents on the roads in carterton involving pedestrians, the bull of housing estates you cannot drive 30pm through anyway so pollution to homes isn't a high enough factor to be concerned about, living next to one of said roads. Brize Norton 30mph speed limit – **Object** The road is a very wide road with clear visibility, no residential homes. It seems unnecessary and again pollution in these areas should not he a concern Travel change: **No**
(o490) Local resident, (Carterton, The oaks)	Carterton 20mph speed limit – **Object** Has proved too slow and causes road rage and is generally unsupported by the public. I agree it is a good idea around schools but otherwise stick to 30 Brize Norton 30mph speed limit – **Object** Same as previous answers Travel change: **No**
(o491) Local resident, (Carterton, The Oaks)	Carterton 20mph speed limit – **Object** A waste of taxpayer money, Brize Norton 30mph speed limit – **Object** This is a political decision made by libtards Travel change: **No**

(o492) Local resident, (Carterton, Trefoil Way)	Carterton 20mph speed limit – **Object** Review outside key areas such as schools and reviews for high accident hot spots but lets not be silly like Witney. Using public transport is hard enough so lets not make the journeys more intolerable with even slower journey times while making it harder for everyone to get about. What are the accident rates in Carterton for cars that are NOT exceeding the speed limit? What is the currect risk assessment for roads in Carterton to justify reducing speed limits and how do they compare to national averages How many children and adults will be taken out of harm? I personally think at the moment there are more pressing issues then speed limits and all other car related restrictions. Brize Norton 30mph speed limit – **Object** There is little evidence that there are environmental benefits and what safety assessments show the need or the benefits of doing so. Just idoligy and something not talked about at the 2025 election. Travel change: **No**
(o493) Local resident, (Carterton, Trefoil Way)	Carterton 20mph speed limit – **Object** Its not necessary - its not a place with lots of accidents - and especially when the roads are in such poor state and in need of repair - money should be used on this first Brize Norton 30mph speed limit – **Object** Same as previous reasons Travel change: **No**
(o494) Local resident, (Carterton, Trinder way)	Carterton 20mph speed limit – **Object** It's creates more danger because people take more chances over taking etc Brize Norton 30mph speed limit – **Object** As previous

	Travel change: **No**
(o495) Local resident, (Carterton, Upavon way)	Carterton 20mph speed limit – **Object** It has worked as it is for years this is just a waste of money like the rest of oxfordshire they will be happy when we are back to horse and cart ! Brize Norton 30mph speed limit – **Object** Waste of time and money same as rest of oxfordshire schemes Travel change: **No**
(o496) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Not really necessary Brize Norton 30mph speed limit – **Object** It's not appropriate Travel change: **No**
(o497) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** there is no need too reduce the speed limit too 20 which is a ridiculous speed limit 30 is slow enough if we had substantial accidents because of the 30 hour speed I could understand it but we don't this because our society has become woke driven fit you better if you fixed the roads in Carterton especially the road from lights too roundabout at end of upavon way like living in a third world country Brize Norton 30mph speed limit – **Object** They already have speed bumps all the way along this road and one lane passing places it's a joke driven by liberal wokes Travel change: **No**

(o498) Local resident, (Carterton, Willow Drive)	Carterton 20mph speed limit – **Object** Why should the majority of safe road users be penalised for the minority of inconsiderate drivers and incompetent pedestrians who ignore existing speed limits or don't cross the road properly Brize Norton 30mph speed limit – **Object** Same reason as before Travel change: **No**
(o499) Local resident, (Carterton, Willow Drive)	Carterton 20mph speed limit – **Object** Can not see any good point to change speed limit to 20mph. Brize Norton 30mph speed limit – **Object** Enough traffic lights for pedestrians to cross the road. Travel change: **No**
(o500) Local resident, (Carterton, Woodlands)	Carterton 20mph speed limit – **Object** The slower speed limit causes more traffic and frustration. If the potholes are fixed there would be no need for slower speeds. Brize Norton 30mph speed limit – **Object** This is a major route in and out of the town of Carterton and Brize. We need to keep traffic flowing and not slow it down. Travel change: **No**
(o501) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – **Object** I believe there is no need to reduce the speed of these roads around Carterton and brize and that the already existing speed limit is sufficient

	Brize Norton 30mph speed limit – **Object** I believe that there is no need to change the speed limits around brize Travel change: **No**
(o502) Local resident, (Carterton, Wychwood close)	Carterton 20mph speed limit – **Object** Waste of money. 30 Is plenty slow enough. If you want to stop people speeding put up average speed cameras. You will need to police a speed change, the worst of the speeding is at night. With no police in the area to police this the 20 signs are a waste of taxpayers money. Brize Norton 30mph speed limit – **Object** Again another waste of money. You will need to also spend more money policing this. Looks like you Are you trying to stop people wanting to visit and spend their money in Carterton. Implementing this is just wasting taxpayers money and ensuring this counc Travel change: **No**
(o503) Local resident, (Carterton - Brize Meadow, Heton Avenue)	Carterton 20mph speed limit – **Object** Waste of money, would rather use the money to fix the poor roads. People will not stick to this, fix the state of the roads first Brize Norton 30mph speed limit – **Object** Waste of money, leave as is and fix the roads. The roads are dangerous no matter the speed, fix them first Travel change: **No**
(o504) Local resident, (Carterton / Brize Norton, This doesn't seem relevant based on above question.)	Carterton 20mph speed limit – **Object** It should be implemented around schools and that's it. Brize Norton 30mph speed limit – **Object**

	Again, agree to it being around schools, other than that I don't see a need. There are designated crossings for pedestrians to cross safely. Travel change: **No**
(o505) Local resident, (Carterton, shilton park, Elm close)	Carterton 20mph speed limit – **Object** 20mph is completely unnecessary. It's ridiculously slow. Not to mention the cost for these signs could be better spent elsewhere Brize Norton 30mph speed limit – **Object** Why change from 4mph. Had there actually been any problems reported on this road to find it necessary to reduce it? Again paying for signage which could be put to better use Travel change: **No**
(o506) Local resident, (Carterton., Snowberry court)	Carterton 20mph speed limit – **Object** Changing the current speed limit would only force me and others to take alternate faster routes in and out of town. It take me about 25/30 minutes to walk into town compared to a current 5 minute drive, it wouldn't force people to take alternate transport it would only further increase the pollution due to slower moving traffic. The speed limits are currently appropriate and safe; it is the roads themselves that need the money to be fixed and not having that spent on slowing traffic/causing more traffic. Brize Norton 30mph speed limit – **Object** Again, the speeds are currently appropriate for the roads they are on changing the few 40 mph zones we have would be entirely pointless and a waste of money as it wouldn't make the roads any safer than they already are being wide with good visibility. If Travel change: **No**
(o507) Local resident, (Carterton., Arkell Avenue.)	Carterton 20mph speed limit – **Object** 20mph zones create traffic problems, are impossible to comply with and are totally unnecessary. They add to congestion and are not suited for modern driving.

	Brize Norton 30mph speed limit – **Object** Totally unnecessary. Travel change: **Other** I will ignore the limits and drive at a sensible speed not a ridiculously slow one!!
(o508) Local resident, (Carterton., Huggett Close)	Carterton 20mph speed limit – **Object** Changing something that is already fine and working. Wasting our money trying to implement something that doesn't need changing and will make no difference. There's better things to be spending tax money on. Brize Norton 30mph speed limit – **Object** Doesn't need changing. Travel change: **No**
(o509) Local resident, (Cartertone, Queens rd)	Carterton 20mph speed limit – **Object** Why 20 speed limits if is not any incidents on roads.Big problem -potholes Brize Norton 30mph speed limit – **Object** Better spend Travel change: **No**
(o510) Local resident, (Cartoon town, None of your business)	Carterton 20mph speed limit – **Object** It would be better to spend the money on pot hole and road surfaces not on silly 20 mph signs how many accidents or death have there been on the roads in carterton I have a reddened most of my life since 1967 and have seen many changes and not all of them been good leav us alone you will do what you want not what on what we would like Brize Norton 30mph speed limit – **Object** We must make a stand against you burcat and say what we want not what you think is best for us as a community we have only have to look at the center of the town what. A mess

	Travel change: **No**
(o511) Local resident, (Carterton, Boundary Lane)	Carterton 20mph speed limit – **Object** Too slow Brize Norton 30mph speed limit – **Object** Too slow Travel change: **Yes – scoot more**
(o512) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – **Object** A reduction to 20 miles per hour can increase travel times, cause more congestion, and potentially harm businesses. Driving at such low speeds can also cause frustration for some motorists, leading to risky overtaking manoeuvres that may increase the likelihood of accidents. In addition, some research suggests that the safety benefits of a 20mph limit may be minimal on certain types of roads, raising questions about whether the trade-offs are justified. Brize Norton 30mph speed limit – **Object** A reduction to 20 miles per hour can increase travel times, cause more congestion, and potentially harm businesses. Driving at such low speeds can also cause frustration for some motorists, leading to risky overtaking manoeuvres that may increase the like Travel change: **No**
(o513) Member of public, (Charlbury, Ticknell Piece)	Carterton 20mph speed limit – **Object** These 20mph farce our ridiculous, which the majority of the public do not want! stop wasting our money in every aspect and put it towards Road Repairs and I mean resurfacing not a crap patch that's took 4 idiots to fill that soon enough fails after a couple of months! Clearing the blocked drains and maintaining them I could on! but with a government and council's against the people of this country you're probably go ahead with it anyway Brize Norton 30mph speed limit – **Object**

	These 20mph farce our ridiculous, which the majority of the public do not want! stop wasting our money in every aspect and put it towards Road Repairs and I mean resurfacing not a crap patch that's took 4 idiots to fill that soon enough fails after a coup Travel change: **Other** I'll be sticking to the safe speed which I've done the last two decades.
(o514) Local resident, (Clanfield, Mill Lane)	Carterton 20mph speed limit – **Object** No evidence has been provided that this would improve safety and is not necessary expect for, perhaps, outside schools. Brize Norton 30mph speed limit – **Object** Not necessary. Cars are still the most important mode of transport. The pathetic excuse for public transport is not good enough for people who do not live in larger towns. Travel change: **No**
(o515) Local resident, (Carterton, Teasel)	Carterton 20mph speed limit – **Object** It hasn't worked in Witney And will just be wallpaper if not enforced- a complete waste of money and lip service Brize Norton 30mph speed limit – **Object** Reducing the speed limit is only useful if enforced - which we have no money to do so Travel change: **No**
(o516) Local resident, (Curbridge, Wheat field)	Carterton 20mph speed limit – **Object** They are sensible right by a school or within a 100 metres of the Crossroads in Carterton but not a blanket 20 everywhere in Carterton. Brize Norton 30mph speed limit – **Object** Brize already has 20 in sensible places. No need to. Change any other limits.

	Travel change: **No**
(o517) Member of public, (Didcot, Saxons way)	Carterton 20mph speed limit – **Object** Why is it required? How many accidents due to excessive speed? Educate people to actually look before crossing road or pulling out from junction Who is going to police this issue? How much is it going to cost compared to the accidents reduction Brize Norton 30mph speed limit – **Object** As before another reason not to visit Travel change: **No**
(o518) Local resident, (Eynsham, Hazeldene Close)	Carterton 20mph speed limit – **Object** The blanket implementation of 20 mph speed restrictions throughout West Oxfordshire is unnecessary and a waste of money. People don't follow these rules anyway so it creates an environment for people to feel happy to break the rules and ignore the speed limit. There are very few locations where 20 mph is appropriate- these would be outside a school during drop off hours and at busy city centre street locations with lots of pedestrians etc (where traffic tends to be slow anyway). The roads are also for cars - it would be better to spend this money on educating people how to cross roads safely. I do not support this proposal at all. Brize Norton 30mph speed limit – **Object** As outlined previously - the existing speed limits are appropriate and the cost of putting all these signs in is a waste of money. The roads are a state - please invest this money in repairing the roads. All drivers pay a vehicle tax which should be inves Travel change: **No**
(o519) Member of public, (Filkins, Rouses Lane)	Carterton 20mph speed limit – **Object**

	This will only make mobility worse and travel in the area slower. This is not well thought through - how many accidents are there now in 30mph zones and what is the projection it will be reduced by? A draconian measure for no proven benefit. Brize Norton 30mph speed limit – **Object** As per previous answer Travel change: **No**
(o520) Local resident, (Hailey, Hailey Roaf)	Carterton 20mph speed limit – **Object** There is no good justification for the reduction, environmentally it will be worse for all concerned and the additional cost us unnecessary. Brize Norton 30mph speed limit – **Object** Waste of taxpayers money like most things the council do. Travel change: **No**
(o521) Member of public, (Headington, Old Road)	Carterton 20mph speed limit – **Object** I drive in Oxfordshire a lot and find that in 20mph zones my emissions are worse. How do you know that I hear you ask. The same modelling you use to make up your scheme. Brize Norton 30mph speed limit – **Object** You are going ahead with this anyway so why to you ask? Travel change: **No**
(o522) Local resident, (Kencot, B4477)	Carterton 20mph speed limit – **Object** No evidence that it will make any difference to either road safety or the environment. Brize Norton 30mph speed limit – **Object** .

	Travel change: **No**
(o523) Local resident, (Kencot,)	Carterton 20mph speed limit – **Object** 30 mph is a safe and appropriate speed limit in a residential area. The danger to road users comes from the small minority who significantly exceed the limit. Measures should be taken to enforce the existing speed limit instead of causing congestion and inconvenience by reducing it to 20 mph. The vast majority of motorists do not comply with 20 mph limits because they are viewed as too slow and inappropriate. Brize Norton 30mph speed limit – **Object** Enforce existing speed limits instead Travel change: **No**
(o524) Local resident, (Long Hanborough, Renown Court)	Carterton 20mph speed limit – **Object** Blanket application of 20mph speed limits will only create congestion and tail gating which is dangerous. Brize Norton 30mph speed limit – **Object** Unless it's specifically in a residential area with housing near to the street. Travel change: **No**
(o525) Local resident, (Minster, Brize)	Carterton 20mph speed limit – **Object** Not needed and doesn't work in any of the other areas. Money better spent on enforcing 30 Brize Norton 30mph speed limit – **Object** Not necessary it is a wide road with crossings Travel change: **No**

(o526) Local resident, (Minster level, Old Minster)	Carterton 20mph speed limit – **Object** With the wide spread use of other 20 mile an hour speed limit throughout the county there is limited effect on road safety Brize Norton 30mph speed limit – **Object** 40 mile an hour is appropriate for these roads Travel change: **No**
(o527) Local resident, (Minster Lovell, Holloway)	Carterton 20mph speed limit – **Object** I have seen no substantial evidence to say that the roads which are currently 40/30mph within the town are unsafe as they are. Brize Norton 30mph speed limit – **Object** This would divert me through villages like Brize Norton to get to work, increasing traffic for those residents. Travel change: **No**
(o528) Local resident, (Minster Lovell, Ripley avenue)	Carterton 20mph speed limit – **Object** Waste money Brize Norton 30mph speed limit – **Object** Waste of money Travel change: **No**
(o529) Local resident, (N,)	Carterton 20mph speed limit – **Object** [REDACTED]ing bull[REDACTED] Brize Norton 30mph speed limit – **Object** Bs

	Travel change: **No**
(o530) Local resident, (North Carterton, Brizewood)	Carterton 20mph speed limit – **Object** The only speed reduction I support is outside schools in Carterton,a speed sign that is illuminated before school day starts and again when school finishes that's all. Fix the underpass in upavon way to make it easier for parents on the school run to cross. No point wasting money on 20mph sign's as no one will take any notice unless you install speed cameras as well. You want to reduce harmful emissions car's / lorry's are not designed for these speeds, installing 20mph means car's/ lorry's will be in a lower gear which will create even more harmful emissions. Fix the roads instead. Brize Norton 30mph speed limit – **Object** Existing 30mph in Brize Norton is enough. Travel change: **No**
(o531) Local resident, (RAF Brize Norton, RAF Brize Norton)	Carterton 20mph speed limit – **Object** Other priorities for the roads. Brize Norton Road has horrendous potholes. A 20mph limit would do little to prevent any injuries and would hinder many drivers Brize Norton 30mph speed limit – **Object** The current 40mph zones are absolutely fine as they are. No need to change Travel change: **No**
(o532) Local resident, (Royal Air Force,)	Carterton 20mph speed limit – **Object** Lower speed limits are proven to increase congestion by lowering the throughput of vehicles in any given amount of time. With multiple new housing developments in the Carterton area, and no broadening of the existing infrastructure to help the towns roads cope with the amount of new vehicles using them, this speed limit decrease would only make matters worse. As a resident for 8 years, I can think of no time an RTC involving a pedestrian or cyclist has occurred. This move would only decrease the quality of life in an already congested town.

	Brize Norton 30mph speed limit – **Object** As per Q4. Travel change: **No**
(o533) Member of public, (Shilton, Shilton)	Carterton 20mph speed limit – **Object** 1. Witney's 20 mph Roll-Out Stuck in Chaos, Not Compliance • In Witney, blanket 20 mph limits have resulted in minimal real-world speed reduction, and in some cases, speeds increased, indicating the limits are not respected in practice. • Drivers complying with the new limit often face frustration from others, leading to overtaking, tailgating, and aggressive behavior, just like i'm worried will happen in Carterton. • Residents and drivers vented their frustration online with comments like: "Every time I drive through the 20 MPH limit at 20 MPH, people get upset and even overtake me." "I continue to increase tailgating and overtaking anyone holding me up at less than 30." 2. Public Transport Opposition in Abingdon • Oxford Bus Company warned that blanket 20 mph zones in Abingdon would harm bus viability, making some routes unprofitable or impossible to run, unless altered or withdrawn. The council delayed implementation in response. • In formal consultations, bus operators remained the sole strong objectors, consistently citing that slow speeds undermine efforts to shift people from cars to buses. 3. Enforcement Is Unrealistic • Thames Valley Police have explicitly stated that sign-only 20 mph limits rarely achieve meaningful compliance, and enforcing them would create an unreasonable additional demand on limited police resources. • A sign-only approach without traffic-calming infrastructure is unlikely to compel drivers to slow down, undermining the smaller speed limits' impact. 4. Cost vs. Value: Money Better Spent Elsewhere • Oxfordshire's 20 mph programme is estimated to cost up to £8 million over three years to roll out across numerous towns, including signage, road marking, and admin. • Moreover, £11,000 was spent on just enlarging speed limit signs in Witney, funds that could have instead fixed local roads or funded frontline policing. • That money would deliver far more tangible public safety by: • Repairing potholes and resurfacing roads, improving safety for drivers, cyclists, and pedestrians alike.

	• Increasing police presence to tackle serious threats such as harassment and antisocial behaviour, especially urgent following instances of children being harassed by adults near parks in Carterton this week. 5. Longer Journeys • Lower speed limits inevitably increase journey times, hurting commuters, delivery services, and local businesses. 6. Community Resentment • Across Witney and Abingdon, residents have shared disdain for blanket 20 mph limits—calling them "ridiculous," wasteful, or politically motivated rather than pragmatic. • Forcing Carterton into this unpopular scheme risks eroding public trust and wasting taxpayer money. Brize Norton 30mph speed limit – **Object** 1. Witney's 20 mph Roll-Out Stuck in Chaos, Not Compliance • In Witney, blanket 20 mph limits have resulted in minimal real-world speed reduction, and in some cases, speeds increased, indicating the limits are not respected in practice. • Drivers compl Travel change: **Other** Avoid travelling around Carterton as much as possible
(o534) Local resident, (Shilton park, Woodrush gardens)	Carterton 20mph speed limit – **Object** Not needed. Waste of tax payers money. Brize Norton 30mph speed limit – **Object** Not needed Travel change: **No**
(o535) Local resident, (Shilton Park, The Lawns)	Carterton 20mph speed limit – **Object** It is not necessary. Road are to damaged to do excessive speed. The area that needs police is the evening around the pavilion to stop the wheel spinning Brize Norton 30mph speed limit – **Object** There is no need to spend money on this as you can't do 30 anyway

	Travel change: **No**
(o536) Local resident, (Witney, Bathing Place)	Carterton 20mph speed limit – **Object** Have a look at Witney and the shambles that it has turned into thanks to the inconsiderate and seemingly random 20mph limits that the council introduced. It has resulted in chaos and massive traffic jams throughout the town and a huge increase in pollution due to the number of cars sitting idling as they cannot move. Please do not let this happen to Carterton and Brize Norton. Brize Norton 30mph speed limit – **Object** If it isn't broken, why try and fix it. It has worked perfectly for decades why try and make it worse? Travel change: **No**
(o537) Local resident, (Witney, Cotswold Meadow)	Carterton 20mph speed limit – **Object** 20 mph is only needed in the very centre around the cross roads and next to schools Brize Norton 30mph speed limit – **Object** Why is it needed Travel change: **No**
(o538) Member of public, (Witney, Curbridge Road)	Carterton 20mph speed limit – **Object** I dont believe reducing speedlimits makes roads safer. It increases polution, and frustrates road users Brize Norton 30mph speed limit – **Object** I dont believe reducing speed limits is necessary, or helpful. Travel change: **No**
(o539) Local resident, (Witney,)	Carterton 20mph speed limit – **Object**

	Not needed. Bringing other towns to a grinding halt and what a waste of money when there are other pressing needs. What is it with the obsession against being able to travel by car sensibly? Brize Norton 30mph speed limit – **Object** Not needed. This adds to anxiety due to tailgating. What a waste of money for no genuine gain. OCC need to think about their priorities and let people go about their lives in a rural community Travel change: **No**
(o540) Local resident, (Witney, Jubilee way)	Carterton 20mph speed limit – **Object** 20 mph have been proven to help little when it comes to the safety of the public and only serve to frustrate, cause more issues and hostility, more congestion and generally worse roads - see the numerous studies conducted throughout wales (a country who recently introduced a blanket 20mph speed limit and very quickly did a U turn after 0 improvements and wide spread public outcry. Brize Norton 30mph speed limit – **Object** Please see previous point repeated Travel change: **Other** Do you honestly expect that change to 20mph will get people to change there mode of transport?, if you do you are not living in the real world. All it will do is worsen congestion.
(o541) Member of public, (Witney, Larkspur Grove)	Carterton 20mph speed limit – **Object** Unnecessary Brize Norton 30mph speed limit – **Object** Unnecessary Travel change: **No**

(o542) Local resident, (Witney, Mary ellis)	Carterton 20mph speed limit – **Object** Noone keeps to it, its not enforced and its causing a increase in speeding. This wont make the roads safer Brize Norton 30mph speed limit – **Object** Same as before Travel change: **No**
(o543) Local resident, (Witney,)	Carterton 20mph speed limit – **Object** Because is Witney. No more than 10% of people actually abide by the 20mph rule. I have to because I work in a tracked van. But hardly anyone cares and will still go 30mph anyway. Buses and even police all break the speed limit. Imaging traveling down Upavon way at 20mph. That will suck for everybody. When was the last time someone died on a 30mph road? Brize Norton 30mph speed limit – **Object** Completely pointless Travel change: **No**
(o544) As a business, (Witney, Vale road)	Carterton 20mph speed limit – **Object** Waste of money for little or no benefit ....what right have you to force people to change there mode of transport ...you should do your job and look after old folk and kids rather than play at controlling people Brize Norton 30mph speed limit – **Object** No needed .....what right have you to dictate how people travel you should do your job and look after old folk and kids Travel change: **No**
(o545) Local resident, (Witney, Welch Way)	Carterton 20mph speed limit – **Object**

	The reduction in speed limits is being imposed based on a blanket policy and is not supported by a rate of accidents and a reason to reduce accidents/ injury in a given area. Brize Norton 30mph speed limit – **Object** Unnecessary change on a straight stretch of road, unsupported by history of accidents and not providing an advantage of reducing incidents. Travel change: **No**
(o546) Member of public, (Witney, Blake's Avenue)	Carterton 20mph speed limit – **Object** I feel like putting the speed to 20 your going to have people that are just going to ignore that and still go 20 and potentially higher making it a great risk. As kids are going to try and cross thinking it's a 20 so they will have plenty of time whereas that car will probably be going still at 30 and might hit the children and create more risk. Brize Norton 30mph speed limit – **Object** There's roundabouts that's slow you down before the 30 Travel change: **No**
(o547) Member of public, (Witney, Colwell Drive)	Carterton 20mph speed limit – **Object** Totally unnecessary as with most 20mph zones Brize Norton 30mph speed limit – **Object** Not needed Travel change: **No**
(o548) Local resident, (Witney, Henry Box close)	Carterton 20mph speed limit – **Object** People who obay the rules are the only ones who are being punished by these silly rules, people who break the rules will break them no matter what the speed sign says. Brize Norton 30mph speed limit – **Object**

	As per previous answer Travel change: **No**
(o549) Local resident, (Witney, Holford Road)	Carterton 20mph speed limit – **Object** It's not needed. Plenty of speed bumps slow people down Brize Norton 30mph speed limit – **Object** Not needed. Travel change: **No**
(o550) Member of public, (Witney, Thorney Leys)	Carterton 20mph speed limit – **Object** Is more dangerous and increased emissions Brize Norton 30mph speed limit – **Object** Should be at least 30mph. Already speed humps in the village Travel change: **No**
(o551) Local resident, (Witney, Thorney Leys)	Carterton 20mph speed limit – **Object** Over use of twenty limits should be estates only Brize Norton 30mph speed limit – **Object** Not required Travel change: **No**
(o552) Local resident, (Brize Norton, Archer Place)	Carterton 20mph speed limit – **Object** Carterton is not a black spot for accidents. The only thing a 20mph speed limit will do, is increase speeding. It has not impacted the accident figures in Witney - potentially even increasing them. Stop spending money on ridiculous and

	unnecessary speeding limit changes, listen to the local residents you're SUPPOSED to serve, and work on improving the roads and filling potholes. No one supports this, but I guess you'll just do what you want anyway, right? Brize Norton 30mph speed limit – **Partially support** I partially support this - with the only 40mph needing to change to 30mph is Monahan way. 30mph would be plenty, especially with the crossings and roundabouts. The road from BP alongside the base going towards Brize should remain at 40mph. There's no need Travel change: **No**
(o553) Local resident, (Brize Norton, Bellenger Way)	Carterton 20mph speed limit – **Object** Not only is there more pressing matters in which the money could be spent, but all it will do is create more traffic - you keep building houses but not investing in the infrastructure to support it. Totally ridiculous and studies show they don't actually make much impact on safety. By all means on housing estates or near schools but that's it! Brize Norton 30mph speed limit – **Partially support** I do feel the 40mph limit is high due to the amount of activity from both Shilton park and Brize Meadow. But again I think speed bumps would maybe be a better use Travel change: **No**
(o554) Local resident, (Brize Norton, Burford Road)	Carterton 20mph speed limit – **Object** No problems at the moment so why change it Brize Norton 30mph speed limit – **Partially support** Monaghan way fine as 40 as bigger road, Carterton road may benefit from 30 as lots of people walk thay way to Brize meadow and the path is so narrow Travel change: **No**
(o555) Local resident, (Brize	Carterton 20mph speed limit – **Object**

Norton, Burford Road.)	I live on a road where the speed limit was reduced from 30mph to 20 mph. We had a regular visit from the speed enforcement camera van prior to the speed reduction. since the speed reduction we have not seen the speed camera van. Since the reduction of the speed limit, many motorists appear to be driving well in excess of the 20mph limit and even in excess of 30mph. If the camera van was to put in an appearance occasionally, I believe the limit and therefore the risk to life would be reduced. Thereduction of speed limits needs to be monitored, policed and enforced to make a difference. Brize Norton 30mph speed limit – **Partially support** If the new speed limits are enforced by the Police then they are effective. If they are not policed, they are a waste of time and money and are not fit for purpose. Travel change: **No**
(o556) Local resident, (Brize Norton, Chichester Place)	Carterton 20mph speed limit – **Object** Since the village of Brize Norton adopted a 20mph speed limit, it's far more dangerous as a pedestrian, as several drivers now drive faster than 30mph. We have had 3 collisions into a dry stonewall, leaving the road and mounting the pavement. This hardly counts as a safer road. Also, the bus stop for S1 on Brize roundabout is not safe either. The condition of the roads is horrendous and needs money spent on improvements, this is not safe rather than wasting money on signage. We have poor public transport in the village, and walking b etween Brize and Carterton is also unsafe. Brize Norton 30mph speed limit – **Partially support** If the road network is improved alongside this might help with road safety. On the other hand, it's likely to cause more congestion in the area as the road in question is a link road for the A40, etc. Travel change: **No**
(o557) Local resident, (Brize Norton, Miles Drive)	Carterton 20mph speed limit – **Object** Most roads do not need to be 20mph, outside schools, absolutely! But anywhere else is just not needed. Brize Norton 30mph speed limit – **Partially support**

	More built up areas fair enough, but the stretches of road, eg Brize to bp garage, not needed. Most people do between 30-40mph anyway and no accidents for years (when it used to be a 50mph) Travel change: **No**
(o558) Local resident, (Brize Norton, Miles drive)	Carterton 20mph speed limit – **Object** The roll out in Witney was a pointless shambles. Completely unnecessary apart from outside school or on housing developments where I completely agree with them. Brize Norton 30mph speed limit – **Partially support** 30mph is fine. Travel change: **Other** Speed limits don't make any difference to mode of transport take. It costs £12 for me and my family to get from Carterton to Witney and back. Same journey in our car would be <£1 in fuel. Call it £2-3 max if you factor in some maintenance/purchase costs.
(o559) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – **Object** no real results in the reduction of accident available for other imposed 20mph zones. Majority of 20mph zones arent enforced so why waste the money. Imposing 20mph zones means the roads have to be maintained to a lower standard than they are now, and as the road system is in disrepair wouldn't the money be better spent on improving the roads and thus increasing road safety as drivers will be more focused on driving and not trying to avoid crashing into the potholes! Brize Norton 30mph speed limit – **Partially support** No coment Travel change: **No**
(o560) Local resident, (Brize Norton, Symonds Lane)	Carterton 20mph speed limit – **Object** I object to the proposed 20mph speed limits because they are widely ignored, fail to reduce traffic volume, and do not reflect the commuting realities of residents, the majority of whom work outside the local area.

	Brize Norton 30mph speed limit – **Partially support** While I partially support reducing speed limits for safety, I do not believe a blanket change from 40mph to 30mph is necessary, particularly on main roads leading into the area, where traffic flow and commuting efficiency are important. Travel change: **No**
(o561) Local resident, (Brize norton, Carterton road)	Carterton 20mph speed limit – **Object** Already congested traffic - making a reduced speed limit will increase traffic. Infrastructure is already significantly compromised with new developments this will worsen an already horrendous road network Plenty of safe walking space Better use if public money Brize Norton 30mph speed limit – **Partially support** Invested local resident Travel change: **Other** Have three children in multiple childcare locations - try and walk where possible but not an option on occasion
(o562) Local resident, (Brize Norton (Brize Meadow), Archer Place)	Carterton 20mph speed limit – **Object** 20mph limits are simply ridiculous is most places, drivers should already be aware that these are "limits" and not targets and should be driving a speed appropriate for the road, conditions and other surroundings (weather, lots of people etc). Most people ignore the already in-place 20mph limits because there's no enforcement, or very little. Adding to that, anyone who's going to offend the current limits will continue to do so. Monahan way is a great example of safe crossings with traffic-light controlled sections. Other methods of traffic control should be up for consideration first. Brize Norton 30mph speed limit – **Partially support** With the new Brize Meadow development now adding extra traffic and pedestrians to the area, dropping the 40 to 30 sounds reasonable. Travel change: **No**

(o563) Local resident, (Carterton, Archers way)	Carterton 20mph speed limit – **Object** Purely because it's not needed, the money that's going to waste on new signage would be better off going to make the roads fit for driving on. It's silly lowering the speed limit to force people to walk and cycle when even in your own words you say the shared pathway on Monahan way is substandard. Maybe it would be more prudent to get the cycle paths and walkways up to standard first then lower the speed limits if it is really necessary although I don't believe it is. When will the council actually get councillors who actually listen to what the people want instead of coming up with rediculous hairbrained ideas like this. Brize Norton 30mph speed limit – **Partially support** Around schools maybe but if the school is moving there's no point Travel change: **No**
(o564) Local resident, (Carterton, Barwood avenue)	Carterton 20mph speed limit – **Object** The town centre is already busy and blocked up with traffic, 20mph limit will only mean traffic takes longer to leave. People already exceed the 30mph limit, they'll certainly not do 20. (Local bus companies included). 20mph dowsnt work in other surrounding areas which have implemented it-it will just be a waste of money. Make variable limit at school start and end times with the flashing lights. And also implement charges for those who do speed-there are no repercussions so people will continue to do it. Brize Norton 30mph speed limit – **Partially support** I support slower speeds where necessary-difficult junctions, schools, shops. But there needs to be evidence of the impact/saving otherwise it's wasted cost implementing new signs and road painting. It also needs to be policed. I can guarantee people will Travel change: **Other** No-there's one route to and from work and I need to drive due working hours and carrying equipment.

(o565) Local resident, (Carterton, Carmello)	Carterton 20mph speed limit – **Object** Creates more pollution Brize Norton 30mph speed limit – **Partially support** 30 is fine in built up areas Travel change: **No**
(o566) Local resident, (Carterton, Carr avenue)	Carterton 20mph speed limit – **Object** I believe the number of car-to-pedestrian accidents in Carterton is minimal, if any. The proposed change has been justified on the grounds of “improving safety,” which suggests there must be substantial evidence that the roads are currently unsafe? I have seen no such evidence. The existing 30 mph limit already provides an effective safety measure for roads of Carterton’s size and width. I therefore believe the funding allocated to this project would be better utilised in addressing the poor road surface condition, particularly the numerous potholes. Brize Norton 30mph speed limit – **Partially support** 30 in built up areas seems sufficient Travel change: **No**
(o567) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – **Object** I object to the proposed 20mph zone in Carterton because national evidence shows “signed-only” 20mph limits deliver very small speed reductions (typically <1 mph) and no statistically significant overall casualty change unless combined with engineering or enforcement—meaning limited safety gains for substantial implementation and compliance effort. The Department for Transport’s research (Atkins/AECOM, 2018) found minor average speed drops and no clear collision reduction, and current DfT guidance says 20mph should be “self-enforcing” and targeted where mean speeds are already low or where traffic-calming is feasible. Applying a town-wide limit without those conditions risks low compliance and diverts scarce enforcement resources. Even where 20mph has been expanded (e.g., Wales), official analysis shows typical car journeys become longer (around one minute on average), which will cumulatively impact residents and local businesses—yet the safety benefits seen elsewhere depended on extensive enforcement and scheme design not proposed here. I therefore support targeted 20mph near schools and proven risk sites, but oppose a blanket approach that is not evidence-led for Carterton.

	Brize Norton 30mph speed limit – **Partially support** I recognise that reducing some 40 mph roads in Carterton to 30 mph could improve safety, particularly where there are higher volumes of pedestrians, cyclists, or residential driveways. On stretches where accident history or road layout indicates a genuine Travel change: **No**
(o568) Local resident, (Carterton, Elm Close)	Carterton 20mph speed limit – **Object** The pedestrian crossings eg two on Monahan way are sufficient for traffic calming. Brize Norton 30mph speed limit – **Partially support** The slalom of traffic calming measures already works. Why spend more council tax on further signage. Travel change: **No**
(o569) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – **Object** 20mph Zones have been shown in a study by Queens University Belfast, Edinburgh University and The University of Cambridge to have little impact on road safety. It was also shown to be ineffective, as vehicles failed to slow by more than 0.2mph ovr a 1 year period, that saying, that despite all the money invested, vehicles did not abide by the new rules. The same has been shown in other studies. 20mph may be reasonable in estates, but is wholly unreasonable on major roads through a town. They will not be followed, and it would be afr more pertinent to spend the funds on proposals such as speed cameras on roads known to be self-imposed race tracks, such as the B4020 from Burford direction, through to the mini roundabout at Swinbrook Road/Brizewood. Average speed cameras covering the major roads throughout the town would be even more effective, as cars would be less likely to speed. 20mph limits frustrate drivers, and lead a disproportionate number to criminalise themselves by speeding, as lower speeds put undue stress on the vehicle, and increase journey times. Without enforcement, these measures are a waste of money. And as I have regularly seen speeds of 50-60+ on B4020 as soon as the clock strikes 6pm, and traffic dies down, it is clear that no measures to reduce speeds will be effective without first implementing measures to firstly, alert drivers for speeding, and secondly, prosecute drivers for speeding.

	Brize Norton 30mph speed limit – **Partially support** Brize Norton is a small village, with winding roads and built up trafic due to inadequate parking. I feel 20mph Zones across this area are reasonable, certainly up to the Air Force Base and from the Carterton/BrizeNorton at the edge of the base. Travel change: **No**
(o570) Local resident, (Carterton, Finchdale close)	Carterton 20mph speed limit – **Object** 30 mph limits have been established for many years, with modern technology vehicles have become safer and ability to stop in a shorter distance. 20 mph limits do nothing but frustrate and confuse drivers especially those in later years. If reducing limits to 20 is for road safety reasons then I would strongly suggest fixing the road surface. Lastly the government stated over 2 years ago there position on lower limits and it wasn't supportive. These limits are largely ignored and not enforced by TVP so is a total waste of money. Money that would be better spent elsewhere. Brize Norton 30mph speed limit – **Partially support** 30mph is residential areas are perfectly acceptable. If a driver is unable to stop and avoid a collision at 30mph that is a driver issue not a road issue. No road or speed limit is dangerous, speed only become dangerous when it's inappropriate for the con Travel change: **No**
(o571) Local resident, (Carterton, Hill View)	Carterton 20mph speed limit – **Object** Changing to 20mph speed limits is a complete waste of time and money. 1. The crashMap link is very useful. But one thing that is incredibly clear is that the majority of these accidents occur at junctions and crossing points. 1.1 - This is where vehicles are already at a low speed. Sometimes going from a stop and accelerating. (Both Crossroads) 1.2 - The crossing point is inadequate, such as a footpath ending at a junction, making crossing safely more difficult than if it was just a 2 way road. (example the footpath opposite Wycombe Way crossing Brize Norton Road) 1.3 - The overwhelming majority of incidents are "slight", which indicates that speed was not a factor in the incident, or I would expect to see more "serious"

	2. The majority of the roads in Carterton can't be driven above 20 anyway. 2.1 - The road between Upavon Way junction and the centre of town has large speedbumps which already force traffic to do 20mph. 2.2 - The vast majority of roads in Carterton are the residential roads. These have many parked cars and have very very few incidents reported on them. So drivers will be going 20mph anyway and making the official change is a waste of money and time and impossible to enforce. 2.3 - The roads are so filled with pot-holes. 3. There are better ways to enforce safer driving than 20mph signs. 3.1 - I've mentioned that the speedbumps do a good job. Smaller bumps along Upavon way and Wycombe would help limit drivers to 30mph as at the moment there are plenty who are doing 40! 3.2 - Outside schools there should be a temporary speed limit of 20mph indicated by orange lights at school start and end. 3.3 - Speed camera on Shilton Road again for cars doing 40 or 50 entering Carterton. 4. Junction design is a far bigger factor in incidents than speed. 4.1 - People parking on pavements and opposite junctions. 4.2 - Poor visibility coming out of junctions (examples being milestone road onto Black Bourton Road and Wycombe Way onto Black Bourton Road) 4.3 - Overly wide road entrances causing pedestrians to need to step into the road to see up the road to see if a car is coming. (St Johns Drive onto Burford road and Shillbrook Avenue onto Shilton Road) 4.4 - The cross roads in the centre of town and upavon way are dangerous with 2-way lights. There's some room to move into the junction while waiting to turn right, but this blocks visibility from the opposite direction of cars passing the car sat in the middle. The lights also change quickly, so a driver may accelerate quickly to clear the junction. This can lead a driver to missing a vehicle or person which was hidden and decided to go. Making these junctions have an individual turn to go would be safer as this is the primary place for accidents. Changing the speed-limit would not do anything to make these junctions safer. 5. The roads with an actual speed issue haven't been targeted at all! 5.1 - Monahan way is now residential on either side, with crossing points and increased traffic. It can be very difficult to come out of Bluebell way or Miles drive onto this road. This needs to be made a 30mph. 5.2 - The mini-round about between upavon way and brize norton road is too small. There's a lot of serious accidents here as the footpaths are not good. The traffic is busy leading to stalemates. Part of the solution would be to reduce this part to 20. 5.3 - There are also a lot of accidents at the BP garage entrance and the round-about. The poor visability, the close distance of the junctions. This section should also be 20. While in the plans, this is one of the few sections that have actually been left as 30!

	5.4 - The road leaving Carterton as it passes Crocodiles of the world has drivers coming in at 50-60mph, it's on a bend and drivers wishing to pass across monahan way, do not have enough space in the middle to wait. This leads this to easily being the most dangerous junction combined with a issue of speeding. 6. Other 6.1 - The idea of 20mph is for residential roads and make it safer. But also not to hinder drivers and extend journey times. Given that passing through Brize Norton road or Upavon way to Shilton road is the main through road for drivers, 20mph leads to significant journey time increases. If Carterton was a one-off town, it would be minor. But every main road in Oxfordshire passes through a small village or town with a 20mph zone in the main through road. It causes traffic to slow and be constant through the town making the gaps to cross roads more difficult without dedicated lights or zebras. 6.2 - I'd guess something like 60-70% of drivers don't follow the 20mph limits. Without enforcement, and agreement in why the limits are there, they're going to continue to be ignored, making the whole exercise a waste of time and money. 6.3 - With 20mph limits you now have cars going 20mph, 30mph and 40mph, making timing a crossing much more difficult as you can't tell at a glance what speed the car is doing when making the decision to cross. Overall, this plan, like all the others in Oxfordshire are a blanket over-reach with no local consideration for why incidents occur, and objections are ignored. Actual solutions are not considered and a generic "It's 20 for a reason" does not hold up to scrutiny when that reasoning is wrong. I am in favor of making roads safer, encouraging walking and cycling. But blind 20mph zones are not the way to do it while ignoring the real reasons aren't walking or cycling is not the way to do it so I am objecting to these proposals. I feel angry that these consultations always end the same way. Lack of evidence that the 20 will make any improvements (such as a tiny village which has no accidents to begin with). Public objections and then proposals are over-ruled and approved anyway. And even then to making mistakes and "accidentally" making more roads than were originally designated being reduced. So while I feel my arguments are strong and should be compelling reasons for not doing such a thing. I feel my voice is going to be ignored and over-ruled anyway. Brize Norton 30mph speed limit – **Partially support** 40mph to 30mph along Monahan way I completely agree with and support. 40mph to 30mph along Brize Norton Road, I think is unnecessary. The 20mph limit entering Brize Norton is too low and starts too early (It should become 20 just before the round-about un Travel change: **No**

(o572) Local resident, (Carterton, Larksfield close)	Carterton 20mph speed limit – **Object** I feel it makes driving more dangerous as people get frustrated driving at slower speeds. I feel it would be better to have 20mph just outside schools and heavily built up residential areas like shilton park. A prime example of what is stupid is 20mph the whole way through alvescot - very unnecessary. I think it makes it harder for pedestrians to cross the street as you just have long snakes of slow moving polluting traffic like witney round by Sainsbury's. Also, I would prefer you spent the money creating more cycle paths. Brize Norton 30mph speed limit – **Partially support** I partially support this as its between 2 built up areas and kids are now crossing the roads more often. Travel change: **No**
(o573) Local resident, (Carterton, Milestone road.)	Carterton 20mph speed limit – **Object** I believe 30 is fine but a proposed 20 limit that becomes active during school pick up hours were the streets are usually busy would be a better idea. Going through Witney nowadays feels awful. People are more distracted. People are more agitated and the whole saving the planet thing and admission thing seems weird considering we're all now spending longer driving through busy areas. Also disable people exist. Driving to places is much easier easily when the paths are terrible. Fixing those would get more people out. Brize Norton 30mph speed limit – **Partially support** The busy areas outside the new estates would be better suited to drop it down but not the main road near the camp gates. Travel change: **No**
(o574) Local resident, (Carterton, Netheravon Close)	Carterton 20mph speed limit – **Object** What survey has been carried out to compare quantity of cars going into the town area vs passing through it. Whilst Carterton is a nice town, other than supermarkets and the Thursday market what local benefits are being encouraged and promoted to encourage people to walk, cycle or bus rather than drive? Has the benefit of changing the speed limit in other local areas (Witney) been proven to achieve what it was intended to as current opinion seems to be rather negative.

	Brize Norton 30mph speed limit – **Partially support** If the cost/risk benefit is there then sure but what's the business case, has the amount of accidents linked to speed been compared with a slower speed or is this just opinion that 30mph is better than 40? Travel change: **No**
(o575) Local resident, (Carterton, Saffron crescent)	Carterton 20mph speed limit – **Object** The speed limits have been in place for a long time and to my knowledge there is not a high rate of accidents in our area Brize Norton 30mph speed limit – **Partially support** See no reason why Monahan way should not be reduced to 30mph Travel change: **No**
(o576) Local resident, (Carterton, Scholats Acre)	Carterton 20mph speed limit – **Object** I don't believe the current 30mph limits are an issue - the problem is with drivers who exceed the limit and, if they exceed 39, they will certainly not stick to 20. In my experience, a 20 limit results in people overtaking unsafely or getting frustrated which is likely to lead to accudents Brize Norton 30mph speed limit – **Partially support** I think with the additional building on both sides of the road, a review is sensible Travel change: **No**
(o577) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** Reducing the speed limit only encourages people to speed. There are no police, cameras or other preventive measures so reducing the speed limit will do nothing positive. In addition, it is a poor excuse to allow further neglect of road maintenance. Brize Norton 30mph speed limit – **Partially support**

	While the reduction from 40 mph to 30 mph makes more sense than from 30 mph to 20 mph, I see no reason why it is necessary. There are several crossings in place. Carterton is not an accident hotspot. The crossings receive regular use and reduction of the Travel change: **No**
(o578) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – **Object** It is unnecessarily slow, the kind of people that speed into these areas will still disregard the speed limit, whilst punishing the considerate drivers. Brize Norton 30mph speed limit – **Partially support** 30 is a reasonable speed for built up areas Travel change: **No**
(o579) Local resident, (Carterton, Stirling Close)	Carterton 20mph speed limit – **Object** Due to poor external public transport routes car is the only viable way to transit out of town further than Witney Brize Norton 30mph speed limit – **Partially support** 30 is a reasonable speed. Travel change: **No**
(o580) Local resident, (Carterton, Stocks Lane)	Carterton 20mph speed limit – **Object** There are far more important things to spend money and time on on Carterton and this is not one of them. There are dedicated traffic light controlled crossing in Monahan Way, the speed does not need to be changed. The only places speed should be reduced is outside schools. You will spend the money changing the speed but won't have anyway to enforce it - so what's the point? It will not stop people from still needing to use their cars and will just add time and stress on to peoples commutes. Totally inefficient. Spend the money fixing the damn potholes and the other issues in Carterton that residents have been asking for for years.

	Brize Norton 30mph speed limit – **Partially support** If it is proven - which it has not been to us local residents - that the current 40mph has been causing accidents to the extent of needing to recuse the speeds, then yes drop to 30 - but again - how is it going to be enforced? The government don't spend e Travel change: **No**
(o581) Local resident, (Carterton, swinbrookox181)	Carterton 20mph speed limit – **Object** Quite unnecessary. Maybe near school entrances, but a blanket ban would be ridiculous. Its not worked in Witney Brize Norton 30mph speed limit – **Partially support** You cannot do more than 20mph in most of Brize atm. With the broken speed ramps. Travel change: **No**
(o582) Local resident, (Carterton, The Oaks)	Carterton 20mph speed limit – **Object** The proposals seem totally unnecessary. The money spent implementing the new speed limits would be better spent on repairing the substandard roads in the area. What would be done to enforce the new 20 mph speed limit, particularly when many cyclists regularly exceed that speed? The idea that the scheme would promote cycling/walking is questionable as many people go into Carterton town centre for the sole purpose of shopping at one of the supermarkets. Brize Norton 30mph speed limit – **Partially support** With regards the proposed changes to Norton Way/Monahan Way, it should just be one speed limit. Motorists should be more concerned with watching for emerging hazards rather than becoming fixated with their speedometer. Travel change: **No**

(o583) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – **Object** Alvescot road should have speed bumps or a crossing near to the entrance of the primary school. Speed restriction will make no difference to those that speed down that road at all hours of the day and night. A crossing or speed bumps is even more important now that there is no supervised crossing g for the children. Brize Norton 30mph speed limit – **Partially support** Due to the amount of cars parked along the roadside it is difficult to even reach 30mph Travel change: **No**
(o584) Local resident, (Carterton, Barwood Avenue)	Carterton 20mph speed limit – **Object** There has been no road safety concerns to encourage this and the reason for encouraging alternative modes of transport is poor. If the alternative modes were reliable then they would get used regardless of the speed limit Brize Norton 30mph speed limit – **Partially support** The roundabouts, junctions and traffic lights mean awareness of speed is required along the proposed road, it also can mean it's difficult to get up to 40 without harsh acceleration inbetween the above mentioned. However, it is a road out of the town, and Travel change: **No**
(o585) Local resident, (Carterton, Bovington rd)	Carterton 20mph speed limit – **Object** This limit makes commuting and day to day activities of a rural community more challenging by increasing our already long commute times it will be of no benefit to locals apart from to make them unhappy. Brize Norton 30mph speed limit – **Partially support** This Is more realistic limit for vehicles to use to travel. However it is not necessary on open roads or where there are no homes/ schools Travel change: **No**

(o586) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – **Object** The cost to imply he proposal is better spent on more police on the ground. People who speed are going to continue to and reckless driving needs to be brought under control not penalise rest of careful drivers Brize Norton 30mph speed limit – **Partially support** It's part of outskirts of Carterton so should be 30 Travel change: **No**
(o587) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – **Object** Have lived here all my life (born in brize Norton family been here since the 60s) have ever known anyone being hurt or killed. Brize Norton 30mph speed limit – **Partially support** It's had been 30 in brize for years why change it. Noone has been killed or hurt. Why change something that does not need to be changed and works. Travel change: **No**
(o588) Local resident, (Carterton, Burford)	Carterton 20mph speed limit – **Object** Why are Wales reverting back to 30mph? Brize Norton 30mph speed limit – **Partially support** Evidenice shows it has little impact. By schools, etc not a problem to enforce speed limit Travel change: **No**
(o589) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – **Object** Just so slow people simply ignore it Brize Norton 30mph speed limit – **Partially support**

	30 is OK Travel change: **No**
(o590) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – **Object** With all this traffic nowadays,this proposal is absolutely a no-go. You better focused on fixing the roads instead of coming with this stupid ideas Brize Norton 30mph speed limit – **Partially support** No comment Travel change: **No**
(o591) Local resident, (Carterton, Campion close)	Carterton 20mph speed limit – **Object** The main roads are designed to move vehicles in out out of the town! monohan way has wide cycle lanes and paths the road is wide and has clear visibility no need to reduce the current speed limits I agree near schools speed limited to 20 during school opening and closing. Hours. Brize Norton 30mph speed limit – **Partially support** Brize Norton at the best of times is congested with vehicles trying to negotiate traffic calming measures and parked vehicles Travel change: **No**
(o592) Local resident, (Carterton, Faulder Avenue)	Carterton 20mph speed limit – **Object** . Brize Norton 30mph speed limit – **Partially support** . Travel change: **No**

(o593) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** They don't work, , been no official statistics to prove they have worked since witney, had them forced on them. Brize Norton 30mph speed limit – **Partially support** It's a big wide road with plenty of visibility so might make a difference Travel change: **No**
(o594) Local resident, (Carterton, Glenmore park estate)	Carterton 20mph speed limit – **Object** We have 2 lots of traffic lights and numerous traffic calming measures surely that's enough. Brize Norton 30mph speed limit – **Partially support** It's a major route to access the A420 and carries a lot of through traffic so please repair the dreadful road through the village but as it is the road itself acts as a speed restriction. However I do think 20 may is right for Brize Norton Travel change: **Yes – walk/wheel more**
(o595) Local resident, (Carterton, Hatwell Row)	Carterton 20mph speed limit – **Object** Completely a waste of money and unnecessary. People don't respect 20mph yes sine areas of Carterton should be dropped from 40 to 30 but absolutely not 20 Brize Norton 30mph speed limit – **Partially support** Brize Norton rd should drop to 30mph Travel change: **No**
(o596) Local resident, (Carterton, Heron)	Carterton 20mph speed limit – **Object** Money wasting.....AGAIN Brize Norton 30mph speed limit – **Partially support** What ever I / we say it will still be done

	Travel change: **No**
(o597) Local resident, (Carterton, Kingham drive)	Carterton 20mph speed limit – **Object** Waste of taxpayers money when the roads are in the poor state they are in. Potholes etc. lower speeds are not efficient for cars causing more pollution. Causing congestion. There are already speed restrictors in place for example the chicanes in Brize village Brize Norton 30mph speed limit – **Partially support** I understand near a school but on no other roads Travel change: **No**
(o598) Local resident, (Carterton, Poppy terrace)	Carterton 20mph speed limit – **Object** The increase in emissions and traffic congestion from lowering the speed limit would be more detrimental to health than the TRCs Brize Norton 30mph speed limit – **Partially support** This road was built with the intention of letting traffic more around the town freely if lowering this limit you encourage the traffic to take through the town as thier will be little difference in travel times Travel change: **No**
(o599) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** Complete waste of money. Majority of drivers ignore limit. Most roads it is already impossible to do more than 20 due to on road parking. Carterton does not suffer from traffic pollution. The cost of signs could be better used to repair the terrible state of neglect our roads have fallen into. Brize Norton 30mph speed limit – **Partially support** I see no reason to change a system that is working at great cost. Travel change: **No**

(o600) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** How many accidents do we hear about in Carterton due to speeding vehicles? I personally can't remember the last time. Not even near the schools as pedestrian crossings and/or speed bumps are there to slow down traffic. Speed bumps Stanmore Crescent through to Abingdon road would be helpful and the same on some of the main roads. These would slow down traffic more efficiently than expecting people to slow down to a very frustrating 20 mph. It just won't happen! Brize Norton 30mph speed limit – **Partially support** I think 30mph is a sensible speed around town now Carterton houses 100's more people than it did a few years ago. Travel change: **No**
(o601) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Object** It is too slow, making it difficult to safely pass cyclists on the road. The current speed limits are fine. Brize Norton 30mph speed limit – **Partially support** 30 should be the absolute minimum speed on a normal road. The current 40 is preferable however as the area is being developed a reduction to 30 would make sense. Travel change: **No**
(o602) Local resident, (Carterton, Sycamore Drive)	Carterton 20mph speed limit – **Object** Financial, the cost of implementing it if the council as they say are not in a good Financial position. It is very frustrating to keep driving at these speeds when for some it doesn't matter what the speed limit is they will do what they want. Perhaps having better roads is where the money should be spent. If I could I would get rid of my car Brize Norton 30mph speed limit – **Partially support** The main road through brize norton is a road that you need to drive carefully due to condition and the humps and give ways

	Travel change: **No**
(o603) Local resident, (Carterton, Tamina Close)	Carterton 20mph speed limit – **Object** There is absolutely no proof that 20mph will have made any difference in any accidents in the proposed area. I agree with lowering limits around schools but there is no need anywhere else. Your inability to maintain the roads makes it more dangerous to drive than a 30mph limit which has proven sensible for decades. Brize Norton 30mph speed limit – **Partially support** The area proposed makes sense as it is now a built up area. Travel change: **No**
(o604) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – **Object** The current signs are not maintained or enforced, why spend more money on more signs that will be filthy, faded, covered in foliage and ignored and unenforceable? Brize Norton 30mph speed limit – **Partially support** Monahan Way should be 30MPH, but please see my previous rationale as to why it is a pointless exercise. Travel change: **No**
(o605) Local resident, (Carterton black Bourton rd, Black Bourton rd)	Carterton 20mph speed limit – **Object** It will slow traffic flow Brize Norton 30mph speed limit – **Partially support** 30 safer than 40 Travel change: **No**
(o606) Member of public, (Cirencester, Century Close)	Carterton 20mph speed limit – **Object**

	20 mph has been trialled elsewhere and had minimal impact. It's another way towards blame culture. Surely people should have responsibility for their own safety and be allowed to think for themselves. Road safety should be taught in school as is swimming. Let individuals make their own decisions related to safety. Learn and respect rules around roads water electricity railways etc. Brize Norton 30mph speed limit – **Partially support** 30 mph is a recognised limit within towns and has worked well -car brakes have improved over the years and so stopping distances reduced. 30mph does not usually cause any heightened emotion/anger. Travel change: **No**
(o607) Local resident, (Fulbrook, Beech Grove)	Carterton 20mph speed limit – **Object** Not needed especially on through routes bad for the environment bad for bus services as times will be increasing even more. No evidence of accident survey being done. Bored drivers pay less attention to the road and are easily distracted. The humps outside the primary school already reduce speed. Design of roads on new estate's already reduced speed. And of course the cost of all the extra signage. Brize Norton 30mph speed limit – **Partially support** Remove the pointless build out on the Carterton road as it creates queues stopping traffic not slowing it in fact cars often speed to get around it before being stopped by oncoming traffic Travel change: **No**
(o608) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – **Object** I don't believe we have a problem with the 30 mph at present or past 61 yrs I've lived here. It would be a complete waste of my money. Brize Norton 30mph speed limit – **Support** As previously mentioned no problems with the speed at 30 Travel change: **No**

(o609) Local resident, (;Carterton, Corbett Road)	Carterton 20mph speed limit – **Object** Reduce the speed limit to 20 miles an hour does not allow the traffic to flow and leave a congestion of traffic in the town centre as there is no flow at 20 miles an hour and when you have all the people coming out of both supermarkets located in a small town centre it leaves the town centre with much congestion Brize Norton 30mph speed limit – **Support** It allows the traffic to flow freely through Brize Norton you already have traffic controls points on the entries to Brize Norton plus also have people that park illegally by the roundabout and when everybody is moving at 20 miles an hour nobody really go Travel change: **No**
(o610) Local resident, (Bampton, bampton)	Carterton 20mph speed limit – **Object** Thank you for the opportunity to speak on the proposal to lower our town's speed limit to 20 mph. While I share the goal of safer roads, I must object to this measure in its current form. My concerns are based on scientific studies, economic analyses, and real-world implementation issues. 1. Weak or mixed evidence on improved safety • In Belfast, a study of 76 roads that were changed to 20 mph found no statistically significant difference in crashes, casualty rates, or average traffic speed compared with roads that remained at 30 or 40 mph OBJ. • In Edinburgh, reducing from 30 to 20 mph in seven intervention zones resulted in only a 20% reduction in casualties—but the comparison roads (at 30 mph) also saw a reduction of 13% in the same period, making the net gain fairly modest OBJ. • Research shows that physical traffic calming (speed bumps, narrowing, etc.) tends to produce more reliable safety improvements than just lowering the posted speed limit alone OBJ. 2. Low compliance and enforcement problems • A Department for Transport–commissioned report found only about 51% of drivers complied with new 20 mph limits, many believing enforcement was unlikely OBJ. • Additional reports find that 87% of motorists still exceed 20 mph limits, with many breaking the limit by 10 mph or more—casting doubt on whether the limit will have its intended effect OBJ. • Practical issues: signage is often confusing, inconsistent, or not maintained; repeater signs may be obscured; enforcement infrastructure is frequently inadequate, making the measure more symbolic than effective OBJ. 3. Economic cost and unintended consequences

	• The Welsh Government's own economic assessment found that although there are some benefits (reduced serious injuries, savings for emergency services, etc.), these are outweighed over 30 years by costs from longer journeys and lost productivity. Its net economic cost was estimated at about £4.83 billion over three decades . • Implementation in various parts of the UK has already cost councils and governments many millions: for example, nearly £2 million to convert just 40 miles of road in London into 20 mph zones—signs, markings, communication campaigns, etc. . • In Scotland, preliminary rollout investments are substantial. For instance, the trunk-road network's spending so far is over £618,000 just for implementation, speed-data studies, design and construction of supporting measures . 4. Limited benefits in other areas and potential trade-offs • Claim: lower speed limits will improve air quality. But in Wales, a government-funded study found that differences in NO_2 levels inside vs outside 20 mph zones were statistically insignificant—some sensors showed small rises, others small decreases. Overall, no clear improvement in air quality was demonstrated . • Insurance savings? There have been anecdotal reports of lower premiums in areas with 20 mph, but this benefit is unclear, inconsistent, and dependent on insurers, geography, loss records etc.—not a strong justification yet . • Traffic flow & congestion: though some studies say congestion didn't increase substantially, increasing journey times may have wider economic and social costs—especially for business, deliveries, emergency services, and ordinary commuters. 5. Conclusion & alternative proposals In light of the above, lowering the speed limit strictly to 20 mph across all town roads seems premature and potentially disproportionate given the costs and weak, mixed evidence. I therefore propose instead that we: • Focus 20 mph limits only in high-risk zones: around schools, playgrounds, hospitals, and pedestrian-dominated shopping streets. • Invest in physical traffic calming where needed, and ensure clear, well-maintained signage and repeaters. • Carry out a formal cost-benefit analysis locally before committing to broad rollout. • Pilot 20 mph in a small area and monitor real local outcomes: accidents, journey times, community feedback. If we take those steps, we will better balance safety, freedom of movement, economic vitality, and respect for residents' concerns. Thank you for your time. I urge you to reconsider the blanket 20 mph proposal. Let's work instead toward a more targeted, evidence-based approach that serves everyone fairly. Brize Norton 30mph speed limit – **Support** same reason as before about not wanting the 20mph speed limit in carterton Travel change: **No**

(o611) As a business, (Bampton, Just ask for my address you pathetic cowards)	Carterton 20mph speed limit – **Object** There is no reason to implement these speed limits. We already had 30mph speed limits to protect people in built up areas. The marginal improvement in survival of accidents is not equatable to the economic and mental impact to business and workers. If you want to minimise injuries and accidents then reduce speed limits to 0mph. Stop the nanny state behaviour and try and better humanity. Tolerance and apathy are the last virtues of a dying society. Brize Norton 30mph speed limit – **Support** It's currently 20 and that is too slow. Travel change: **Other** No, it can't. Life has to move forward not backwards. I can't cycle bricks, sand and cement to work you pathetic mediocre wet nappied babies.
(o612) Local resident, (Bampton, Woodley drive)	Carterton 20mph speed limit – **Object** It will cause more traffic Brize Norton 30mph speed limit – **Support** People already drive thT speed and it is fine Travel change: **No**
(o613) Local resident, (Brize, Bellenger way)	Carterton 20mph speed limit – **Object** I think measures should be put in around school but nowhere else. I stick to speed limits but people get frustrated at 20 as it's so much slower and adds extra time to a journey. Perhaps it would be better to spend money on improving the road surface and adding some calming measures in other ways to slow those that do sped down. Monohan way is like a race track Fri some and ten yearly way r/o is leather because of it. Brize Norton 30mph speed limit – **Support**

	It's 40 for such a short time may as well be 30 for all. Travel change: **Other** I have to drive
(o614) Local resident, (Brize Norton, Faulkner Place)	Carterton 20mph speed limit – **Object** There is insignificant cycling traffic in Carterton Orr Brize Norton. The speed limit should be put in action in residents areas like Brize Meadow or Shilton Park where families live with young children. Otherwise keep speed limits to vulnerable areas around schools or care homes. Brize Norton 30mph speed limit – **Support** Entry from B4477 meets a roundabout where young families cross for school run/ pick up in Shilton Park. A zebra crossing is much needed there. Although there is one about 50-100m down Monaghan way, but school age children and families won't use it for the Travel change: **No**
(o615) Member of public, (Brize norton, Miles drive)	Carterton 20mph speed limit – **Object** It doesn't work Brize Norton 30mph speed limit – **Support** 30 is a fare speed in a built up area Travel change: **No**
(o616) Local resident, (Brize Norton, Miles Drive)	Carterton 20mph speed limit – **Object** It's difficult enough to drive around Carterton as it is, 20 mph will make it worse and very few people will stick to it. The money would be better spent repairing the roads and dealing with antisocial drivers Brize Norton 30mph speed limit – **Support** My wife and I have both been nearly knocked down at the pedestrian crossings on this road by drivers not obeying the red lights. If the 30 limit is brought in, it will need to be enforced by camera

	Travel change: **Other** I'll use the bus
(o617) Local resident, (Brize Norton, Minster Road)	Carterton 20mph speed limit – **Object** There is absolutely no need for blanket 20 limits. The majority of drivers are intelligent enough to drive to the conditions. You will never stop the ones who aren't. No one sticks to 20 anyway. 30 the majority do. Waste of our money Brize Norton 30mph speed limit – **Support** Already did in the previous comments Travel change: **No**
(o618) Local resident, (Brize Norton, Moat Close)	Carterton 20mph speed limit – **Object** I like the idea of reducing the speed but I still think it's a waste of money especially the 20mph. Too slow and no one keeps to it. I think it's ok for a housing estate but not a main road Brize Norton 30mph speed limit – **Support** Current speed limit too fast for the pavement / path on this stretch. I seriously think that pavement needs improving. I am afraid of walking up that road. Travel change: **No**
(o619) Local resident, (Brize norton, RAF BRIZE NORTON)	Carterton 20mph speed limit – **Object** 30 mph has been fine for years Brize Norton 30mph speed limit – **Support** It has worked fine for years Travel change: **No**

(o620) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – **Object** There is no evidence that a blanket reduction in speed limit to 20mph has any effect on traffic incidents Brize Norton 30mph speed limit – **Support** The increase in pedestrians along these routes - thanks to the new Brize Meadow development, means 30mph is required to make these roads more pedestrian friendly Travel change: **No**
(o621) As part of a group/organisation, (Brize norton, Brize norton)	Carterton 20mph speed limit – **Object** Proven to increase emittions in the local area and increase risk of accidents due to people being frustrated Brize Norton 30mph speed limit – **Support** Its the norm that everyone is use to over the many years of driving, reduces emissions from cars as well Travel change: **No**
(o622) Local resident, (Brize norton, Chichester place)	Carterton 20mph speed limit – **Object** There is no need to make it 20mph, I feel this will promote speeding, the majority of drivers ignore 20mph but take notice of 30mph Brize Norton 30mph speed limit – **Support** 30mph is an acceptable limit with the traffic calming measures already in place Travel change: **No**
(o623) Local resident, (Brize Norton, Cusson close)	Carterton 20mph speed limit – **Object** Too slow Brize Norton 30mph speed limit – **Support** Having my say

	Travel change: **No**
(o624) Local resident, (Brize Norton, Godwin row)	Carterton 20mph speed limit – **Object** I don't believe their is enough evidence to suggest that a 20 mile an hour speed limit will make a difference to air quality or protect lives. Brize Norton 30mph speed limit – **Support** I think there is a lot of evidence that shows that 30 miles an hour is a safe speed in a built-up area, for both public safe and air quality Travel change: **No**
(o625) Local resident, (Brize Norton, Miles Drive)	Carterton 20mph speed limit – **Object** Already a build up of morning traffic in the area, 20mph will just increase the commute time. lots of give ways and parked cars through Brize Norton village create enough congestion as it is. People need to get to work, why introduce something that just makes that commute longer, it's completely unnecessary, that money could be spent on fixing the poor condition of the roads in the area! Brize Norton 30mph speed limit – **Support** Current speed limit on most of the loads through Carterton and Brize. Works perfectly fine, I very rarely see any accidents, and people who drive when they could walk will still drive, a change in speed limit just affects those who have no choice but to d Travel change: **No**
(o626) Local resident, (Brize norton, Station road)	Carterton 20mph speed limit – **Object** Witney is slow to go through nowadays. 20mph will be a nightmare. Will add more time on public transport too! Awful idea. Brize Norton 30mph speed limit – **Support** Less traffic. Quicker to travel through. Simple.

	Travel change: **No**
(o627) Local resident, (broadwell, Broadwell)	Carterton 20mph speed limit – **Object** 20mph makes absolute sense it areas such as near schools and dangerous junctions. However the current trend for blanket 20mph limits have made little sense and restrict progress for countless people who just want to get to work etc without taking any longer than necessary. I work 12 hour shifts and find the constant 20mph limits are adding too much to my journey time as well as being utterly soporific which is counter productive to safer roads Brize Norton 30mph speed limit – **Support** 30 is a perfectly acceptable common sense limit for built up areas Travel change: **No**
(o628) Member of public, (Burford, Witney street)	Carterton 20mph speed limit – **Object** I live on a 20mph road in burford, doesn't make a difference, people do up to 60 along here and today someone hit my car and drove off. Speed bumps are a better solution as they actually slow people down whereas a sign does not Brize Norton 30mph speed limit – **Support** Should stay 30 everywhere and put in speed bumps instead Travel change: **No**
(o629) Member of public, (Carteeton, Braemar Close)	Carterton 20mph speed limit – **Object** . Brize Norton 30mph speed limit – **Support** . Travel change: **No**

(o630) Local resident, (Carterton, Alvescot Road)	Carterton 20mph speed limit – **Object** 20MPH just slows up traffic flow and causes more pollution because vehicles are labouring in low gear causing more Co2 emissions. This in turn affects air quality. As for safety on our roads, if more people looked where they were going instead of looking at their Mobil phone whilst ambulating there would be less risk to pedestrians. Brize Norton 30mph speed limit – **Support** 30mph is a safe and sensible speed Travel change: **No**
(o631) Local resident, (Carterton, Alveston Road)	Carterton 20mph speed limit – **Object** I don't feel there is any need to change the present speed restrictions as, having lived here for 30+ years I have very rarely witnessed excess speeding. The main roads through the town are wide enough, with little on street parking, to justify a reduction to 20 mph while on the side streets it is very difficult to go much more than 20mph currently due to the design and width of said roads . The money needed to change all of the speed signs would be better spent repairing the road surfaces which are very poor, especially on the 2 main roads in the town centre. In fact the state of these roads means drivers rarely get up much speed because of the risk of damage to their cars. This proposal is just another example of virtue-signalling from the council Brize Norton 30mph speed limit – **Support** 20mph restrictions not needed in Brize Norton and have noticed no change in drivers behaviour since 20mph signs went up un the village. Travel change: **No**
(o632) Local resident, (Carterton, Arkell Avenue)	Carterton 20mph speed limit – **Object** I feel folk do not drive properly at 20 miles per hour, they spend more time rubber necking and less concentrating on the road - it is more like a meander speed for a car... which can have more extreme consequences. Slower speeds are also worse for the environment

	Brize Norton 30mph speed limit – **Support** 30 mph is plenty enough - we could potentially include a schools 20mph during term time Travel change: **No**
(o633) Local resident, (Carterton, Bell avenue)	Carterton 20mph speed limit – **Object** You'll make driving painful, annoying, fistrating and so slow. It doesn't change how people travel, it just is a way for you councillors to push your own agendas and you dont stand for the masses Brize Norton 30mph speed limit – **Support** Same as above. Also, why ask about the long term illness? Does that mean a person can drive slower if they have a long term illness? Such an irrelevant question Travel change: **No**
(o634) Local resident, (Carterton, Berryfield Way)	Carterton 20mph speed limit – **Object** There is no justification to implement 20mph zones in Carterton Brize Norton 30mph speed limit – **Support** You have speed bumps / sleeping policeman already in place. The parked traffic also controls the speed . No justification for 20mph in my opinion. Travel change: **No**
(o635) Local resident, (Carterton, Beverley Crescent)	Carterton 20mph speed limit – **Object** This would increase carbon emissions in our local community Brize Norton 30mph speed limit – **Support** 30 in a residential area makes sense Travel change: **No**

(o636) Local resident, (Carterton, Blush Crescent)	Carterton 20mph speed limit – **Object** I honestly don't believe people will obey the limits, even if they are imposed. I spend a fair amount of time commuting through speed limit changes and quite frankly I'm getting fed up with them. There is only one place I can see the 20mph limit being appropriate and that is where I drive through Stanford-in-the-Vale. The roads are wide enough and visibility is good enough for 30mph to be the appropriate speed. We even have cycle paths on the pavements, so in my opinion, the change is not warranted. I would rather my tax contribution being used to resurface the roads. Brize Norton 30mph speed limit – **Support** 20mph is too slow, it is frustrating driving at 20mph when there does not appear to be a need for it. Travel change: **No**
(o637) Local resident, (Carterton, Bovingdon)	Carterton 20mph speed limit – **Object** 30mph is already a suitable speed limit for the area. Possibly having flashing lights to get drivers to slow down at school start/end times would be a better solution but a 20mph limit through the town would not be of any benefit. Itlf its road safety you wish to improve, fix the potholes. Brize Norton 30mph speed limit – **Support** 30mph would be a suitable speed for the area of brize norton village. 20mph is too slow between the 2 mini roundabouts and we constantly see people driving through at 40mph anyway. Travel change: **No**
(o638) Local resident, (Carterton, Brize Norton)	Carterton 20mph speed limit – **Object** Carterton is not a big town, I cannot see the benefit to making areas 30mph. Traffic is already busy enough during rush hours. 30mph was introduced when cars were not as efficient as they are now are quickly stopping for/detecting hazards. Brize Norton 30mph speed limit – **Support** My response stands with what I previously wrote. Travel change: **Yes – walk/wheel more**

(o639) Local resident, (Carterton, Burford Rd)	Carterton 20mph speed limit – **Object** There is no tangible evidence that 20mph speed limits leads to safer roads, it does however increase congestion. If you want to make the roads safer you should use speed cameras to enforce speed limits instead of change them - The most effective places to add speed cameras are on Upavon Way by Carterton secondary school and between Broadshires and the cross roads. Brize Norton 30mph speed limit – **Support** I regularly drive through Brize Norton village and see the same people that ignored the 30 limit ignoring the 20 limit. It should be a 30 with either a fixed camera between the roundabout and the Chapel Travel change: **No**
(o640) Local resident, (Carterton, Burford Roaf)	Carterton 20mph speed limit – **Object** There is no earthly reason for doing this other than imposing your will on the majority that object to it Brize Norton 30mph speed limit – **Support** The current 20 mph was just a vanity project for you and your parish council Travel change: **No**
(o641) Local resident, (Carterton, Corbett rd)	Carterton 20mph speed limit – **Object** Witney already has 20mph and it causes problems. Difficult to maintain such a low speed- often causes road rage from some other drivers Brize Norton 30mph speed limit – **Support** Long village with homes on each side of main road. Travel change: **Other** Avoid driving in Carterton

(o642) Local resident, (carterton, corbett road)	Carterton 20mph speed limit – **Object** there is no need to reduce the speed. i am not aware of any accident black spots, money should be spent on make the roads pothole free Brize Norton 30mph speed limit – **Support** i thought they already are 30? Travel change: **Other** just get very frustrated at doing 20 mph when no harm was being done at 30. it will take even longer to get to work!
(o643) Local resident, (Carterton, Cranwell Avenue)	Carterton 20mph speed limit – **Object** Waste of money, wont change the speed of people, will just cause more people to tailgate the people doing 20mph - never worked in Witney Brize Norton 30mph speed limit – **Support** 30mph is realistic to stick too Travel change: **No**
(o644) Local resident, (Carterton, Crista Place)	Carterton 20mph speed limit – **Object** Absolutely no need for it. The town isn't that busy and there are plenty of sufficient footpaths and cycle lanes. Brize Norton 30mph speed limit – **Support** 30mph is perfectly sufficient. We all passed our driving tests in accordance with this limit and accidents in the area involving people driving at this speed are minimal. Plus there are speed humps and filters which naturally slow traffic down. Travel change: **No**
(o645) Local resident, (Carterton, Davis Close)	Carterton 20mph speed limit – **Object**

	Given the catastrophy of 20 miles an hour in Witney and the costs of implementing it - I think that 30 move is more than adequate in Carterton Brize Norton 30mph speed limit – **Support** Sensible speed for all Travel change: **No**
(o646) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – **Object** I object as I think it will increase congestion. Having experienced 20mph in Witney, I feel it is very frustrating and could actually deter people from visiting. As this has happened to me. I don't want this for Carterton. Brize Norton 30mph speed limit – **Support** I support 30mph and NOT 20mph Travel change: **No**
(o647) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Object** I agree in some areas a 20mph limit is wise but a blanket approach across such a large area is ridiculous. It won't be enforced and will lead to issues for those who drive to the limit and those who do not. Brize Norton 30mph speed limit – **Support** That stretch of road is used as a race track by some. Travel change: **No**
(o648) Local resident, (Carterton, Elmhurst way)	Carterton 20mph speed limit – **Object** 30 is a limit. When it's not safe one drives slower. 30 is often safe in the correct conditions. There is no proportional road safety benefit to reducing to 20, this is just a miss understanding of risk and an inability to judge risk reasonably. Brize Norton 30mph speed limit – **Support**

	My electric car will happily drive at 20mph, however modern ICE cars were never designed to drive at 20. The gear ratios are all wrong. The 30mph speed limit was based on studies that showed a proportional increase in risk above 30mph. There is no proport Travel change: **Other** I will drive the same way I always have done and will not follow the 20 mph limit. In this country we are supposed to govern and police by consent. The vast majority do not want this!
(o649) Local resident, (Carterton, Empire drive)	Carterton 20mph speed limit – **Object** Traffic and congestion is bad enough and this will make it a lot worse, and slow everyone down meaning more of a build up. Brize Norton 30mph speed limit – **Support** It keeps the flow of traffic a lot better. Travel change: **No**
(o650) Local resident, (Carterton, Faulder Ave)	Carterton 20mph speed limit – **Object** 20 MPH is far too low for the flow of traffic around the town 30 MPH is perfectly safe! Money should be used to improve road quality not punish drivers with speed limits. I do however agree with the 40MPH to 30 MPH changes near Shilton Park. Brize Norton 30mph speed limit – **Support** I agree with this change as the area is now a lot busier and has more pedestrians. Travel change: **No**
(o651) Local resident, (Carterton, Faulder avenue)	Carterton 20mph speed limit – **Object** It won't slow down speeding just increase the margin of the speeding offence Brize Norton 30mph speed limit – **Support** Keeps traffic flowing

	Travel change: **No**
(o652) Local resident, (Carterton, Faulder Avenue)	Carterton 20mph speed limit – **Object** The roads are safe enough with enough traffic lights, the slow in speed will increase traffic and make it more dangerous for pedestrians who decide to cross when they not meant to as they would think they have enough time during traffic. Yes they wouldn't be hurt as much as a car going 30mph but there would be more cars starting and stopping due to increase in traffic Brize Norton 30mph speed limit – **Support** The traffic lights and roads are safe enough to support 30mph. If anything needs to change it is crossing opportunities at these traffic lights so pedestrians don't just run across the road if they think they've got time. Travel change: **No**
(o653) Local resident, (Carterton, Finchdale Close)	Carterton 20mph speed limit – **Object** I feel 30mph is adequate. Brize Norton 30mph speed limit – **Support** 30mph adequate Travel change: **No**
(o654) Local resident, (Carterton, Garner close)	Carterton 20mph speed limit – **Object** Issue isn't speed limit it's the lack of enforcement of both speed and parking regulations. Appalling state of roads present a far greater hazard. Brize Norton 30mph speed limit – **Support** People often driving ina reckless manner given the parking along the main road. Travel change: **No**

(o655) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – **Object** This is not necessary at all. As far as I am aware there are very few road accidents or incidents within Carterton, certainly not serious. Most of us do not wish to, or cannot walk or cycle to and fro to the centre of the town and further, particularly carrying shopping etc and need to use cars. Please stop penalising motorists , the vast majority of whom, drive sensibly and safely. Those few who do not will take no notice of 20mph limits anyway! We will end up like Witney with lines of cars crawling along for no sensible reason at all. Leave 30 mph as it is. It has worked well for decades here. Brize Norton 30mph speed limit – **Support** I think I have been clear. Motorists do not want or need to drive at 20mph unless obviously wise and necessary. Leave us to make the decisions for ourselves. Travel change: **No**
(o656) Local resident, (Carterton, Garratt Place)	Carterton 20mph speed limit – **Object** Increased congestion, cost to replace signage Brize Norton 30mph speed limit – **Support** 40mph in a densly populated area is unreasonable Travel change: **No**
(o657) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** There are much more pressing issues to focus on. Evidence needs to be provided that such a change really did increase footfall and cycling in Witney and surrounding areas. The proposal uses weak, vague langauge which is poor practice - "increase alternative methods of travel". Scooters? Buses? Waste of money Brize Norton 30mph speed limit – **Support** National speed limit. Travel change: **No**

(o658) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – **Object** 30mph is a suitable speed for the area. The issue is that the current limit is not enforced ie with speed cameras, which suggests that a change to 20mph would still not reduce the speed of drivers in the area. Brize Norton 30mph speed limit – **Support** 30mph is a suitable speed for the area the implementation of methods to enforce the speed limit will keep the area safer. People currently travel in excess of the speed limit therefore a speed change to 20mph will still be broken without methods to enforc Travel change: **No**
(o659) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – **Object** As an on call Firefighter we already have a slow response time due to a number of factors including, traffic lights and location of the Fire Station. The requirement for all oncall Fire Stations is to be able to have the Fire Appliance out the door within 5mins. This is already an impossible task due to these issues. A 20mph road restriction will exacerbate our response time as the firefighters responding from their homes are unable to break any speedlimits whilst responding to the Fire Station. This will further delay our response times and mean a longer wait for a Fire Appliance when you need it most. Brize Norton 30mph speed limit – **Support** The new Fire Station for Carterton is Planned to be located on Monohan Way Brize Meadow. A 30 Mph limit will allow the Fire fighters a reasonable time to respond emergency incidents. It also allows us to meet the required 5min response time. Travel change: **No**
(o660) Local resident, (Carterton, Halton Road)	Carterton 20mph speed limit – **Object** I spend more time looking at my odometer trying to gauge whether I'm sticking to 20mph than if I was to just drive normally. It is unnecessarily slow, and you can ride a bike faster than that! Brize Norton 30mph speed limit – **Support** I support if this is to increase the limit back to 30mph. If it it reducing speed limits then I do not support.

	Travel change: **No**
(o661) Local resident, (Carterton, Hawthorn Grove)	Carterton 20mph speed limit – **Object** I feel the speed limits and traffic calming bumps are adequate as they are. Those that do speed will do regardless of a change in limit. Money would be better spent actually repairing the roads to a good standard. Brize Norton 30mph speed limit – **Support** As this is a more built up area now with proposed school etc then it's right to be 30mph Travel change: **No**
(o662) Local resident, (Carterton, Heron close)	Carterton 20mph speed limit – **Object** Unnecessary. Likely to cause frustration and more incidents Brize Norton 30mph speed limit – **Support** Reasonable Travel change: **No**
(o663) Local resident, (Carterton, Heron close)	Carterton 20mph speed limit – **Object** Have never felt unsafe walking with the roads in carterton. If unsure about road safety due to speed then add speed bumps instead of reducing the whole speed Brize Norton 30mph speed limit – **Support** Absolutely 30mph, there is no need for anything slower Travel change: **No**
(o664) Local resident, (Carterton, Herrick)	Carterton 20mph speed limit – **Object**

	20 mph is unnecessarily slow. Majority of people will still go closer to 30. Just look at Brize Norton and Witney to see that. Witney even raised some areas back up to 30. Save the ridiculous amount of money on changing the speed limit and put it towards fixing all the potholes. Brize Norton 30mph speed limit – **Support** 30 mph will enable better traffic flow. Put up a speed camera or two. Travel change: **No**
(o665) Local resident, (Carterton, Hill view)	Carterton 20mph speed limit – **Object** Most cars struggle to do 20mph, yes it ok to have a reduce speed out schools but not the whole of Carterton. Stop worrying about speed and fixed all the pot holes. Brize Norton 30mph speed limit – **Support** I'm not sure what you're looking at but you're making it look like you want to control the flow of people and their lives. The bus to Witney takes 40 min or more now. All due to having to do 20 mph. Travel change: **Other** Cannot change my mode of transport due to live medical conditions.
(o666) Local resident, (Carterton, HILLVIEW)	Carterton 20mph speed limit – **Object** Because the speed limit of 30 works and reducing it to 20 is a total waste of money and time. Brize Norton 30mph speed limit – **Support** Because Brize village 20mph does not work as people still do 30. Travel change: **No**
(o667) Local resident, (Carterton, Jackson close)	Carterton 20mph speed limit – **Object** Not required !! No 20 mph Even after reducing the speed and adding a chicane system in Brize Norton it has proved to be very unsafe and is waiting for a major crash to happen

	Brize Norton 30mph speed limit – **Support** Nothing wrong with the 30 mph Ideal speed Travel change: **No**
(o668) Local resident, (Carterton, Larksfield)	Carterton 20mph speed limit – **Object** Not necessary Brize Norton 30mph speed limit – **Support** Didn't need to be changed in the first place Travel change: **No**
(o669) Local resident, (Carterton, Lyneham close)	Carterton 20mph speed limit – **Object** The traffic is very heavy in Carterton, making it 20mph is just going to make it worse. Brize Norton 30mph speed limit – **Support** It's very built up with old style small roads. 30mph is a safe enough speed Travel change: **No**
(o670) Local resident, (Carterton, Magdalen Place)	Carterton 20mph speed limit – **Object** Other things need to be done Brize Norton 30mph speed limit – **Support** Good speed Travel change: **No**

(o671) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – **Object** 30mph is sufficient. Cars and bikes are generating more emissions driving at 20mph due to having to sit at a lower gear therefore having to use higher revs. This is becoming a dictatorship. Brize Norton 30mph speed limit – **Support** Already answered above. So much more to be done to our local communities than another rule to keep your agenda. Travel change: **No**
(o672) Local resident, (Carterton, Netheravon)	Carterton 20mph speed limit – **Object** 20mph is ridiculous! Yes around the schools and school timings I completely get a reduced speed but 20mph isn't needed on bigger style roads.. 30 is fine. Brize Norton 30mph speed limit – **Support** 30mph makes sense for an area like Carterton Travel change: **No**
(o673) Local resident, (Carterton, Netheravon clise)	Carterton 20mph speed limit – **Object** Totally unnecessary and expensive to implement. Plus nowhere enforces the limit. Brize Norton 30mph speed limit – **Support** Common sense Travel change: **No**
(o674) Local resident, (Carterton, Not giving my details)	Carterton 20mph speed limit – **Object** I think 20mph is too slow, 30mph is plenty slow enough to stop, it's when people don't pay attention to the road (which is illegal) that issues happen

	Brize Norton 30mph speed limit – **Support** 30 is reasonable around housing Travel change: **No**
(o675) Local resident, (Carterton, Not saying)	Carterton 20mph speed limit – **Object** I cannot see the requirement for this being implemented. There are already speed bumps in key areas around a school and other areas. The implementation would be ignored by the majority, also other areas need to be addressed, such as pit holes. Although reported and see. On Fix My Street nothing is being done. Brize Norton 30mph speed limit – **Support** There are no reasons for a 20 mph speed limit. There are already traffic calming measures in place and the impact on pollution in a 20mph area, I would say are bigger. Travel change: **No**
(o676) Local resident, (Carterton, Oakfield road.)	Carterton 20mph speed limit – **Object** Many large vehicles and traffic come to and from RAF Brize Norton every day, as well as local people therefore a slower speed limits will make more traffic in the town centre and surrounding area. This will frustrate residents and lead to a worse place to walk due to more traffic. Brize Norton 30mph speed limit – **Support** I support 30MPH speed limits because of the volume of traffic coming through, we are not a sleepy little village but a town with the largest RAF base in the country. Speed limit causes more traffic and makes the town centre a worse place to be. Travel change: **No**
(o677) Local resident, (Carterton, Pinecroft)	Carterton 20mph speed limit – **Object**

	People will not adhere to it. It slows down traffic too much and will.affect flow at peak times. However, I'm all of some traffic calming/ slowing being put on place on alvescott road out of carterton as the speeding just after the town hall is beyond ridiculous. Brize Norton 30mph speed limit – **Support** Keeps flow going Travel change: **No**
(o678) Local resident, (Carterton, Poppy Terrace)	Carterton 20mph speed limit – **Object** Slower speed limits lead to congestion on main routes. 20mph limits ARE acceptable in housing estates but not on arterial roads. Brize Norton 30mph speed limit – **Support** See Q3 Travel change: **No**
(o679) Local resident, (CARTERTON, Queens Road)	Carterton 20mph speed limit – **Object** Having two speed limits within a town is confusing for the drivers. Keeping it as it stands seems more sensible. I never drive more than 20mph down Black Bourton Rd/ Burford Rd because of the speed bumps anyway. The winding road of Queens Rd also keeps my speed to 20mph too. Changing to 20mph throughout will not work for those inconsiderate drivers who think that speed limits do not apply to them as I doubt speeding would be adequately policed. Brize Norton 30mph speed limit – **Support** People can tend to speed up to pass the traffic barriers in the roads, so are already speeding. Travel change: **No**
(o680) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object**

	Pollution from cars is increased at 20mph speed limit. More people are also likely to speed when limited to 20mph as opposed to 30mph Brize Norton 30mph speed limit – **Support** 30mph is a safe speed but also fast enough for a driver to get where they are going in an appropriate time Travel change: **No**
(o681) Member of public, (Carterton, Queens road)	Carterton 20mph speed limit – **Object** In Carterton our potholes aren't filled, parking areas for local people's houses are limited, we have safe crossing areas around the entirety of Carterton. Spending more money on reducing the speed limits won't help any of our actual problems. I 100% object to this change. Listen to the carterton people! Brize Norton 30mph speed limit – **Support** It was 30mph for years and has always been safe. 20mph just slows traffic and makes getting home so much longer. Travel change: **No**
(o682) Local resident, (Carterton, Queens Road and that is full of pot holes)	Carterton 20mph speed limit – **Object** When was the last time there was a crash or someone run over in Carterton? Spend the money on what your co stimulants want like fixing the pot holes and linking our villages up with Cycle paths line they do in Holland Spend the money on making our town centre nicer, its disgusting and scruffy. Maybe even make the town centre pedestrianised The Carterton council has no idea how to improve our town, its scruffy looking Brize Norton 30mph speed limit – **Support** 30 mph is right, if you reduce it to 20mph you are likely to cause more accidents. For example in Witney I had a bicycle overtaking me. Car drivers also get angry at other car drivers driving 20mph Travel change: **No**

(o683) Local resident, (Carterton, Raf brize norton)	Carterton 20mph speed limit – **Object** Whilst I do support the 20mph zones around schools etc, making essentially the entirety of Carterton a 20mph zone is useless and a waste of money because unless it's policed, no one is going to follow it anyways as it's too slow. A far greater use of money would be to fix the potholes and make a couple of 20mph zones around schools etc Brize Norton 30mph speed limit – **Support** None, I do believe the 40mph near Greggs is too fast and should be a 30mph zone Travel change: **No**
(o684) Local resident, (Carterton, Richens Drive)	Carterton 20mph speed limit – **Object** Driving at 20 mph requires a lower gear therefore higher emmissions and the use of more fuel. Brize Norton 30mph speed limit – **Support** You can rarely get above 30 mph due to traffic. Travel change: **No**
(o685) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – **Object** Keeping 30 is fine. Brize Norton 30mph speed limit – **Support** 30 is best Travel change: **No**
(o686) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – **Object** There is no proof we need a blanket wide 20mph in Carterton Brize Norton 30mph speed limit – **Support**

	20mph only needs to be around the schools Travel change: **No**
(o687) Local resident, (Carterton, Rose Close)	Carterton 20mph speed limit – **Object** Absolutely against 20 mph, it will not save anything, but will block traffic, fix the state of the roads first. Brize Norton 30mph speed limit – **Support** Sensible Travel change: **No**
(o688) Local resident, (Carterton, Sellwood drive)	Carterton 20mph speed limit – **Object** No need for it, people won't follow it anyways. The money is better spent fixing the roads!! Potholes etc first! Brize Norton 30mph speed limit – **Support** Keep it as is, no problems with the speed as is. Travel change: **Yes – walk/wheel more**
(o689) Local resident, (Carterton, Shillbrook ave)	Carterton 20mph speed limit – **Object** Pointless Brize Norton 30mph speed limit – **Support** 20mph wastes time and has little benefit to safety Travel change: **No**
(o690) Local resident, (Carterton, Shillbrook avenue)	Carterton 20mph speed limit – **Object** 20mph involves driving in 2nd gear and therefore less fuel economic and higher emissions are given out

	Brize Norton 30mph speed limit – **Support** 30mph has always been the speed limit within a built up area Travel change: **No**
(o691) Local resident, (Carterton, Shilton park)	Carterton 20mph speed limit – **Object** 30mph is fine. Brize Norton 30mph speed limit – **Support** 30 is fine Travel change: **No**
(o692) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Object** Where is the data to demonstrate the significant difference in lives saved between a 30MPH and a 20MPH speed limit? Brize Norton 30mph speed limit – **Support** The road and parking is such that nobody can exceed the limit anyway. Travel change: **No**
(o693) Local resident, (Carterton, Sorell way)	Carterton 20mph speed limit – **Object** Because why should responsible drivers be submitted to drive 20mph, if more was done to catch/ stop the people who drive at excessive speeds Brize Norton 30mph speed limit – **Support** Because people don't stick to the 20mph Travel change: **No**

(o694) Local resident, (Carterton, St. John's drive)	Carterton 20mph speed limit – **Object** 20 is ridiculous Brize Norton 30mph speed limit – **Support** That's fine Travel change: **No**
(o695) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** How many car accidents are there a year? How many accidents involving pedestrians? I can't see a clear reason why the roads need to be 20mph other than the pot holes that are not being repaired. So perhaps repair those instead of imposing a 20mph speed limit. Brize Norton 30mph speed limit – **Support** As stated previously, I cannot see a reason why the speed limit needs to be reduced to 20 mph other than the pot holes that should be fixed rather than ignored and left. Travel change: **No**
(o696) Local resident, (Carterton, Station Road)	Carterton 20mph speed limit – **Object** No need for 20, how many RTI's have there been due to a speed of 30 since? People will ignore it and go 30 anyway regardless. Waste of money changing the signs that could be used to fill pot holes Brize Norton 30mph speed limit – **Support** People go 30 anyway. How many RTI's have been caused by just speeding alone in Brize Village? With no influence of alcohol or drugs? Travel change: **No**
(o697) Local resident, (Carterton, Stocks walk)	Carterton 20mph speed limit – **Object**

	People will not stick to 20mph. There are NO police in the area anymore to enforce this and the cost it would take to change road signs and install traffic cameras would be an extortionate expense for the tax payer. Totally object to this proposal and the cost to taxpayers for something that would be a waste of time. Brize Norton 30mph speed limit – **Support** Standard speed on the roads we have - albeit them being in such a bad condition. Travel change: **No**
(o698) Local resident, (Carterton, Stoneleigh Drive)	Carterton 20mph speed limit – **Object** I believe it is unnecessary. There used to be a traffic jam to enter Brize Norton via Carterton Road caused by the traffic slowing bollards, plus speed bumps, plus a 20 mile an hour speed limit. It is frustrating and not needed for the majority of drivers (and those that don't adhere to the 30 won't adhere to 20 anyway) Brize Norton 30mph speed limit – **Support** See response to earlier question Travel change: **No**
(o699) Local resident, (Carterton, Stonleigh Drive)	Carterton 20mph speed limit – **Object** Causes conjetion , damaging to vechicles Brize Norton 30mph speed limit – **Support** Local Resient Travel change: **Other** Avoid, extend my journey and burn more fuel
(o700) Local resident, (Carterton, Strathmore Close)	Carterton 20mph speed limit – **Object** Lack of evidence that 20mph speed limits reduce accidents, higher level of pollution and the money can be better spent on fixing the appalling state of roads in the area

	Brize Norton 30mph speed limit – **Support** 30mph is a reasonable limit and keeping things as they are wont create and additional and unnecessary expenditure Travel change: **No**
(o701) Local resident, (Carterton, The Maples)	Carterton 20mph speed limit – **Object** Completely unnecessary. It will increase congestion and increase emissions. Brize Norton 30mph speed limit – **Support** 30mph is perfectly reasonable in a village/town Travel change: **No**
(o702) Local resident, (Carterton, The Oaks)	Carterton 20mph speed limit – **Object** I wholeheartedly object to this proposal. Please publicly provide the data showing the number of vehicles NOT exceeding the speed limit, that necessitates this expenditure. There are other more serious road safety issues, such as the long grass/wild flowers on the roundabouts on Monahan Way, the road surface on the entirety of Upavon Way etc. Brize Norton 30mph speed limit – **Support** Same reasons as above. Travel change: **No**
(o703) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** I agree certain parts of Carterton/brize require 20 MPH but not all roads. Making all roads will cause traffic as it has done in Witney and surrounding areas. Brize Norton 30mph speed limit – **Support** N/a

	Travel change: **No**
(o704) Local resident, (Carterton, Willow Drive)	Carterton 20mph speed limit – **Object** I think it's a pointless exercise and money could be spent better else where. Plus cars cannot cope with 20mph Brize Norton 30mph speed limit – **Support** Cars struggle at 20mph Travel change: **No**
(o705) Local resident, (Carterton, Willow Drive)	Carterton 20mph speed limit – **Object** A 20mph limit will not encourage a change of mode of travel. We live on Shilton Park and for a large shop we have no choice but to drive into Carterton. We can't do this by cycle or waling. As an aside ICE cars also pollute more at lower speed. Brize Norton 30mph speed limit – **Support** With Brize Meadow now nearing completion and with the two pedestrian crossings being used more it would be wise to slow the traffic down. On more than one occasion I have had a near miss with drivers ignoring the red lights. Travel change: **No**
(o706) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – **Object** There hasn't been any issue with the current speed limit and I feel this issue is only following the latest 'trend' why fix something which isn't broken, a complete waste of time and money. Brize Norton 30mph speed limit – **Support** There's nothing wrong with them. Use your brain. Travel change: **Other** I would carry on at the same speeds.

(o707) Local resident, (Carterton, You do not need to know this.)	Carterton 20mph speed limit – **Object** * Pedistrians should know / have the logical sense on how to behave around roads. * Put the 20 limit around schools and town centre only. * 20 is too slow for cars. You can feel that they "struggle" and neither gear is suitable for the speed. * Surley this will have a increase in emmisions? The difference in RPM to the amount of time to travel the same distance. Of note when we have put in a request for traffic calming in our street been used as the rat run, we were advised to put up speed aware posters or sitting like "plonkers" with radars catching speeders! Instead of just doing speedbumps, closing the road or other traffic calming methods. Brize Norton 30mph speed limit – **Support** 30 is fine going through the village, but considering that most of the road is blocked most times by locals parking and so leaving a chicane through most of the village. Travel change: **No**
(o708) Local resident, (Carterton, Alvescot rd)	Carterton 20mph speed limit – **Object** Bc I like driving patterns and changing it could cause more accidents and anxiety on the roads over all if it gets change Brize Norton 30mph speed limit – **Support** It is consistent and people have the opportunity to be slower if they choose to bc it's our right Travel change: **No**
(o709) Local resident, (Carterton, Arlington Close)	Carterton 20mph speed limit – **Object** 30 is fine. Brize Norton 30mph speed limit – **Support** 30 is reasonable. Travel change: **No**

(o710) Local resident, (Carterton, Birchwood)	Carterton 20mph speed limit – **Object** At present I hear very little actual issues regarding the current speed limits around the town, but conversely hear so much negative from local areas that have had their limits reduced. Personally I can't see much benefit, my experience is that not many people respect the slower limits as I often hear them state 'it just feels so slow'. Those that don't respect a 30 limit are also not likely to respect a 20. Various studies also show there is little to no impact on environmental concerns too. Brize Norton 30mph speed limit – **Support** This is a marginal decrease in the speed, still allowing reasonable progress to be made through the area, as this section gets busier with pedestrians from the housing estate this makes sense. Travel change: **No**
(o711) Local resident, (Carterton, Black Bourton Road)	Carterton 20mph speed limit – **Object** We have wide roads - wide enough for tanks! 20 mph is too slow. 30 mph has been in situ from the 1930's and has been sufficient. Also I suspect there is hypothesis bias in your so classed studies Too much money People don of want it Why don't you fix pot hikes instead Been a disaster in East Oxford Brize Norton 30mph speed limit – **Support** I have made this clear already Travel change: **No**
(o712) Local resident, (Carterton, Black bourton road)	Carterton 20mph speed limit – **Object**

	It's not needed. At this rate people will be quicker walking. There are enough crossings in the town to cross the roads safely Brize Norton 30mph speed limit – **Support** 30'is ample in a domestic zone Travel change: **No**
(o713) Local resident, (Carterton, Blackthorn mews)	Carterton 20mph speed limit – **Object** The 20 miles an hour speed limit does not allow pedestrians to cross the roads as the gaps between cars when travelling main roads, close up and lead to people taking chances instead of crossing safely. I also feel that drivers will do silly things like undertaking people on the wider roads as they get frustrated when the traffic is moving slowly. Brize Norton 30mph speed limit – **Support** It makes sense to reduce that to 30 as there is not much opportunity to do more than 30 anyway Travel change: **No**
(o714) Local resident, (Carterton, Bluebell way)	Carterton 20mph speed limit – **Object** The flow of traffic and speed is generally kept at slower speeds by the volume of traffic and the traffic lights in the centre of Carterton Brize Norton 30mph speed limit – **Support** Now Carterton and Brize Norton are getting bigger by the week almost combining both into one large town the 30 Mph speed limit clearly indicates your in a built up area and the short distance between the two is probably better at 30mph Travel change: **No**
(o715) Local resident, (Carterton, Brize Norton Road)	Carterton 20mph speed limit – **Object** I object to blanket speed limits being imposed. I support closely targeted speed limits where there is a history of accidents.

	Brize Norton 30mph speed limit – **Support** Present limit is 30mph works well and does not need lowering. Travel change: **No**
(o716) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – **Object** 20 mph is an absolutely ridiculous speed limit. Some of the areas suggested were 40 mph not long ago. Brize Norton 30mph speed limit – **Support** 30 mph is a sensible speed limit. Travel change: **No**
(o717) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – **Object** Not needs, there narrow roads any with cars parked where they like , islands in the road to slow cars down, when your going 20 where there a bend then a island in the road as well as pot holes everywhere it's mayhem, people give hand gestures coming faster towards you just to try and keep the limit and fight all the other things with the roads Brize Norton 30mph speed limit – **Support** Think it's a fair speed with all the other obstructions to deal with, Like cars parked, fixed islands and pot holes, perhaps send out more speed checks and catch the people speeding, police checking drink drivers and drug drivers leave the people having t Travel change: **No**
(o718) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – **Object** It's too slow and not good for cars going that slow Brize Norton 30mph speed limit – **Support** I think 30 is reasonable in a built up area

	Travel change: **No**
(o719) Local resident, (Carterton, Castle mews)	Carterton 20mph speed limit – **Object** 30 is slow enough! It does not need to be 20. Brize Norton 30mph speed limit – **Support** 30mph has been the speed limit for years with no issues. Why change something that works! Travel change: **No**
(o720) Local resident, (Carterton, Cherry Tree Way)	Carterton 20mph speed limit – **Object** There is no need for this measure. Also it is harmful for the environment. Brize Norton 30mph speed limit – **Support** 20 mph is not necessary. Travel change: **No**
(o721) Local resident, (Carterton, Cherry Tree Way)	Carterton 20mph speed limit – **Object** I don't think that Carterton needs it other than maybe outside of schools, but even then only at dropping off and picking up times. Brize Norton 30mph speed limit – **Support** It's a busy stretch of road with lots of pedestrians crossing. Thirty is still a decent speed to be doing down there. Travel change: **Other** I would just be more likely to not be bothered to go into town if I could help it.
(o722) Local resident, (Carterton, Clarkston Road)	Carterton 20mph speed limit – **Object** It is totally unenforceable as the police are wholly inefficient at even stopping shoplifting so speeding motorists are even lower down the order of things to do.

	Traffic light camera's would be a far cheaper and better deterrent to "jumping the lights" Brize Norton 30mph speed limit – **Support** Even welsh councillors are removing a lot of 20mph signs as they are ineffectual. Outside schools and old people residence yes but in the bus route to witney it's 10 mph and NOBODY takes the slightest bit of notice not even the buses. Travel change: **No**
(o723) Local resident, (Carterton, Corbett)	Carterton 20mph speed limit – **Object** Not necessary. Roads are safe at 30. Brize Norton 30mph speed limit – **Support** Helps safety Travel change: **No**
(o724) Local resident, (Carterton, Corbett Road)	Carterton 20mph speed limit – **Object** Bad for my car. Bad for drivers mental health as many people slow down to below 20 causing frustration on the roads and possibly causing some drivers to drive dangerously further along their journey. 20MPH outside schools and nurseries is a good idea. But not all over the town. Its not necessary Brize Norton 30mph speed limit – **Support** More realistic speed Travel change: **No**
(o725) Local resident, (Carterton, Corbett Road)	Carterton 20mph speed limit – **Object** The 20mph speed limit is too slow. It is in between gears on the car meaning more fuel and pollution is used and created. Also as we have seen in Witney the 20mph speed limit is not followed and not policed so it is a very big waste of money and will annoy a majority of residents of Carterton

	Brize Norton 30mph speed limit – **Support** 30 is the perfect speed for brize Norton. And the 40mph road between brize Norton and Carterton is the perfect speed Travel change: **No**
(o726) Local resident, (Carterton, Cotswold way)	Carterton 20mph speed limit – **Object** Waste of money- speed humps would be cheaper and more effective in areas most affected by speeding. Brize Norton 30mph speed limit – **Support** Na Travel change: **No**
(o727) Local resident, (Carterton, Cranwell ave)	Carterton 20mph speed limit – **Object** No need, speed bumps are more better which slows traffic anyway Brize Norton 30mph speed limit – **Support** 30 all over is better than 20, many cars can't drive well at 20 my car hates it and plays up Travel change: **No**
(o728) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Object** While I appreciate the intent to improve safety and reduce accidents, I believe this blanket reduction is neither proportionate nor the most effective solution for our area. My concerns are as follows: 1. Lack of Clear Evidence for This Location National studies, including those by the Department for Transport, have shown that blanket 20 mph limits without physical traffic-calming measures often result in negligible speed reductions and little to no measurable safety benefit. Any change should be based on local accident and speed data, which I have not seen presented. 2. Potential for Negative Impact on Traffic Flow and Safety

	On roads that are already safe and appropriately designed for 30 mph, an unnecessarily low limit can cause driver frustration, lead to unsafe overtaking, and reduce attention through constant speed monitoring rather than hazard awareness. 3. Economic and Environmental Impact Lower limits on through-routes can increase journey times, fuel use, and emissions — particularly for delivery vehicles and public transport — which could have knock-on effects on local businesses and residents. 4. Better Alternatives Exist If there are specific safety concerns in certain spots (near schools, crossings, or accident blackspots), targeted interventions such as pedestrian crossings, traffic-calming measures, or time-limited 20 mph zones would be more effective and less disruptive. Given the above, I respectfully request that the council reconsider this proposal and instead commission a data-driven review of road safety needs in the area before making such a significant change. Brize Norton 30mph speed limit – **Support** Acceptable reduction Travel change: **No**
(o729) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Object** All it has done in Witney is increase traffic with most people driving 25mph. I would rather the police spent their time dealing with other crimes than having to police the new speed limit that most people ignore. Council money would be better spent managing the current speed limits with speed reducing in some areas. Brize Norton 30mph speed limit – **Support** 30 mph is a more realistic speed limit and more likely to be followed. Travel change: **No**
(o730) Local resident, (Carterton, Elmhurst way)	Carterton 20mph speed limit – **Object** 30 is a perfect speed limit, all roads are big enough to accommodate the speed, if anything we need to focus on filling thr potholes that litter the roads Brize Norton 30mph speed limit – **Support**

	Every single residential area is 30, it been like thag because it works, unless the roads are single lanes Travel change: **No**
(o731) Local resident, (Carterton, Empire drive)	Carterton 20mph speed limit – **Object** No one will do twenty miles an hour Brize Norton 30mph speed limit – **Support** It's easier to go thirty in the modern cars rather than twenty Travel change: **No**
(o732) Local resident, (Carterton, Finchdale closeox18 3)	Carterton 20mph speed limit – **Object** Absolutely no need, how many serious injuries have we had that would have been more minor with 20 mph. Brize Norton 30mph speed limit – **Support** It's a safe speed, especially with the standard of braking on modern cars Travel change: **No**
(o733) Local resident, (Carterton, Foxcroft)	Carterton 20mph speed limit – **Object** The main roads are fine at 30mph with no issues Brize Norton 30mph speed limit – **Support** Small narrow roads which are over parked on Travel change: **No**
(o734) Local resident, (Carterton, Garner close)	Carterton 20mph speed limit – **Object** For the size of the roads in Carterton 30mph is just fine

	Brize Norton 30mph speed limit – **Support** The current 20mph in Brize Norton is too slow Travel change: **No**
(o735) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – **Object** No evidence of requirement Brize Norton 30mph speed limit – **Support** 20 mph to slow Travel change: **No**
(o736) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** Waiste of time Brize Norton 30mph speed limit – **Support** No one sticks to 20 Travel change: **No**
(o737) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** There is no need for them everywhere. Outside schools is fine but with the state of the roads people can't drive that fast anyway! Sort the roads first Brize Norton 30mph speed limit – **Support** It should already be a 30 Travel change: **No**

(o738) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** No real evidence has ever been shown that the reduction of speed in town have reduced the amount of accidents. Brize Norton 30mph speed limit – **Support** X Travel change: **No**
(o739) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – **Object** So far £8 million pounds wasted on this woke scheme/ bandwagon. I drive a bus around Witney 20mph roads, 80% of drivers take no notice and it is not enforced. Please produce evidence on road accidents in these 20mph zones caused by speed before and after these speed limits were introduced. No problem with 30mph being introduced on Monahan Way, seems sensible. Spend the money on resurfacing the Burford road which is an absolute disgrace. Drivers who drive like maniacs will always drive this way, inappropriate 20mph speed limits just cause frustration and traffic jams for sensible drivers. Brize Norton 30mph speed limit – **Support** This is a busy area particularly at peak times, with buses stopping and lots of people crossing this road. Travel change: **No**
(o740) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – **Object** This will make no difference to the speeds people drive at, there is no congestion issue and it will no be enforced Brize Norton 30mph speed limit – **Support** It would make sense to change this following the recent building of homes in the area Travel change: **No**
(o741) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – **Object** Waste of money and burn more fuel and more emissions at slower speed FACT.

	Brize Norton 30mph speed limit – **Support** If drivers are responsible then I see no problem Travel change: **No**
(o742) Member of public, (Carterton, Hardingham Close)	Carterton 20mph speed limit – **Object** They are not needed. With the amount if potholes in Cartertons road is impossible to reach 20mph Brize Norton 30mph speed limit – **Support** None Travel change: **No**
(o743) Local resident, (Carterton, Harvest crescent)	Carterton 20mph speed limit – **Object** It's dangerous, there are enough crossings in place. Brize Norton 30mph speed limit – **Support** It's been 30mph for years Travel change: **No**
(o744) Local resident, (Carterton, Hayward Drive)	Carterton 20mph speed limit – **Object** Most people do not respect the actual limitations and are driving too fast. What will stop people speeding and carry on driving at 40=50 mph in Carterton? Certainly not spending money changing the signs that nobody reads anyway. Brize Norton 30mph speed limit – **Support** 30 mph should be in every towns and villages anyway but same that my opinion in Carterton. The drivers speeding already will ignore the new limitations. Travel change: **Other**

	I already cycle and people committing speeding offences are very dangerous to cyclists. I am very often involved in near misses incidents due to careless drivers.
(o745) Local resident, (Carterton, Heather close)	Carterton 20mph speed limit – **Object** I think it is unnecessary to drop the speed limit, people will still drive the same speed Brize Norton 30mph speed limit – **Support** We do not need any change Travel change: **No**
(o746) Local resident, (Carterton, Holybush)	Carterton 20mph speed limit – **Object** Not necessary Brize Norton 30mph speed limit – **Support** This is what it should be Travel change: **No**
(o747) Local resident, (Carterton, Home Close)	Carterton 20mph speed limit – **Object** Causes traffic jams & causes more exhaust Pollution due to the need to be in a lower Gear. Brize Norton 30mph speed limit – **Support** The only location a 20mph is needed is at the school Travel change: **No**
(o748) Local resident, (Carterton, Humphries Close)	Carterton 20mph speed limit – **Object**

	20mph would be a sensible speed limit in the more built up residential areas but would hold up traffic for longer on main routes thusbemitting more polution. Brize Norton 30mph speed limit – **Support** 30mph, when policed and adhered to properly is an acceptable speed limit, especially through the main roads of the town. Travel change: **No**
(o749) Local resident, (Carterton, Latimer road)	Carterton 20mph speed limit – **Object** I have good hand eye co ordination and won't crash Brize Norton 30mph speed limit – **Support** If everyone is going 30 it creates less traffic and less accidents as there will be less reason for overtake Travel change: **No**
(o750) Local resident, (Carterton, Lilac way)	Carterton 20mph speed limit – **Object** It will make more queues in Carterton Brize Norton 30mph speed limit – **Support** Keeps traffic flowing at a safe level Travel change: **No**
(o751) Local resident, (Carterton, Linden Gardens)	Carterton 20mph speed limit – **Object** Blanket 20 mph doesn't stop the speeders and just frustrates road users. 20 mph by schools are fair enough but not through the whole town. Money could be better spent dealing with road surfaces Brize Norton 30mph speed limit – **Support** 30 mph is a reasonable speed

	Travel change: **No**
(o752) Local resident, (Carterton, Lupin Lane)	Carterton 20mph speed limit – **Object** Expensive to implement and nobody adheres to hit. Brize Norton 30mph speed limit – **Support** 30 is what people will stick to Travel change: **No**
(o753) Local resident, (Carterton, Lyneham close)	Carterton 20mph speed limit – **Object** I do not belive 20mph is safer, I have seen numerous people speed in 20mph areas, this will make it harder for pedestrians to judge the speed of an oncoming vehicle Brize Norton 30mph speed limit – **Support** I feel 30mph is a fair speed Travel change: **No**
(o754) Local resident, (Carterton, Mason Close)	Carterton 20mph speed limit – **Object** There is no need for it and the waste of money on it should be used to improve the area not cause even more problems. Soon you won't be able to drive anywhere. It was said at the election that this would not happen in Carterton so that again proves the underhanded council. Brize Norton 30mph speed limit – **Support** The road needs to flow. The amount of time it now takes to get anywhere and the backlog is insane and only started when the limits were changed. Travel change: **No**

(o755) Local resident, (Carterton, Mason close)	Carterton 20mph speed limit – **Object** 20 is ridiculous, the roads need fixing not wasted on more signs with no policing of the limit! People speed more than when a 30! Brize Norton 30mph speed limit – **Support** Blanket 30 is best Travel change: **No**
(o756) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – **Object** Traffic calming is already in place & it works well. It's a waste of public money. Outside the schools yes else where no Brize Norton 30mph speed limit – **Support** 20 mph is too slow & potentially dangerous people tail gating & over taking in anger. We don't need 20 mph every the traffic flows well & is safe already. Travel change: **No**
(o757) Local resident, (Carterton, Milestone Rita's)	Carterton 20mph speed limit – **Object** They do not work. Most traffic in Witney still travels at 30mph and no significant change to accident data Brize Norton 30mph speed limit – **Support** 20mph doesn't work Travel change: **No**
(o758) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – **Object** Speed calming measures such as speed bumps in roads of long stretches where people use their cars to race would be more effective. Also

	Brize Norton 30mph speed limit – **Support** 30mph though brize Norton and Carterton is appropriate. Using temporary intermittent speed limits outside schools would be better at school times. Not a blanket implementation of 20mph. This is not much different than people walking in front of cars w Travel change: **Other** Yes, due to the housing expansion in carterton this will increase congestion to a horrendous level through the main roads. This will impact my time commuting to work. At peak times including on upavon way traffic does not reach the current speed limit. I
(o759) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** I think it's absolutely ridiculous. People are spending more time looking at their dash and speedometer than actually paying attention to the road. It can't be doing my car any good whatsoever. Brize Norton 30mph speed limit – **Support** 30 is acceptable Travel change: **No**
(o760) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Its a stupid idea! Brize Norton 30mph speed limit – **Support** It makes sense Travel change: **Other** No I will carry in doing 30mph

(o761) Local resident, (Carterton, Oakfield roadc)	Carterton 20mph speed limit – **Object** It is extremely frustrating To do 20mph unless it's by a school, hospital etc. is there any proof that it has cut down accidents? Brize Norton 30mph speed limit – **Support** Built up area Travel change: **No**
(o762) Local resident, (Carterton, Orchid way)	Carterton 20mph speed limit – **Object** Because I already get over taken on 30 roads as it is i understand outside schools and housing estates but leave the main roads alone it will cause more accidents because of people going so slow and people will just overtake at any opportunity the main roads dont need to change it just causes more traffic because people are on the road longer and at peak times it builds up now at 30 imagine 20 the work and morning traffic would be doubled. Brize Norton 30mph speed limit – **Support** At the moment brize norton I believe is 20 so unless you have worded your question wrong then through the village itself by the school 20 but there was no problem.with 30 in all the years I have lived in carterton. Travel change: **No**
(o763) Local resident, (Carterton, Pampas Close)	Carterton 20mph speed limit – **Object** Pointless waste of time. Nobody keeps below 20 in Brize Norton or Bampton Brize Norton 30mph speed limit – **Support** What's the point of speeding up, to slow down again within a short distance Travel change: **No**
(o764) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object**

	20mph will frustrate motorists and make them more likely to speed more. Slower moving vehicles through such a built up area is also not good for the environment Brize Norton 30mph speed limit – **Support** 30 is fine Travel change: **No**
(o765) Local resident, (Carterton, RAF Brize Norton)	Carterton 20mph speed limit – **Object** Not necessary, expensive and will hinder the flow of life in and around Carterton's expansive community. Brize Norton 30mph speed limit – **Support** Will assist with the flow of traffic Travel change: **No**
(o766) Local resident, (Carterton, Robinson close)	Carterton 20mph speed limit – **Object** The 20mph speed limits are just another way to avoid fixing the roads and create revenue from the general public. It's obvious whilst councillors and politicians pocket the money. Brize Norton 30mph speed limit – **Support** 30 is plenty. No need to go faster as it's enough for a built up area and enough for modern cars to stop almost instantaneously. 20 is far too low and it's way too easy to creep above due to the nature of how low the range of gears are being used. Travel change: **No**
(o767) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – **Object** I object to the 20mph as its no reason fot it to be 20 mph there has been no serious accidents or no deaths so 30mph should stay how it is Brize Norton 30mph speed limit – **Support**

	20mph is too slow Travel change: **No**
(o768) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – **Object** 20mph in my view adds to pollution as using lower gears but much higher revs. Why not have a blanket 30mph limi on all town roads Brize Norton 30mph speed limit – **Support** 30mph is a far more realistic safe speed Travel change: **No**
(o769) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – **Object** There are enough 20 photos zones, and they don't work and they are a waste of money Brize Norton 30mph speed limit – **Support** 30 mph is plenty in Brize Norton Travel change: **No**
(o770) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – **Object** Waste of money. Roads already congested at pinchpoint times. No accidents in the area to support a reduction in speed. Nationwide stats already show 20 speed zones are ignored. Brize Norton 30mph speed limit – **Support** Makes sense now the pedestrian crossings are in place and the uplift of foot traffic to the new Brize Meadows estate. Travel change: **No**

(o771) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – **Object** Unless you take away speed bumps there's no reason to spend additional funds that could be used for more pressing issues Brize Norton 30mph speed limit – **Support** Small rural roads with a school on the bend, followed by traffic calming measures Travel change: **No**
(o772) Local resident, (Carterton, Rose close)	Carterton 20mph speed limit – **Object** Waste of money. Fill in the pot hole in Carterton. I agree 20mph nearly school's. Brize Norton 30mph speed limit – **Support** Doesn't need changing from 30 to 20 Travel change: **No**
(o773) Local resident, (Carterton, Saint Johns Drive)	Carterton 20mph speed limit – **Object** At moment you can't do no more than 20 MPH because of the speed humps.Not seen or heard of any accidents in caterton for ages. Drivers going through red traffic lights more of a problem. Brize Norton 30mph speed limit – **Support** It works. As I said you can't do that speed very often because of the speed humps. Travel change: **No**
(o774) Local resident, (Carterton, Sedge way)	Carterton 20mph speed limit – **Object** Pointless excercise Brize Norton 30mph speed limit – **Support** The normal speed limit

	Travel change: **No**
(o775) Local resident, (Carterton, Sellwood drive)	Carterton 20mph speed limit – **Object** The roads are for cars not for pedestrians and Carterton spent thousands on making the paths wider for pushbikes and there not used Brize Norton 30mph speed limit – **Support** 30 mph is safe as long as people keep to it Travel change: **No**
(o776) Local resident, (CARTERTON, SHILLBROOK AVENUE)	Carterton 20mph speed limit – **Object** It seems to me to be a total waste of council tax money as there is no actual setup for policing the speed limits Brize Norton 30mph speed limit – **Support** It is a sensible speed and they have traffic control when entering and leaving the village Travel change: **No**
(o777) Local resident, (Carterton, Shilton park)	Carterton 20mph speed limit – **Object** The cost of changing the speed limit would be better spent on fixing the potholes , cartertons roads are appalling with patches allover the place that don't last . Brize Norton 30mph speed limit – **Support** 30mph is reasonable Travel change: **No**

(o778) Local resident, (Carterton, Snowberry Court)	Carterton 20mph speed limit – **Object** Places like Shilton park that are densely urbanised and populated areas with thin roads cluttered by several cars due to the lack of parking spaces should be implemented, however, for the areas of Carterton (including the town) that are not 'new build areas' this would create more traffic and difficulties for anyone travelling. It hasn't worked in Witney so it won't in Carterton Brize Norton 30mph speed limit – **Support** Brize Norton is a small area Travel change: **Yes – walk/wheel more**
(o779) Local resident, (CARTERTON, ST JOHN'S DRIVE)	Carterton 20mph speed limit – **Object** I think a speed limit of 20 should only be in place around schools during term times Brize Norton 30mph speed limit – **Support** 30 has always seemed about right for built up areas Travel change: **No**
(o780) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** 20MPH is stupid nobody will do this speed anyway so what is the point spending all the money making the change. Get real!! Brize Norton 30mph speed limit – **Support** 30 is good Travel change: **No**
(o781) Local resident, (Carterton, Swinbrook Park)	Carterton 20mph speed limit – **Object** No need for 20mph in Carterton. Cars moving slower will only cause more traffic and emit more pollution

	Brize Norton 30mph speed limit – **Support** 30mph is a sensible speed Travel change: **No**
(o782) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Object** The current speed limits suffice. No one would stick to reduced limits as seen everywhere in Witney Brize Norton 30mph speed limit – **Support** Safe limit Travel change: **No**
(o783) Local resident, (Carterton, Sycamore close)	Carterton 20mph speed limit – **Object** 20 up only slows you down and takes more time to get to your destination. It's not saver or cleaner. It achieves nothing. Only stupid people cause accidents and speeding. It becoming a 20 will do nothing becuz in the driving minds of most ppl they will still do 30. Brize Norton 30mph speed limit – **Support** 30 is perfect. The cars of the 21st century can stop in no time at all and new cars have technology to start stoping before u know u needed to. Y have advanced in motor vehicles if u r just going to make ppl drive slower Travel change: **No**
(o784) Local resident, (Carterton, Teasel way)	Carterton 20mph speed limit – **Object** 20 is far too slow I agree outside schools and this is just a Lib Dem thing and you wont listen to us anyhow Brize Norton 30mph speed limit – **Support** Only on Monaghan way as it is not policed and the youths use it as a race track Travel change: **No**

(o785) Local resident, (Carterton, The Maples)	Carterton 20mph speed limit – **Object** Do more to implement the speed restrictions that are already in place. Use this money to mend so many broken roads in the local area. Brize Norton 30mph speed limit – **Support** 30 mph when supported with monitoring and penalties for breaking the speed limit would save lives and make roads safer Travel change: **No**
(o786) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – **Object** There is no need for any speed changes Brize Norton 30mph speed limit – **Support** 30 fine in all towns / villages Travel change: **No**
(o787) Local resident, (Carterton Town Hall, Stanmore crescent)	Carterton 20mph speed limit – **Object** This doesn't actually help as people see the 20 then actually drive faster. It also caused more pollution with more people breaking from 40/ 30/20. Brize Norton 30mph speed limit – **Support** . Travel change: **No**
(o788) Local resident, (Carterton., Burford road.)	Carterton 20mph speed limit – **Object** Because 20 is too slow 25 would be better. Also the traffic moves better in Carterton at 30. Also a lot of drivers do 30 in 20 limits anyway!

	Brize Norton 30mph speed limit – **Support** Because a lot of drivers do 30 or more anyway. Travel change: **No**
(o789) Local resident, (Carteton, Appleford Drive)	Carterton 20mph speed limit – **Object** There are traffic lights and plenty of safe places to cross. There is already a lot of traffic in the centre of town, there is no reason to change it. A waste of money, just like a lot of the other 20 mph speed changes. Brize Norton 30mph speed limit – **Support** 20 mph zones are a waste of money and time. Keep them at 30mph. Travel change: **No**
(o790) Local resident, (Charlbuey, The green)	Carterton 20mph speed limit – **Object** No one will pay attention to their speedometer, it's easier to keep it at 30. Brize Norton 30mph speed limit – **Support** Keeping the system the way it is means that people would be more attentive to the speed limit and concentrate on the road ahead Travel change: **No**
(o791) Member of public, (Chipping Norton, Wards rd)	Carterton 20mph speed limit – **Object** Blanket 20 mph limits are unnecessary. Outside of schools is fine but elsewhere are not needed. What quantative evidence is there to support a blanket 20 mph limit? The speed limit signs are only there to show the maximum speed you can drive at. Drivers should drive at the appropriate speed for the conditions and the traffic volumes. Blanket speed limits do nothing to encourage this. Brize Norton 30mph speed limit – **Support**

	These blanket speed limit imposition is not driven by a concern for safety. It is an ideology driven policy from people who seem to think we can change global climate change by making life almost impossible for anyone to drive a car. Travel change: **No**
(o792) Member of public, (clanfield, high house close)	Carterton 20mph speed limit – **Object** could lead to dangerous overtakes, already happened to me in other places with a 20 limit, when i was going the limit Brize Norton 30mph speed limit – **Support** lead to less unsafe overtakes Travel change: **No**
(o793) Local resident, (Clanfield, Clanfield)	Carterton 20mph speed limit – **Object** There is no need for a 20mph limit, the roads in carterton are currently very safe. Brize Norton 30mph speed limit – **Support** It's already a 30 limit on Brize Norton Travel change: **Other** Go elsewhere
(o794) Member of public, (CLANFIELD., Queens Crescent.)	Carterton 20mph speed limit – **Object** I was a professional driver. Now retired. 20mph is awful and unnecessary. We should drive to the conditions at the time. Brize Norton 30mph speed limit – **Support** 30mph seems a sensible speed in the right places. The traffic calming idea ie putting you on the wrong side of the road is absolutely ludicrous. Travel change: **No**

(o795) As a business, (Fifield, Stow Road)	Carterton 20mph speed limit – **Object** There are already traffic calming measures and this is unnecessary expense and regulation. Save money and ditch this plan Brize Norton 30mph speed limit – **Support** All towns and cities should be 30/40mph limits except dual carriageway Travel change: **No**
(o796) Local resident, (Filkins, B4477)	Carterton 20mph speed limit – **Object** In other areas the 20mph has caused more pollution, angry drivers and we don't have enough police to deal with the aftermath Brize Norton 30mph speed limit – **Support** 30mph speed limits are adequate for regular roads, 20mph should only be considered near schools amd nurseries Travel change: **No**
(o797) Member of public, (Filkins, Bradwell Grove)	Carterton 20mph speed limit – **Object** There are pavements all over Carterton and plenty of places to cross safely! I live just outside Carterton on single track road where the speed limit is 60mph! I step out of my drive onto that road and it's 60mph, people in Witney and Carterton have pavements and lots of safe space to walk around, 20mph is ridiculous! Brize Norton 30mph speed limit – **Support** My good friend was killed by a speeding motorist just as you leave Brize Norton where the speed limit was higher than 30mph! The speeding driver was travelling well above the speed limit which was in place at the time but most people tend to travel as clo Travel change: **No**

(o798) Member of public, (Filkins, The gassons)	Carterton 20mph speed limit – **Object** Oxfordshire has really become hard to work in , it's really made running my business extremely tricky! There are way to many 20mph in the wrong places , they are too long ! I agree by schools and in housing estates but it has caused a knock affect that it has shortened my working day. There by decreasing my income . As a driving instructor my job is about teaching road safety. The confusion it is causing on the roads because nobody seams to know what the speed limits are, example 37mph in 60mph. 20mph means tailgate the car in front and make it go faster, my job is risk assessment and this is happening every day in lessons. People overtake in dangerous places in the 20mph zones! Brize Norton 30mph speed limit – **Support** Please can we have the roads back to how they were asap! And spend the money on potholes that are damaging cars! 20mph is polluting the atmosphere even more because we are in vehicles in town for longer periods of time! Not everybody can afford an elect Travel change: **No**
(o799) Local resident, (Lechlade, Kingsmead)	Carterton 20mph speed limit – **Object** There is no need for 20mph through Carterton it will just create frustration and traffic congestion Brize Norton 30mph speed limit – **Support** 30 mph is perfectly adequate Travel change: **No**
(o800) Member of public, (Princes Risborouvh, Jasmine Crescent)	Carterton 20mph speed limit – **Object** They are pointless as they do not increase road safety and there is no evidence they help the environment. So areas that introduced the 20mph speed limit are now reinstating them back to 30 Brize Norton 30mph speed limit – **Support** Unless it's a different area of Brize Norton I thought the speed limit was already 30 mph

	Travel change: **Other** I will tend to visit less if the 20 mph speed limit is introduced and have consultant a lot of regular visitors who have said the same
(o801) Local resident, (RAF Brize Norton, Carterton Road)	Carterton 20mph speed limit – **Object** Not particularly built up and money getter spent on road surface Brize Norton 30mph speed limit – **Support** Only achieve 30 mph anyway Travel change: **No**
(o802) Local resident, (Shilton, The Hill)	Carterton 20mph speed limit – **Object** There are enough speed deterrents with sleeping policemen and roundabouts Brize Norton 30mph speed limit – **Support** About the right speed for Brize Norton Travel change: **Other** Wouldn't use the town so much
(o803) Local resident, (Witney, Blenheim drive)	Carterton 20mph speed limit – **Object** its silly, hate it in witney, and hardly anyone follows it. Brize Norton 30mph speed limit – **Support** 20 is to slow, and no car likes running at that speed. Travel change: **No**

(o804) Local resident, (Witney, Jacobs Milll)	Carterton 20mph speed limit – **Object** Will cause congestion and damage to businesses Brize Norton 30mph speed limit – **Support** It is just the right speed limit that will not cause congestion and delay Travel change: **Other** Yes, I will avoid the area
(o805) Member of public, (Witney, Witney)	Carterton 20mph speed limit – **Object** More pollution. Cars are less efficient at low speeds. We will end up with more people in doctors surgeries (that we don't have enough of) and hospital with respiratory problems. Save the money and use it for the NHS!!! Brize Norton 30mph speed limit – **Support** Safer than 20 mph. Travel change: **Other** NO. I thought the use of electric scooters is illegal, so why include this on the survey!!!!!
(o806) Local resident, (Witney, Oxford hill)	Carterton 20mph speed limit – **Object** Waste of money when in such difficult times. Brize Norton 30mph speed limit – **Support** 30 mph is reasonable but cost implications again. Travel change: **No**
(o807) Local resident, (Carterton, Alvescote road)	Carterton 20mph speed limit – **Object**

	20mph is totally ridiculous, it's creats more pollution and increases the fuel consumption, the roads are in a shocking condition, he council could spend the money more wisely, I doubt you could exceed 20mph. It's totally unnecessary !! Brize Norton 30mph speed limit – **No opinion/objection** It's not as absurd as the proposed ridiculous 20mph in carterton Travel change: **No**
(o808) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – **Object** I see no evidence that 20 is wanted or needed Carterton - traffic calming measures in selected areas that need it (schools etc) would be more effective than just signs and fines. And to be honest the state of Carterton roads any money spent should be on improvements not signs. Brize Norton 30mph speed limit – **No opinion/objection** Honestly think that I have never driven more than 10/15 in Brize as it already has traffic calming in place - parked cars and speed bumps. Love to know where you think needs 20 ! Travel change: **No**
(o809) Local resident, (Brize Norton, Cusson close)	Carterton 20mph speed limit – **Object** Strongly object. However the proposal doesn't address the current issues with the public roads. The roads are in such a horrific state, you cannot drive more than 20mph without causing damage to the vehicles suspension system. Address the pothole issue, and don't just temporarily fix them, it isn't working. Resurface the roads. Brize Norton 30mph speed limit – **No opinion/objection** You cannot drive that fast through the village anyway because of the ridiculous high speed bumps. Travel change: **No**

(o810) Local resident, (Brize Norton,)	Carterton 20mph speed limit – **Object** 20 is too slow… Brize Norton 30mph speed limit – **No opinion/objection** Small village with school Travel change: **No**
(o811) Local resident, (Brize Norton, South Mere)	Carterton 20mph speed limit – **Object** There is no need and money can be better spent Brize Norton 30mph speed limit – **No opinion/objection** 30mph is fine. 20 is just unmanageable Travel change: **No**
(o812) Local resident, (Brize norton, Bellenger way)	Carterton 20mph speed limit – **Object** Make the main roads 30 and put just residential areas at 20 Brize Norton 30mph speed limit – **No opinion/objection** . Travel change: **No**
(o813) Local resident, (Cartefton, Pampas close)	Carterton 20mph speed limit – **Object** Do not think necessary other than outside schools Brize Norton 30mph speed limit – **No opinion/objection** 30 mph ok Travel change: **Yes – walk/wheel more**

(o814) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – **Object** It may be of benefit outside the schools but a blanket 20mph speed limit across Carterton is ludicrous. It probably isn't possible to do more than that on many of the smaller roads, besides it will be adding to the pollution. As most people don't take any notice of the speed limit along the Alvescot/Black Bourton/Buford and Brize Norton road now what difference will it make. Put some traffic calming speed bumps or rumble strips in if anything. Brize Norton 30mph speed limit – **No opinion/objection** For most of Brize Norton it is not possible to exceed the speed limit as it is due to the amount of cars parked on the roadside. Travel change: **No**
(o815) Local resident, (Carterton, Arkell Avenue)	Carterton 20mph speed limit – **Object** Another waste of public money on costly signage. There are already speed humps/traffic calming measures in place on some of the proposed roads in Carterton. This is yet another anti-motorist move by OCC, and the knock-on effect will have an impact on delaying bus timetables, not to mention slowing everything down. The majority who already stick to speed limits - or rather sit well below them - will see the majority of vehicles driving even slower, typically 15mph. Cyclists already overtake cars travelling within 20mph limits, with no redress or consequence for the uninsured, untaxed, lycra clad brigade. Brize Norton 30mph speed limit – **No opinion/objection** You'll do what you want, it doesn't matter what the public think. Travel change: **No**
(o816) Local resident, (Carterton, Arkell gardens)	Carterton 20mph speed limit – **Object** Wales failed. Stop wasting tax payers money on issues that are not there. It is worse for the environment and is not being enforced by the courts if environmental evidence can be provided. Stop trying to fix what isn't broken! There are enough safe crossings around the immediately vicinity to combat this!

	Brize Norton 30mph speed limit – **No opinion/objection** There needs to valid reasons for the change and independent unbiased evidence to support. It needs to be low cost as again why are we as tax payers paying for something we haven't asked for? Travel change: **No**
(o817) Local resident, (Carterton, Black Bourton)	Carterton 20mph speed limit – **Object** I drive out of and back into Carterton everyday. I rarely have issues with people crossing roads and it being dangerous while driving or crossing roads myself. As I live quite far inside Carterton, lowering the speed limits would also increase travel time on a commune to work that is already held up by traffic on the A40. I don't believe Carterton needs this change and if there are concerns about safe road crossings, then I wouldn't be unwelcome to the implementation of more zebra crossings. For me 20mph crosses the line and is sillier rather than safer for the most part of the town. Brize Norton 30mph speed limit – **No opinion/objection** N/a Travel change: **No**
(o818) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – **Object** There are already plenty of pot holes, obstructions, speed bumps, parked cars that limit the speed Brize Norton 30mph speed limit – **No opinion/objection** Don't drive there often enough Travel change: **No**
(o819) Local resident, (Carterton, Bluebell way)	Carterton 20mph speed limit – **Object** There are enough speed humps traffic calming measures in place 30 is fin 20 is just a money making scheme to fine drivers for speeding Brize Norton 30mph speed limit – **No opinion/objection**

	No objections Travel change: **No**
(o820) Local resident, (Carterton, Blush Crescent)	Carterton 20mph speed limit – **Object** Main roads in and out Carterton should be kept at 30mph while roads with residential reduced to 20mph. However, I currently live on an estate with speed limits of 10 and 20 and they are ignored by drivers. The Shilton Road coming into Carterton stands at 40moh but needs to be reduced to 30mph from the dip as cars do not slow down until they are well into Carterton posing a high risk to cars trying to turn onto the road from Price Way . Brize Norton 30mph speed limit – **No opinion/objection** Roads through Brize Norton are already 20mph Travel change: **No**
(o821) Local resident, (Carterton, Blush Crescent)	Carterton 20mph speed limit – **Object** There is no supporting evidence that the current 30mph is a cause for concern in terms of the number of accidents. The amount of debt amassed by Oxford City Council has risen by almost £70 million in the space of a year, it's wasting more money where there have been no studies to show it would have any benefit in Carterton. Brize Norton 30mph speed limit – **No opinion/objection** In general, the layout of the road controls the speed of traffic anyway. Travel change: **Other** No it wouldn't. Why are you asking this question? Is this supposed to be about safety or changing people's mode of transport or deterring people travelling into Carterton? Please be honest about the goals of this change.
(o822) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – **Object** Increased queues of constant, slow moving traffic in the area making it significantly difficult to cross the road when there are not any traffic lights or crossings available.

	Being a student who frequents Witney, which has implemented the 20mph speed limits, I have constantly experienced waiting for a considerable amount of time just to cross the road to get to my place of education. This especially happens in the morning which has made me late to my classes multiple times. This simply never happened when it was a 30mph speed limit, it seriously seems like there is twice as much traffic on the roads. If the speed limits were to change to 20mph here in Carterton I have no doubt that I would be in the same situation here that I've experienced in Witney. Please take into account that drivers who have to drive to work early in the morning, will have to wake up earlier increasing the risk of tired drivers on the roads which will escalate the chance of frustrated, dangerous driving which will evidently cause harm or distress to members of the local community, particularly school children. Brize Norton 30mph speed limit – **No opinion/objection** Objection. Unnecessary. Travel change: **No**
(o823) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – **Object** Witney residents had a 20 mph speed limit forced upon them, leaving many drivers frustrated and most do not comply. Brize Norton 30mph speed limit – **No opinion/objection** Not aware of any roads in brize norton that havnt already been changed to a 20 Travel change: **No**
(o824) Local resident, (Carterton, Brize Norton Road)	Carterton 20mph speed limit – **Object** I believe this to be a complete waste of tax payers money which would be far better spent on enforcement of the existing limits , i live in the Brize Norton Road i Carterton. Vehicles are constantly travelling at speeds of between 40-60 mph and more . By reducing the limit to 20 mph within the Town will just lead to frustration / Accidents. Please Please Please dont waste our money - spent it on Enforcement + repair of the existing roads. Brize Norton 30mph speed limit – **No opinion/objection**

	As a local resident i care about the people / wildlife / Environment - We have all sorts of issues in Carterton and reducing speed limits in my opinion will not solve any of them and will just create more pollution in the atmosphere as cars / vans /tr Travel change: **No**
(o825) Local resident, (Carterton, Brize Norton Road)	Carterton 20mph speed limit – **Object** 30 is better Brize Norton 30mph speed limit – **No opinion/objection** I wouldn't mind the 40 limit being changed to 30 Travel change: **No**
(o826) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – **Object** There is no point having these speed limits. The roads are in such a [REDACTED] state with pot holes etc you can't drive quicker than 10 mph Brize Norton 30mph speed limit – **No opinion/objection** 30 is ok Travel change: **No**
(o827) Rather not say, (Carterton, Burford Road)	Carterton 20mph speed limit – **Object** The proposals are too far reaching, there is no reason to reduce the speed limit on the majority of roads suggested. In addition on the smaller side streets most people drive at a slower speed without the need to be told to do so. Brize Norton 30mph speed limit – **No opinion/objection** The reduction of the speed limit throughout the whole town causes unnecessary delays and angers motorists many of whom will not follow the reduced limit leading to roads being unsafer Travel change: **No**

(o828) Local resident, (Carterton, Burford road carterton)	Carterton 20mph speed limit – **Object** There is no need. There has been no accidents. Brize Norton 30mph speed limit – **No opinion/objection** The road is a bit fast at the moment but still no accidents. I don't think people will abide by the new 30 if implemented anyway Travel change: **No**
(o829) Member of public, (Carterton, Carr Avenue)	Carterton 20mph speed limit – **Object** The main arterial roadways (Upavon Way, Brize Norton Road, Alvescot Road & Burford Road) should not be made to be 20mph due to the sheer volume of traffic on them. These roads should remain at 30mph speed limit, with the adjoining residential roads having a 20mph speed limit for better residents safety, rather than a blanket 20mph everywhere. Brize Norton 30mph speed limit – **No opinion/objection** I want to feel heard Travel change: **No**
(o830) Local resident, (Carterton, Cedar)	Carterton 20mph speed limit – **Object** You're just making it take more time for people to drive, get to work, go to the shops etc. You're not standing for the real, tax paying people's wants and needs. You're not standing for the youth, or for the hard workers. Wales went back on the 20mph limit. They are all back to 30. Why hold meetings in the day when most people work? You dont speak for the everyday person. Brize Norton 30mph speed limit – **No opinion/objection** Same applies as to Casterton Travel change: **No**

(o831) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – **Object** Waste of councils time and money look at the Witney 20 mph roads, no one sticks to it. The police, stretched as they are have more worrying things to police/investigate than 20 mph roads. Will just be wasted funds that could be better spent. CCTV on the rec would be better and more beneficial to Carterton and it's anti social/drug problem. Brize Norton 30mph speed limit – **No opinion/objection** As previous, how is this actually going to be policed? How many accidents does the current speed limit cause? Is the money there to Be spent on signs etc…. Or could it be better spent?? Travel change: **No**
(o832) Local resident, (Carterton, Edgeworth)	Carterton 20mph speed limit – **Object** People DONT keep to 30mph so there's no chance they'll keep to 20! Brize Norton 30mph speed limit – **No opinion/objection** I live in carterton Travel change: **No**
(o833) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – **Object** Simply do not consider it necessary, with the only possible support being towards 20mph being imposed outside the Carterton community college. Otherwise, in the absence of concerning accident reports this isn't necessary. It will slow the traffic in a busy area where commuting is high. I see absolutely no correlation between imposing speed restrictions and changing mode of travel. Brize Norton 30mph speed limit – **No opinion/objection** NA Travel change: **No**

(o834) Local resident, (Carterton, Faulder Avenue)	Carterton 20mph speed limit – **Object** This is just a band-aid solution to the terrible roads that you refuse to repair. Fix.the.roads. Why should we support this 20mph speed limit you want to implement if you refuse to listen to what everyone wants? Your question 4 is irrelevant. The reduction in the speed limit is not going to make people walk or cycle more. It's just going to cause traffic to build up. Also the roads aren't safe to cycle on in the first place because they need repairing! Brize Norton 30mph speed limit – **No opinion/objection** Just maintain the 30mph speed zone as normal, fix the roads and then implement slow zones for roads around schools Travel change: **No**
(o835) Local resident, (Carterton, Flax crescent)	Carterton 20mph speed limit – **Object** Only places that should have a 20mph limit are school areas. (that's already in place during school run hours) Brize Norton 30mph speed limit – **No opinion/objection** I don't object against the change from 40 to 30mph. Another thing the traffic lights near bluebell way cross, could had been put in the correct place. Instead off been 20 meters away from the junction, could be put in the actual junction, during peak time Travel change: **No**
(o836) Local resident, (Carterton, Foxcroft Drive)	Carterton 20mph speed limit – **Object** 20mph is pointless, those that speed in a 30 will just continue to speed in a 20. The local Authorities don't enforce the current 20mph anywhere and you just end up with idiots overtaking when you abide by the 20. You now even get over taken by cyclist. So what's is the point. Brize Norton 30mph speed limit – **No opinion/objection** No opinion or objection

	Travel change: **No**
(o837) Local resident, (Carterton, Foxcroft Drive)	Carterton 20mph speed limit – **Object** 20mph zone is unnecessary and tempts poor drivers to recklessly overtake or tailgate. 40 to30 yes, 20mph no! Brize Norton 30mph speed limit – **No opinion/objection** . Travel change: **No**
(o838) Local resident, (Carterton, Garner closr)	Carterton 20mph speed limit – **Object** Not needed, 30 is a reasonable limit. This is being done to prevent you maintaining the already shocking state of Carterton roads. Brize Norton 30mph speed limit – **No opinion/objection** This is not needed, have a look at the accident statistics and tell me what your reasoning is. Travel change: **No**
(o839) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** Increase in pollution, increase in journey times, increase in congestion. Brize Norton 30mph speed limit – **No opinion/objection** Already traffic calming measures in Brize Norton Travel change: **No**
(o840) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** With the state of the roads you'd be lucky to get past 20mph!! Speed restrictions haven't helped Witney at all so leave Carterton alone

	Brize Norton 30mph speed limit – **No opinion/objection** Na Travel change: **No**
(o841) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – **Object** Totally unnecessary as in 25yrs I have lived here there has not been any accidents, other areas like Witney with blanket 20mph limits just cause congestion and makes safety worse. There are plenty of safe light controlled crossings in Carterton, people don't walk about in the dark anymore as they are frightened of being attacked or raped by the hundreds of immigrants secretly moved into the area at tax payers expense. Leave it as it is, lowering the limit on large wide open roads with no pedestrians or parasite moron cyclists is totally not required. Brize Norton 30mph speed limit – **No opinion/objection** Already 30mph I thought. Travel change: **No**
(o842) Local resident, (Carterton, Halton Road)	Carterton 20mph speed limit – **Object** Unnecessary and a waste of money. Spending money resurfacing the awful roads would make them safer. Brize Norton 30mph speed limit – **No opinion/objection** N/a Travel change: **No**
(o843) Local resident, (Carterton, Home close)	Carterton 20mph speed limit – **Object** 20 is good where needed outside schools but having it everywhere just means it's not stuck to anywhere Brize Norton 30mph speed limit – **No opinion/objection** I am not sure there is an issue with the current 40 Is there evidence to support the need and cost

	Travel change: **No**
(o844) Local resident, (Carterton, Humphries CloseOX18 3)	Carterton 20mph speed limit – **Object** The speed humps and shikanes are sufficient to slow us down. My car along with many others starts objecting with a judder at less than 25mph. I always walk locally where possible. Brize Norton 30mph speed limit – **No opinion/objection** My car is happier travelling over 25mph Travel change: **No**
(o845) Local resident, (Carterton, Kingham Drive)	Carterton 20mph speed limit – **Object** The 20mph speed limits in Witney do not work as drivers ignore them.Why waste money on such a scheme. Witney is a prime example. It frustrates drivers and then accidents do occur. Leave speed limit at 30 except by schools. Brize Norton 30mph speed limit – **No opinion/objection** No comment Travel change: **No**
(o846) Local resident, (Carterton, Larksfield Close)	Carterton 20mph speed limit – **Object** Totally unnecessary and a complete waste of money. Having seen this implemented in Witney and other towns it has made no difference to the speed of traffic. Also, I do not believe there is a high car/pedestrian accident rate in West Oxfordshire. Brize Norton 30mph speed limit – **No opinion/objection** Brize Norton is horrible to drive through with all the potholes and chicanes that changing the speed limit won't make any difference. Travel change: **No**

(o847) Local resident, (Carterton, Lawton Avenue)	Carterton 20mph speed limit – **Object** Scheme not needed exept in specific areas e.g outside scools, imediate town centre roads and places where people congregate in large number like playing fields and parks, Thw cost of this schemen is better put to reapairing our roads to make them safer for all users, cars, lorries, cyclists and pedestirians. This is just another case of the County council implementing policys that are not wanted and have minimal impact on safety, and in many cases increase polution from lorries not designed to move at that speed in urban area. Brize Norton 30mph speed limit – **No opinion/objection** 30 mph speeds in built up area are normal and has been for years. 30 mph speeds on roads that form the outscirts of the town are too slow and will impact people wishing to go arounf the town rather than through it. Travel change: **No**
(o848) Local resident, (Carterton, Lawton avenue)	Carterton 20mph speed limit – **Object** Would delay the amount of traffic moving around Carterton and cause more ques . We have roads that are good for seeing ahead and judging the conditions on the road . There is no reason I can understand why the 20 mph speed limit needs implementing Brize Norton 30mph speed limit – **No opinion/objection** N/A Travel change: **No**
(o849) Local resident, (Carterton, Linden Gardens)	Carterton 20mph speed limit – **Object** I think it's right to reduce the speed limit to 20 mph outside schools or other venues. I have family that live in Wales and their experience of the "blanket" 20 mph has not been totally positive. People get frustrated in the speed zone and it leads to insistences of road rage. They tell me that cyclists also seem to be more vulnerable as there is not enough of a speed differential when passing them. There's also the complacency angle, if the schools were 20 while the rest of the roads stayed at 30 then I believe more people would reduce speed in the most dangerous areas. Brize Norton 30mph speed limit – **No opinion/objection**

	A 30 mph limit is reasonable. Below that causes issues and will not improve safety by that much. It will also have a lnock on effect to business and bus routes with travel taking longer. Travel change: **No**
(o850) Local resident, (Carterton, Lovatt Close)	Carterton 20mph speed limit – **Object** There is absolutely no reason for a 20mph speed limit. You cannot do more than that given the speed bumps and other traffic calming measures already. It's a pointless exercise. Anyway, you won't listen to these comments. This has already been decided and this is just lip service to consultation. You won't listen to the comments raised by residents. Brize Norton 30mph speed limit – **No opinion/objection** No plans to assess. The limits in Brize Norton are already acceptable. Anyway, you don't listen to these comments anyway. Travel change: **No**
(o851) Local resident, (Carterton, Moneymaker)	Carterton 20mph speed limit – **Object** The roads are so bad in the town through years of neglect you have no choice but to go slower than the speed limit. Rather than waste taxpayers. money with this project do what people want and repair the potholes. Brize Norton 30mph speed limit – **No opinion/objection** Do not use those roads that often Travel change: **No**
(o852) Local resident, (Carterton, My business not yours)	Carterton 20mph speed limit – **Object** Ridiculous idea Brize Norton 30mph speed limit – **No opinion/objection** Because I strongly object to 20mph.

	Travel change: **No**
(o853) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Cars do not like going at such slow speeds. Brize Norton 30mph speed limit – **No opinion/objection** Trying to overtake a parked bus at 20mph is ridiculous. Make the roads more user friendly is perhaps the way to go. Not speed limiting Travel change: **No**
(o854) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** There is no need- lack of accidents put down to speed. Traffic also regularly comes to a standstill due to the volume of vehicles and this would just make it ten times worse. Brize Norton 30mph speed limit – **No opinion/objection** I do not know which roads are being referred to- I thought it was already 30mph through Brize Norton? Travel change: **No**
(o855) Local resident, (Carterton, Peel place)	Carterton 20mph speed limit – **Object** Worse for the cars/enviroment. Proven not to work in Witney & surrounding areas. Waste of council money, better spent enforcing the 30mph rules. Brize Norton 30mph speed limit – **No opinion/objection** Not sure I understand where as Brize Norton is a 20, if this is the part by the front gate to Brize then I object and 40mph is safe as not a built up area Travel change: **No**

(o856) Local resident, (Carterton, Poultney Place)	Carterton 20mph speed limit – **Object** No evidence to suggest that this will save any lives. It's not going to help the environment either so totally pointless and a waste of money. Brize Norton 30mph speed limit – **No opinion/objection** I try not to go through Brize Norton. Travel change: **No**
(o857) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** Complete waste of time and increased pollution Brize Norton 30mph speed limit – **No opinion/objection** It's normal and since going to 20mph in Brize Norton I've seen more accidents Travel change: **Other** I will still do 30
(o858) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Object** I'm objecting to the proposals because I don't believe they are necessary and will contribute little to improved safety in the town. It is a waste of the money, and resources would be better spent elsewhere, such as the poor condition of the roads generally. Slowing down the traffic will increase pollution as cars are taking longer to pass through, and increase the frustration of those who have to travel to/from work each day, and is highly likely to cause more delays in an already busy town. Brize Norton 30mph speed limit – **No opinion/objection** I have no opinion on the 30mph limit as it does not affect me. Travel change: **No**

(o859) Local resident, (Carterton, Richens Drive)	Carterton 20mph speed limit – **Object** Applying a blanket 20mph speed limit on all of the roads and highways indicated on the plan seems nonsensical. I can understand a desire to lower the limit on certain roads but without enforcement cameras etc, entirely fruitless/pointless. Brize Norton 30mph speed limit – **No opinion/objection** I had assumed most roads in Brize Norton were 30 mph. I don't live in Brize Norton so unlikely to be impacted as much as those that do but given it's a village, 30 mph seems appropriate. Travel change: **No**
(o860) Member of public, (Carterton, Shaylor Drive)	Carterton 20mph speed limit – **Object** 20 mph around schools is absolutely fine. Anywhere else is just a fn joke Brize Norton 30mph speed limit – **No opinion/objection** Dont care Travel change: **No**
(o861) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Object** I object because almost all studies show, a 20mph limit had little impact on collisions, injuries, or speeding. Total waste of money, which could be better spent on traffic calming, especially the long straight Shilton road going out of Carterton, which people seem to think is a Drag strip. Brize Norton 30mph speed limit – **No opinion/objection** Have no opinion either way Travel change: **No**
(o862) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Object**

	I don't think reducing the speed limit from 30mph to 20mph is helpful. It woukd be much better to spend the money on repairing the roads and making sure 30mph is adhered to. Brize Norton 30mph speed limit – **No opinion/objection** I don't drive through Brize Norton. Travel change: **No**
(o863) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – **Object** Traffic can be enough of an issue already. Rather than pay to reduce speed limits why don't we pay to fix the roads. Brize Norton 30mph speed limit – **No opinion/objection** 30mph is a suitable speed Travel change: **No**
(o864) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** The existing 30mph limit is working safely and effectively, 20mph would cause excessive congestion. Brize Norton 30mph speed limit – **No opinion/objection** 30mph seems reasonable in this area Travel change: **No**
(o865) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Object** I invite you to spend a few hours on the pavement of Burford Road. You will be pleased to observe multiple 4 and 2 wheeled vehicles travelling in excess of the national speed limit. During this time you may also hear 2 wheeled vehicles hitting their rev limiters as they accelerate around other 30 mph roads of the town. Lowering the speed limit will make no difference. Brize Norton 30mph speed limit – **No opinion/objection** I don't support or object.

	Travel change: **No**
(o866) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – **Object** Not necessary in Carterton except near schools Brize Norton 30mph speed limit – **No opinion/objection** Built up area and should be 30 anyway Travel change: **No**
(o867) Local resident, (Carterton, The Maples)	Carterton 20mph speed limit – **Object** This is a waste of money which could be used elsewhere Brize Norton 30mph speed limit – **No opinion/objection** Waste of money changing signage no one will read Travel change: **No**
(o868) Local resident, (Carterton, Whittington place)	Carterton 20mph speed limit – **Object** I don't think all of Carterton needs to be reduced to 20mph. I also don't think it will slow people down. They installed humps and a narrowing down milestone road but it's not really slowed anyone down. Brize Norton 30mph speed limit – **No opinion/objection** I don't think it will make much difference, people don't stick to 40 there so I doubt reducing down to 30 will being the speed down. Travel change: **No**
(o869) Local resident, (Carterton, York Road)	Carterton 20mph speed limit – **Object** Unnecessary

	Brize Norton 30mph speed limit – **No opinion/objection** Not sure Travel change: **No**
(o870) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** The roads are safe with a 30mph limit Brize Norton 30mph speed limit – **No opinion/objection** Na Travel change: **No**
(o871) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – **Object** The outrageous cost of it. Also who will police and enforce the restrictions Brize Norton 30mph speed limit – **No opinion/objection** * Travel change: **No**
(o872) Local resident, (Carterton, Broadshires way)	Carterton 20mph speed limit – **Object** Unnecessary Brize Norton 30mph speed limit – **No opinion/objection** No need Travel change: **No**

(o873) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – **Object** Not needed. Brize Norton 30mph speed limit – **No opinion/objection** It makes more sense than twenty Travel change: **No**
(o874) Local resident, (Carterton, Cedar)	Carterton 20mph speed limit – **Object** It is a waste of money and so unbelievably, irritatingly slow with no real benefit. It provides a very small benefit if a driver hits someone, but this is a very rare instance and if this is the case, other factors are at play. Its just a huge waste of taxpayers money and fustrates most drivers. It INCREASES traffic congestion, reducing the roads overall capacity caused by cars bunching up. Witney is a ridiculous with all the 20mph roads. It increases journey times (we aren't blessed to spend and extra 10 minuets crawling down a road) and has been reported to impact driver behaviour negatively (those who go 20mph frustrated those who want to go 30mph). The 20mph roads in Wales has removed their 20mph scheme. There's so many better ways to spend money to improve our community. You are throwing money down the drain and no-one understands how you think you have an argument to reduce the speed limit. Bikes and e-bikes go faster than the cars on some of West Oxfordshires roads. Brize Norton 30mph speed limit – **No opinion/objection** I dont like in Brize Norton, but trying to pass through is stressful and a nightmare. The cars parked on the road, bad pot holes and weaving in and out isn't good Travel change: **No**
(o875) Local resident, (Carterton, Corbett road)	Carterton 20mph speed limit – **Object** Fix the roads first Brize Norton 30mph speed limit – **No opinion/objection** T Travel change: **No**

(o876) Local resident, (Carterton, Davis Close)	Carterton 20mph speed limit – **Object** A correctly policed 30mph speed limit would be more beneficial to all in my opinion. The only place that a 20mph limit would be justifiable is outside schools. Brize Norton 30mph speed limit – **No opinion/objection** The condition and traffic on roads in Brize Norton self support a30mph limit Travel change: **No**
(o877) Local resident, (Carterton, Devon Place)	Carterton 20mph speed limit – **Object** We have not seen any reasonable justification for this. Due to the deteriorated of the roads its not even possible to speed. People will most likely still do 30mph as 20mph is unreasonable. Proactive enforcement of 30mph is more productive than imposing a 20mph limit Brize Norton 30mph speed limit – **No opinion/objection** N/A Travel change: **No**
(o878) Local resident, (Carterton, Don't need to know this)	Carterton 20mph speed limit – **Object** I've seen more accidents on the roads following 20mph than 30mph as drivers become frustrated with other drivers on the road. Brize Norton 30mph speed limit – **No opinion/objection** Again the roads are wide enough and it's an open road which means that you are able to see if and when people are crossing, even without pedestrian crossings. Meaning you will be able to have enough time to react, however this really ever happens Travel change: **No**

(o879) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Object** Due to the amount of potholes and speed bumps already it's a fine way to manage the speed already. The traffic in the peak hours for work and school already causes a large amount of traffic on the roads already and this would add to the problem Brize Norton 30mph speed limit – **No opinion/objection** N/A Travel change: **No**
(o880) Local resident, (Carterton, Faulder avenue)	Carterton 20mph speed limit – **Object** There has been no serious accidents with the current speed limits. The roads around Carterton and Brize Norton are some of the worst for potholes. These are more likely to cause accidents. So please spend the money fixing these and not reducing the speed limits. Brize Norton 30mph speed limit – **No opinion/objection** There has been no serious accidents. What will cause accidents is the maintenance of the roads and number of potholes. Please fix these first. Travel change: **No**
(o881) Local resident, (Carterton, Foxcroft Drive)	Carterton 20mph speed limit – **Object** I find that the current 20mph speed limits in the county are either ignored or they cause irresponsible driving by those behind people adhering to the correct speed. I tend to put my speed limiter on at 20mph and I cannot tell you the number of times I've been overtaken within the 20mph zone or tailgated in attempt to pressure me to drive faster and by push bikes. I don't believe the pros outweigh the cons. Brize Norton 30mph speed limit – **No opinion/objection** I have no opinion on this. Apart from if it has to change I'd rather it be to 30mph rather than 20mph Travel change: **Other**

	I would love to cycle more but I don't feel like the roads surrounding Carterton are safe to cycle on. I'd support more off road cycleways rather than a reduction to 20mph
(o882) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Object** From what ive seen there hasn't been (or very very little) incidents involving a motor vehicle vs pedestrian in Carterton, furthermore as proven in witney noone abides by the 20mph limits, the police have also advised they don't prosecute drivers going over 20 mph (i have in fact witnessed police driving at 30mph in a 20mph area!!!!!). The money should be better spent elsewhere instead of wasting tax payers money on pointless schemes, yes the government are funding this, but the public ultimately pay for this ridiculous endeavour. I would support 20 mph around schools, but the only one on a main road has speed humps to prevent driving at speed Brize Norton 30mph speed limit – **No opinion/objection** Don't live in Brize norton Travel change: **No**
(o883) Local resident, (Carterton, Kestrel close)	Carterton 20mph speed limit – **Object** 30 mph speed limit is fine. Brize Norton 30mph speed limit – **No opinion/objection** N/A Travel change: **No**
(o884) Local resident, (Carterton, King's Court)	Carterton 20mph speed limit – **Object** Too slow Brize Norton 30mph speed limit – **No opinion/objection** 30 is plenty Travel change: **Yes – walk/wheel more**

(o885) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** I feel the money could be used in a better way. For example, investing in public transport leading to less cars on the road, resulting in safer roads without the need for any speed limit changes. One way this could be done is through investing in quicker and more efficient buses, with direct routes into Oxford. Like many people in Carterton /Brize, a train station would also benefit many and would prove to be extremely popular. Finally, more crossings or road safety for pedestrians would also result in safer roads for all. Brize Norton 30mph speed limit – **No opinion/objection** As stated in previous responses, I feel the money could be used in a more effective way to minimise speeding in the long run through other methods rather than changing the speed limits. Travel change: **Other** It wouldn't influence me to change my mode of transport, however if better bus routes or a train station were introduced this would make me consider changing my mode of transport.
(o886) Local resident, (Carterton,)	Carterton 20mph speed limit – **Object** Outside of schools I can understand the rest of the town no Brize Norton 30mph speed limit – **No opinion/objection** N/A Travel change: **No**
(o887) Local resident, (Carterton, Oakfield Road)	Carterton 20mph speed limit – **Object** No need just builds up traffic Brize Norton 30mph speed limit – **No opinion/objection** N/A Travel change: **No**

(o888) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – **Object** Pointless. Estates are already 20mph ,no reason to change the rest Brize Norton 30mph speed limit – **No opinion/objection** No opinion Travel change: **No**
(o889) Local resident, (Carterton, Richens drive)	Carterton 20mph speed limit – **Object** If you allow children to wander across roads thinking cars will slow they will eventually cross a busier road and cars won't stop. Educate the children and parents to control their own knowledge of the dangers of the roads. You protect them all the time, if they know the green cross code and the dangers of the road. Brize Norton 30mph speed limit – **No opinion/objection** The pot holes and damaged road means that the roads aren't safe to drive @40mph. Travel change: **No**
(o890) Local resident, (Carterton, Rock road)	Carterton 20mph speed limit – **Object** The 20mph speed limit in witney has caused nothing but anger and frustration which in turn causes overtaking in unsuitable areas. In Recent months I've been overtaken on tower hill and curbridge road whilst doing 20mph. The limit its self is just far to slow and in my opinion has made witney even more tricky to drive through. The clear fact the vast majority of residents in witney did not want the 20mph shows by the vast majority of residents not sticking to the 20mph. It's a pointless waste of money. With public transport in the area being as appalling as it is making the use of driving even harder would be a mistake. Brize Norton 30mph speed limit – **No opinion/objection** If its not broken don't fix it. Travel change: **No**

(o891) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – **Object** There doesnt seem to be much evidence of incidences on any of the roads in Carterton Brize Norton 30mph speed limit – **No opinion/objection** NA Travel change: **No**
(o892) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – **Object** Obviously 20mph is appropriate approaching our schools. But we do not need a limit of 20mph everywhere. It is too slow and I've seen it almost cause accidents in Witney..30mph is plenty. Stop treating us like children Brize Norton 30mph speed limit – **No opinion/objection** Does not affect my regular route/s so can't comment Travel change: **No**
(o893) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – **Object** A blanket 20mph speed limit is not what the town's people want or need. Possibly 20mph beside schools though a pelican crossing would be better. 30mph works perfectly well at the moment Brize Norton 30mph speed limit – **No opinion/objection** Not a route I use so no opinion Travel change: **No**
(o894) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – **Object** As seen in Witney no one follows the 20mph speed limit it seems a waste of funds changing all of the signs for people to drive at the same speed as before Brize Norton 30mph speed limit – **No opinion/objection**

	As previously stated it will not be followed drivers mostly as seen in Witney will continue to drive the speed limit already in place Travel change: **No**
(o895) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Object** Not enforced, and not paid attention to in Witney unless it's near a school. How many near fatal incidents have occured in the areas proposed Brize Norton 30mph speed limit – **No opinion/objection** No opinion Travel change: **Other** Avoid
(o896) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – **Object** The traffic flows well, many safe crossing points throughout town, speed bumps in high residential areas. Absolute waste of time and money Brize Norton 30mph speed limit – **No opinion/objection** Don't live in brize no opinion Travel change: **No**
(o897) Local resident, (Carterton, Swinbrook road)	Carterton 20mph speed limit – **Object** Older cars struggle to go 20mph, when i drive through witney I am having to constantly change between 2nd and 3rd gear. The road past Carterton community college is the only part that I believe could benefit from being a 20 as when the children come out at 3 it can be daunting driving past and I tend to slow down there anyway, but I feel the lower speed limit is unnecessary anywhere else as the roads are not dangerous. Also fix the pot holes Brize Norton 30mph speed limit – **No opinion/objection** Fix the potholes

	Travel change: **No**
(o898) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Object** 20mph in Carterton would cause traffic jams. Just look at the ridiculous situation in other towns. We have speed humps which are perfectly adequate. 20mph for cars would not encourage other modes of travel. It is also very expensive to implement this type of change. These funds could be far better spent on for example repairing the roads. Brize Norton 30mph speed limit – **No opinion/objection** Is this supposed to be a repetition of the previous question? My answers as previously stated. Travel change: **No**
(o899) Local resident, (Carterton, Sycamore Drive)	Carterton 20mph speed limit – **Object** 20 mph is not practical in a town like Carterton. Around schools & retirement homes I am sure most people have the common sense to slow down! Brize Norton 30mph speed limit – **No opinion/objection** I don't live in Brize Norton. Travel change: **No**
(o900) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – **Object** Unnecessary Brize Norton 30mph speed limit – **No opinion/objection** 0 Travel change: **No**

(o901) Local resident, (Carterton, Woodlands)	Carterton 20mph speed limit – **Object** Cost of changing the speed limit could be used on other services such as potholes Brize Norton 30mph speed limit – **No opinion/objection** Cause more traffic and the cost of changing it could be used for other services Travel change: **No**
(o902) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – **Object** 20mph is just too slow and there is no evidence supporting why this should be enforced, for example if there was a record/history of vehicle on vehicle or vehicle on pedestrian accidents calling for a change to speed limits then that is a different story, but there is no reason that the limits need reducing and it is a waste of our tax paying money to change signs and road markings for a new speed limit. Brize Norton 30mph speed limit – **No opinion/objection** How is a smaller village such as brize Norton to implement 30mph whereas larger and busier Carterton to have 20mph, it should be the other way around Travel change: **No**
(o903) Local resident, (Carterton,, Lilac way)	Carterton 20mph speed limit – **Object** It is a waste of money, gielven all the issues around town, a lack of public services or a strain on such etc, that money could be better spent. 30mph is a sensible speed if people are driving properly and if pedestrians actually concentrate on crossing the road. Monahan way already has pedestrian lights. Brize Norton 30mph speed limit – **No opinion/objection** 30 is as slow as any non-houding estate road should be Travel change: **No**

(o904) Member of public, (Charlbury, Enstone Road)	Carterton 20mph speed limit – **Object** The 20mph speed limits being applied throughout Oxfordshire are a major contributor to traffic congestion. Simple maths show that if cars travel more slowly they take more time to make their journey and therefore lead to more cars being on the road at the same time. Typically reduce the speed limit by 30% and you'll increase traffic by the same amount. Brize Norton 30mph speed limit – **No opinion/objection** I think 30mph is a reasonable speed limit for a built up area. Travel change: **Other** Never visit Carterton or Brize Norton again, and do my business elsewhere.
(o905) Local resident, (Clanfield, Bourton Road)	Carterton 20mph speed limit – **Object** I see no evidence that in Carterton a reduction to 20MPH will reduce accidents. I believe that there is more chance of road traffic accidents through traffic swerving at the last movement to avoid potholes - this is what the money should be spent on. Brize Norton 30mph speed limit – **No opinion/objection** No evidence to make tge change Travel change: **No**
(o906) Local resident, (Clanfield,)	Carterton 20mph speed limit – **Object** Reduced speed limit actually increases fuel consumption on many vehicles, it makes it harder for vehicles to pull out of side roads and encourages drivers to become more reckless! Brize Norton 30mph speed limit – **No opinion/objection** Brize Norton is impossible to travel through at speed and is therefore nothing other than a waste of money! Travel change: **No**

(o907) Local resident, (Clanfield.,)	Carterton 20mph speed limit – **Object** During rush hour, the traffic build up/tail backs are horrendous enough as it is. It will be so much more worse if changed to 20mph, there is no need to change, pollution will be worse with traffic build up. There have been no accidents in town that I know of in the last 50 yrs I have lived here. Brize Norton 30mph speed limit – **No opinion/objection** 30 is a reasonable speed. Travel change: **No**
(o908) Local resident, (Minster lovell, Busby drive)	Carterton 20mph speed limit – **Object** 30 is fine. There is no reason for it to be 20. Waste of money and resources. Brize Norton 30mph speed limit – **No opinion/objection** 20 mph will make traffic and build up worse in Carterton. Focus on things that will make a difference - better infrastructure to meet the growing demands of this now highly populated area. Travel change: **No**
(o909) Local resident, (N/a,)	Carterton 20mph speed limit – **Object** There are no current issues with speed limits already in place in Carterton, no collisions and very minimal anti social driving it would seem silly to spend money on new signs and enforcing something unnecessary rather spend the money on what needs fixing like the roads, also seems silly to change or fix something that isn't broken. Brize Norton 30mph speed limit – **No opinion/objection** Just don't change anything and fix what's broken the roads!! Travel change: **No**
(o910) Local resident, (Shipton uw, Leafield rd)	Carterton 20mph speed limit – **Object** Not necessary, accident stats don't justify it

	Brize Norton 30mph speed limit – **No opinion/objection** 30 in the actual village is reasonable Travel change: **No**
(o911) Local resident, (Witney, Highworth Place)	Carterton 20mph speed limit – **Object** The same has happened in witney and it's ridiculous. Back in the day there used to be adverts about driving at 30mph rather than 40 Brize Norton 30mph speed limit – **No opinion/objection** n/a Travel change: **No**
(o912) Local resident, (Witney, Park view)	Carterton 20mph speed limit – **Object** Modern vehicles are not designed to drive at 20mph and it causes more problems with vehicles stalling. In areas where 20mph it has increased the number of near miss accidents. I personally whilst keeping to the 20mph limit in the middle of witney had a car speed pastme in front of the police station, nearly clipping the front of my car and then speeding through the crossing as the lights were changing colour abd a pedestrian was waiting to cross. This all happened with a police car on front of me who took no action. Cautious drivers are now driving well below the 20mph limits at between 10-15mph which is causing added congestion. This has become apparent in the number of temporary traffic lights in the area where on a number of occasions due to this slow driving the lights the opposite end have changed to green. I work as a building Surveyor covering West Oxfordshire and from a business perspective it would be impossible for me to carry out my work without a car to carry equipment and the increased 20mph is affecting productivity meaning time taken between clients is taking longer. Having previously worked for Oxfordshire County Council I wonder how they would feel when these restrictions start to directly impact their cost? The whole 20mph system is confusing so even in 30mph areas drivers are keeping to 20mph as itvis not well signed. It used to be that a built up area was 30mph, I've even seen 20mph on a sign post with 30mph on the road! If the signpost was obstructed by a large vehicle/tree then you would be caught by the camera further down the road. Brize Norton 30mph speed limit – **No opinion/objection**

	I both live and work in the area and I strongly feel the 20mph limits create more accidents Travel change: **No**
(o913) Member of public, (Witney, Wilkinson Place)	Carterton 20mph speed limit – **Object** Blanket bombing Witney with 20mph limits in totally inappropriate places has been a failure. The 20mph limit is only effective in specific, targetted, locations and in those places it is adhered to; elsewhere it is generally ignored and understandably so. Brize Norton 30mph speed limit – **No opinion/objection** Current limits are fine. Travel change: **No**
(o914) Local resident, (Carterton, Church view)	Carterton 20mph speed limit – **Partially support** I think 20 mph outside schools is a great idea but not everywhere else. Brize Norton 30mph speed limit – **Object** Same as above Travel change: **No**
(o915) Local resident, (Carterton, Milestone road ox18 3)	Carterton 20mph speed limit – **Partially support** I understand the reason behind reducing the speed limit in areas such as near school etc. However a blanket 20 mph over most of carterton is unwarranted. Money would be better spent on enforcement of existing speed limits. Brize Norton 30mph speed limit – **Object** I don't understand the reasoning behind it. No housing, roundabout on entrance to carterton and road narrowing on entrance to brize. Travel change: **No**

(o916) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Partially support** 20 makes sense on roads near schools, during school time, not on all roads. Trying to drive at 20 mph consistently for long periods is dangerous as it is a difficult speed to maintain and drivers spend more time looking at their speedometer. When you do drive that speed you are often intimidated by other drivers. Dangerous drivers who are going to speed will continue to do so regardless of the speed limit. Meanwhile the junction where I live is dangerous because I can't see past all the cars parked down Wycombe way to pull out. Brize Norton 30mph speed limit – **Object** The proposed roads are not residential roads and it is safe to drive at 40mph. I can see no benefit to changing the limit to 30. It already takes a long time to get out of Carterton to get to work, especially from the increased traffic due to all the new Travel change: **No**
(o917) Local resident, (Carterton, Queens road (make 20))	Carterton 20mph speed limit – **Partially support** Disagree with blanket 20inlue of 30. Should only be schools/shops/side roads. Ie potential busy pedestrian areas. Enforce the 30s we've already got IE AVG Speed cameras. (Catch th clowns doing 38plus in Wycombe way! Brize Norton 30mph speed limit – **Object** Not required in force the present speed limits with AVG Speed cameras and people will soon slow down. Penalising the majority because a minority of clowns Travel change: **No**
(o918) Local resident, (Carterton, Whittington Place)	Carterton 20mph speed limit – **Partially support** I agree around schools and the through the centre of Carterton at the eagle crossroads should be 20mph, but the whole of Carterton doesn't require it, the money for signage would be better spent repairing the roads and installing other speed measures such as chicanes in to town along burford road. Brize Norton 30mph speed limit – **Object** No need for it, not a built up residential area, and 40 is ok if people stick to it, the chicane in to Brizes slows people down

	Travel change: **No**
(o919) Local resident, (Carterton, Carterton)	Carterton 20mph speed limit – **Partially support** Fine outside schools etc Brize Norton 30mph speed limit – **Object** This road is wide enough and crossing provided Travel change: **No**
(o920) Local resident, (Carterton, Edgeworth)	Carterton 20mph speed limit – **Partially support** I would agree for limits of 20mph around schools but not a blanket enforcement for the town. Brize Norton 30mph speed limit – **Object** There is no need to reduce the speed limit on this small stretch of road. It is not a residential area. For those people who disregard any speed limit lowering it will not have any impact. Travel change: **No**
(o921) Local resident, (Carterton, Glenmore Estate)	Carterton 20mph speed limit – **Partially support** I agree with 20 mile speed limits outside schools and right in the town centre. 30 miles an hour is perfectly adequate elsewhere. Brize Norton 30mph speed limit – **Object** Unnecessary, 40 miles an hour perfectly adequate Travel change: **No**
(o922) Local resident, (Carterton, Lowton Avenue)	Carterton 20mph speed limit – **Partially support** Adjacent to schools should be 20mph but as to the rest of the roads it's a waste of time

	Brize Norton 30mph speed limit – **Object** Accidents usually occur by people exceeding the 30mph they will take no notice of the 20mph best solution is for more visible policing Travel change: **No**
(o923) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – **Partially support** A 20moh speed limit outside the schools and in the immediate town centre would seem sensible. 30mph is adequate for most of Carterton in my opinion, and a reduction is unnecessary 40mph between Carterton and Brize Norton should remain, there are no houses or turn offs on this section. It acts as a good delineation between Carterton and Brize Norton village. A 30mph would effectively join these 2 villages together. Brize Norton 30mph speed limit – **Object** See previous comment Travel change: **No**
(o924) Local resident, (Carterton, Rock Close)	Carterton 20mph speed limit – **Partially support** I generally support the introduction of a 20mph speed limit in the majority of streets contains high volume housing, however, I object to the introduction of a 20mph speed limit on the 'major' routes through and around Carterton. Those routes are Upavon Way, Burford Road, Alvescot Road, Black Bourton Road and Brize Norton Road. The reason for my objection is that all of the roads mentioned above are very wide, very open and are served by wide pavements thus reducing the risk to pedestrians and cyclists (assuming that cyclists should be using the combined pavement/cycle lanes). The flow of traffic through the 'major' routes listed above is already problematic at peak times and will certainly be exacerbated by the introduction of a 20mph limit. The introduction of new speed humps in rat runs (for example Arkell Avenue) would be much more effective in preventing excess speed which could result in accidents and incidents . The introduction of a blanket 20mph limit is a lazy way of dealing with a limited problem.

	Brize Norton 30mph speed limit – **Object** Carterton and Brize Norton are quickly merging into a conurbation like entity and therefore it is sensible to make Carterton Road limited to 30mph which better prepares drivers for the 20mph limit and associated traffic calming chicane as you enter Brize Travel change: **No**
(o925) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Partially support** 20mph is OK for residential side streets but I feel strongly that through routes (A & B roads) should remain 30 zones. Shilton Road would however benefit from a speed camera (please no more speed humps!) as I've seen cars passing our house at 80+ Brize Norton 30mph speed limit – **Object** It's a through route and there are already roundabouts and traffic lights to slow traffic. Travel change: **No**
(o926) Local resident, (Carterton, Tumbler Way)	Carterton 20mph speed limit – **Partially support** I agree that estate roads should go to 20, but arterial routes (especially feeding traffic to/from RAF base and town centre need to have a reasonable rate of flow (which is not evident in Witney) Brize Norton 30mph speed limit – **Object** The current 40 areas are not in populated areas, and already have adequate separation between road and pedestrians Travel change: **No**
(o927) Member of public, (Alvescot, Lower End)	Carterton 20mph speed limit – **Partially support** Support the proposal within housing estates but not on main through roads due to lack of observance in neighbouring villages potentially creating a greater accident risk. Brize Norton 30mph speed limit – **Partially support**

	As previously Travel change: **No**
(o928) Local resident, (Bampton, Bampton)	Carterton 20mph speed limit – **Partially support** All side roads should be 20, all main roads should be 30 except for outside shops/schools/doctors. Currently, for instance in Bampton, the side roads remain at 30 and the main roads 20. Crazy! Brize Norton 30mph speed limit – **Partially support** As before Travel change: **No**
(o929) Member of public, (bampton, new road)	Carterton 20mph speed limit – **Partially support** there are certain places where i agree that they should be used, residential estates included, but places with appropriate pedestrian crossings shouldn't need to be a 20. there are traffic light controlled crossings, the opportunity for zebra crossings which pedestrians simply ignore and will cross without taking the time to properly look. many of these being teens or young-er children who should have been taught better by their parents and carers. maybe taking a leaf out of brize nortons roads where the roads outside of schools are a 20 during peak school drop off and pick up times but i think that 20mph on a lot of the roads proposed is a joke Brize Norton 30mph speed limit – **Partially support** exact same as previous, there are areas they're appropriate and areas they're not. the road that goes past the brize meadows estate and shilton park has plenty of pedestrian crossings, bus stops, round abouts, where at 40mph should be safe to cross if the Travel change: **No**
(o930) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – **Partially support** The shilton road 20mph limit needs to go all the way to the crossroads as both lorry's and cars drive dangerously fast along this stretch of road

	Brize Norton 30mph speed limit – **Partially support** No further comment Travel change: **No**
(o931) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – **Partially support** 20mph outside the schools I have no problem with. However we don't have police officers or enough ANPR vans to police this initiative. This hasn't worked in Witney people still speed and overtake. By going to 20 you see people getting frustrated and tailgating causing drivers to panic and then this potentially causes accidents, and 5he driver then speeding. It's very distracting for the driver constantly looking at the speedometer and not concentrating on the driving, and what's going on in the road or their surroundings. . Some drivers struggle to stay at 30 in Carterton and you often see people driving out of town or into town. At more than 30. So 20 isn't going to slow them down. And how environmentally friendly is it to have a vehicle struggling in 2/3rd gears with emissions no matter how 'clean' your car is. The extra wear and tear on the car adds extra cost. And have you tried to overtake a cyclist at 20mph. It's almost impossible without breaking the speed limit. It's very frustrating to have 20 mph where there is no need for a 20 limit. Brize Norton 30mph speed limit – **Partially support** 30 mph is fine where it's going. Travel change: **Other** Not going into town I walk but I do drive when going out of town will it make a difference no. But to be honest I would be happier if you fixed our roads properly first before spend money on this
(o932) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Partially support** Certainly support 20 mph where the roads are within housing estates or residential built up areas / heavy footfall areas alongside the main roads. Please please flood the area with speed / anpr cameras as there is so much anti social driving behaviour and nothing is dealt with by the police due to their presence being non existent. Police take forever to arrive as the resource is based so far away. With cameras at least it provides some form of deterrent.

	The problem in this area is that people do not comply with the 30 & 40 limits as it is now so they certainly will not comply with speed limit reductions in the future. I would cycle more locally if there were more areas properly marked as cycle routes on the roads - the pavements are not geared up for cyclists and pedestrians to share. Brize Norton 30mph speed limit – **Partially support** The consultation mentions the speed reductions are there to improve road safety to pedestrians and cyclists and perhaps to encourage more to walk / cycle. To encourage cycling you need to introduce decent cycle routes and not utilise narrow footpaths as Travel change: **No**
(o933) Local resident, (Carterton, Hollybush road)	Carterton 20mph speed limit – **Partially support** I believe 20 mph speed limits have their place but initially through all villages and towns Brize Norton 30mph speed limit – **Partially support** Experiences around Oxfordshire seemed to have shown little thought. When speed limits seem pointless people ignore them. Travel change: **No**
(o934) Local resident, (Carterton, Oakfield Road)	Carterton 20mph speed limit – **Partially support** With the state of the roads currently it's diff to driver at the speed limit and often you need to drive at 20mph. I support lowering speed limits from a road safety perspective, but would much rather see Road improvements prioritised and perhaps push the speed limit changes back a budget year or two and use the funds to fix the roads Brize Norton 30mph speed limit – **Partially support** Same reasons as previous answer Travel change: **No**

(o935) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Partially support** Please can Swinbrook Road have some traffic calming and a reduced speed limit. Brize Norton 30mph speed limit – **Partially support** Brize Norton is an historical village with pre-existing traffic calming measures in place. Travel change: **Yes - cycle more**
(o936) Local resident, (Carterton, Bracken Close.)	Carterton 20mph speed limit – **Partially support** I understand it being 20mph outside schools and the town centre, but other places its not needed. Its an unnecessary cost in times where every penny counts. Spend the money on more important things that the town really needs. Brize Norton 30mph speed limit – **Partially support** This needs to be implemented in areas that its needed in. There are some roads that can stay at their current speed limit. Its another way of wasting money where it could be spent elsewhere. Travel change: **No**
(o937) Local resident, (Carterton, Cherry tree way)	Carterton 20mph speed limit – **Partially support** Should be by schools in term time Brize Norton 30mph speed limit – **Partially support** During term times on roads near schools. Travel change: **No**
(o938) Local resident, (Carterton, Davis Close)	Carterton 20mph speed limit – **Partially support** I oppose a blanket 20mph limit but believe it should be imposed selectively in areas of high risk such as near schools. Brize Norton 30mph speed limit – **Partially support**

	The main road through the centre of town should be 30mph to avoid congestion but 20mph in housing areas is appropriate . Travel change: **No**
(o939) Local resident, (Carterton, Davis close)	Carterton 20mph speed limit – **Partially support** The limit should only be the roads into the centre Carterton, Brize Norton Road, Wycombe way, Alvescot Rd & Black Bourton Rd. Upavon way should remain 30MPH. Brize Norton 30mph speed limit – **Partially support** Brize Norton already has 20MPH I live in Carterton. Travel change: **No**
(o940) Local resident, (Carterton, Hollybush)	Carterton 20mph speed limit – **Partially support** Needs to be 20 in built up areas or by schools or busy paths only Brize Norton 30mph speed limit – **Partially support** Support in built up areas and schools Travel change: **No**
(o941) Local resident, (Carterton, Lavender Place)	Carterton 20mph speed limit – **Partially support** I can understand the areas in the town crossroads and outside schools but not across the whole town. Often people are so confused about what speed they should be doing around here they are not paying attention to the roads or just drive at one speed so if you are doing the speed limits as advertised they career off in to the distance or overtake you! I have found since the reduction in speed limits in Witney and surrounding areas the walking and cycling public have become like lemmings and just step out or cycle in to your path with no regards to anyone's safety. I feel actually repairing the atrocious road surfaces would be money better spent. Brize Norton 30mph speed limit – **Partially support**

	By the school, village hall is a good idea Travel change: **No**
(o942) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Partially support** Great in areas with schools and playgrounds, no need anywhere else Brize Norton 30mph speed limit – **Partially support** See previous answer Travel change: **No**
(o943) Local resident, (Carterton, Shilton park)	Carterton 20mph speed limit – **Partially support** Outside schools yes for that speed. The increased amount of traffic now in the town due to the ridiculous amount of housing that has been built recently will cause more congestion and there is absolutely no data to support the fact that dropping the speed limit will stop incidents occurring! Brize Norton 30mph speed limit – **Partially support** As previously around schools yes otherwise absolutely no data to support why a change would improve anything! Travel change: **No**
(o944) Local resident, (Carterton, Strathmore)	Carterton 20mph speed limit – **Partially support** Outskirt roads do not need to be 20mph. Roads within housing estates need to have yellow lines, speed.bumps and an enforced speed limit Brize Norton 30mph speed limit – **Partially support** Some 20mph need to be 30, and others need to be reduced but enforced. Travel change: **No**

(o945) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – **Partially support** Blanket coverage is overkill. Many of the roads are practically impossible to get to 30mph anyway, especially in cul-de-sacs. I would support 20mph in the immediate town centre from Aldi to Asda petrol station and from Morrisons roundabout to the police station going the other way. Variable speed limits outside schools during the start and end of the day would also be sensible. Brize Norton 30mph speed limit – **Partially support** 30 is sensible round town, though I would look at 40 on parts of Upavon Way Travel change: **No**
(o946) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – **Partially support** A blanket 20 mph solves hardly anything. If it is targeted, say where front doors open onto a narrow footpath by a carriageway, it is warranted. Brize Norton 30mph speed limit – **Partially support** A change to 30mph on Monahan Way is justified, particularly when schools are in! Travel change: **No**
(o947) Member of public, (Ducklington, Beanhill Road)	Carterton 20mph speed limit – **Partially support** I strongly object to the reduction of the speed limit on arterial routes through towns and villages, I accept that 20 is a suitable speed in housing estates and school crossings etc Brize Norton 30mph speed limit – **Partially support** 30 is ok Travel change: **Other** My experience is that at least 90% of motorists ignore the 20 limit and drive at 30, I try to avoid 20 mph limits and do the majority of my shopping online, going into any town is becoming too much hassle

(o948) County Cllr, (Brize Norton, Wilkins Close)	Carterton 20mph speed limit – **Partially support** I don't have overly strong opinions about the 20mph zones. However, the Road Safety Working Group from the Carterton Town Council came up with the proposals after lots of research and collaboration e.g. with Thames Valley Police, so I trust that their recommendations are sensible and suitable. Brize Norton 30mph speed limit – **Support** The roads in question are currently 40mph, which was put in place before Brize Meadow was built, and now with the new estate there are many families who cross these roads in both directions to get to schools, shops and playparks, as well as elderly and di Travel change: **No**
(o949) Local resident, (Brize Norton, Chichester place)	Carterton 20mph speed limit – **Partially support** I can see the,since near shops and schools but if more wide spread people don't stick to them Brize Norton 30mph speed limit – **Support** People speed excessively in that area Travel change: **No**
(o950) Local resident, (Brize norton, Miles drive)	Carterton 20mph speed limit – **Partially support** I partially support it as the road by my house needs to be dropped from 40 to a 30 as there's to many near misses with people on the pedestrian crossing, I don't agree with the rest of carterton being a 20 as there's no need. That money needs to go to fixing the roads and for the good tax paying people of the area to stop having their cars destroyed. Iv had my car 5 years and it's now ready for the scrap heap from all the damage from the roads around carterton and witney and who's going to help me buy a new car not the council that's for sure . Brize Norton 30mph speed limit – **Support** 4 times iv nearly been knocked down on a pedestrian crossing as people are speeding Travel change: **No**

(o951) Local resident, (Brize Norton, Station road)	Carterton 20mph speed limit – **Partially support** Outside schools certainly but no need for a blanket limit Brize Norton 30mph speed limit – **Support** 30 is a more realistic option Travel change: **No**
(o952) Local resident, (Brize Norton village, Station road)	Carterton 20mph speed limit – **Partially support** I don't think unilateral 20 mph speed limits throughout Carterton is necessary. Yes around schools and in built up areas but not on the main roads. It's just too slow and most cars struggle to maintain that speed easily in 4 th or 5 th gear. Also this is going to cost a lot of money. How about using that to fix the roads and getting rid rid of potholes. The roads are a disgrace Brize Norton 30mph speed limit – **Support** I support this as cars drive to fast in Brize Norton and it's dangerous especially walking along the footpath towards Carterton with cars speeding past. But I'm not convinced it's going to make much difference without deterrents like speed cameras. Cars a Travel change: **No**
(o953) Local resident, (Carterton, Arkell Gardens)	Carterton 20mph speed limit – **Partially support** 20mph outside schools are the only necessary areas Brize Norton 30mph speed limit – **Support** 30 is sensible through brize Travel change: **No**
(o954) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – **Partially support** Should be town centre and out side any schools but not the whole of Carterton

	Brize Norton 30mph speed limit – **Support** Very small village Travel change: **No**
(o955) Local resident, (Carterton, Barley Crescent)	Carterton 20mph speed limit – **Partially support** Some of the speed limits are too high. The 20mph speed limits can also be used to encourage motorists to not travel directly through the centre of town on through journeys. Keep Upavon Way at 30mph, with Alvescot Road and Brize Norton Road being 20mph, so motorists will be given a faster option around the town which avoids the centre. Monahan Way should also be 30mph, not 40mph. I object to 20mph limits on the main roads that are away from the busier areas, as it doesn't seem justifiable and there has to be a trade-off with the motorist somewhere. But all residential non-main roads should be 20mph at least. Brize Norton 30mph speed limit – **Support** It's perfectly logical to do this, and I like how the 30mph zones are focused on the areas where they are actually beneficial. I support the retention of the 40mph zone after Teasel Way roundabout going towards Brize Norton roundabout. Travel change: **No**
(o956) Local resident, (CARTERTON, Brize Norton Road)	Carterton 20mph speed limit – **Partially support** I am happy to support 20 miles an hour in residential areas, but would like to see the main roads of the town remain at 30. Where there are schools I would like to see lights installed which reduce the speed during the 32 weeks of term time only Brize Norton 30mph speed limit – **Support** Happy to support this so long as it's not 20 miles an hour as it's a good road out of town Travel change: **No**

(o957) Local resident, (Carterton, Bryony Gardens)	Carterton 20mph speed limit – **Partially support** No problem on estates or around schools but not necessary throughout town. Brize Norton 30mph speed limit – **Support** I am surprised these are 40 in some places such as Monaghan Way. Travel change: **No**
(o958) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – **Partially support** I support lowering the current 30 mph zones to 20 in school zones Brize Norton 30mph speed limit – **Support** 30 mph seems a sensible speed through Brize village, although it is a waste of money to have changed all the speed limit signs to 20 to implement the 20 zone currently there just to change it back to a 30 Travel change: **Other** I live within the proposed new 20 mph zone I would have no choice but to continue to travel in this area
(o959) Local resident, (Carterton, Campion Close)	Carterton 20mph speed limit – **Partially support** Certain areas should have a 20mph limit, around every district school and the roads between aldi through the cross roads and down to the bottom Welsh way roundabout. And from the police station down and through to the round about of Welsh way. But a blanket 20mph no. Also every road proposed to be a 20mph road, should be striped and resurfaced to be defect free and pothole free and then the new road re signposted as 20mph. Put up signs saying that after the resurfacing works the road will be re limited and during the works spend the government money on new signs. Give to the motorists and get some of them respecting the council first. Brize Norton 30mph speed limit – **Support** 40mph in the proposed areas was ok previously before the town developments but now they are inappropriate Travel change: **No**

(o960) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – **Partially support** How will this be enforced? Alternative methods of traffic calming don't need enforcement but slower speed limits are more likely to cause driver frustration. I agree with reducing the speed limit nearer schools but compliance is likely to be higher if it's focused on areas that could benefit the most. Living in Swinbrook Park, we already have to drive further to get into town given the bollards on in Swinbrook Road. This is already an incredibly divisive issue - making the estate feel like lesser citizens of the community and increasing pollution given the additional distance required to get to Carterton centre. The implementation of reduced speed limits will only exacerbate this issue. Again, residents argued for traffic calming measures, not blocking of access. Now, more traffic is forced through the already congested Shilton Park - past family homes, play areas, a school and community centre, just to spare traffic on one road. Appreciate this isn't about the bollards and traffic calming is not an option, but the issues in Carterton do not seem to be speed limits so it feels like a missed opportunity here to assess what is actually required and where money could be better spent. Brize Norton 30mph speed limit – **Support** No issues with this proposal. Travel change: **No**
(o961) Local resident, (Carterton, Gaydon Close)	Carterton 20mph speed limit – **Partially support** Partially support a 20mph zone in the centre of Carterton. I.e. the crossroads by The Golden Eagle pub. Brize Norton 30mph speed limit – **Support** With the exception of the cross road area by The Golden Eagle pub, I believe a 30mph speed limit is suitable for Carterton. Travel change: **No**
(o962) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Partially support** I ONLY support a 20mph limit near schools. Money could be better spent elsewhere. There is no need to change speed limits in Carterton as the pot holes do that. Brize Norton 30mph speed limit – **Support**

	30mph is justified and understandable. Travel change: **No**
(o963) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – **Partially support** I oppose the blanket 20 being applied in the plans. My preference would be 20 on all side streets, but to retain 30 on the two main roads which cross through the town, with suitable traffic calming by CPS and CCC. I feel the biggest risk from cars on the road isn't the existing limit but the number of people willing and happy to drive carelessly, including above the limit. I don't believe a 20 limit will solve that problem as driving standards are not enforced. I cycle for fitness and pleasure at weekends and would say the current state of the roads around the county is a bigger risk to me than cars. I regularly have to avoid holes that would tip me off the bike. We have also sustained tyre damage from the poorly maintained rooms. I feel this sends the wrong message to people. If the roads were better maintained I think i'd support this more. Brize Norton 30mph speed limit – **Support** I support the reduction to 30 on the B4477. The pavement on the Carterton road between the base and new estate should be widened and include a cycle lane. Travel change: **No**
(o964) Local resident, (CARTERTON, Oakfield Rd.)	Carterton 20mph speed limit – **Partially support** The main thoroughfares should keep the current speed limits. Any road off those or any estate should be designated as equal to pedestrians and any other road user, as in Germany. Brize Norton 30mph speed limit – **Support** Cars are taking short cuts through the estates to miss the crossroads in town. Travel change: **No**
(o965) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – **Partially support** In. Built up areas yes 20 miles. Route around Carterton yes 30.

	Brize Norton 30mph speed limit – **Support** 30 around Carterton Travel change: **Yes – walk/wheel more**
(o966) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – **Partially support** Not all roads should be reduced to 30mph, Upavon way is the main trunk road through town, is wide, has good visibility and several sets of traffic lights - this should remain at 30mph. Burford road and Shilton road north of Upavon way should also remain at 30mph for similar reasons alongside Monahan way, Carterton road and Norton road remaining at 30mph. Brize Norton 30mph speed limit – **Support** With both sides of the road now having large housing estates and buses stopping regularly on the road due to a lack of lay-bys 40mph is too fast. Travel change: **No**
(o967) Local resident, (Carterton, Alverscot road)	Carterton 20mph speed limit – **Partially support** 30 mph is the right speed 20 mph in school zones I agree with but only for the morning and afternoon when the kids will be getting to school or leaving school Brize Norton 30mph speed limit – **Support** 30 mph is a safe and good speed Travel change: **No**
(o968) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – **Partially support** I support this around the middle where the shops are and outside the schools. Brize Norton 30mph speed limit – **Support** This is an acceptable speed to maintain safety when driving

	Travel change: **No**
(o969) Local resident, (Carterton, Carter's Close)	Carterton 20mph speed limit – **Partially support** 20mph near schools during school times then 30mph has I do a lot of walking Brize Norton 30mph speed limit – **Support** 30mph will keep traffic moving Travel change: **No**
(o970) Member of public, (Carterton, Empire drive)	Carterton 20mph speed limit – **Partially support** I agree around schools ect but not the main roads the amount of people that have over taken me on a 20 is ridiculous its going to cause accidents not prevent accidents. Brize Norton 30mph speed limit – **Support** I dont see any issues in 30 zones they have been around for years and never been an issue why change what already works Travel change: **No**
(o971) Local resident, (Carterton, Finchdale Close)	Carterton 20mph speed limit – **Partially support** I believe that around schools it should be 20 miles and around small streets of houses but not main roads where child should not be playing Brize Norton 30mph speed limit – **Support** possibly 20 by the school but the main roads should go back to 30 , side road of street 20 Travel change: **No**
(o972) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – **Partially support** 20mph in centre of Carterton but not on outskirts

	Brize Norton 30mph speed limit – **Support** 30mph enough Travel change: **No**
(o973) Local resident, (Carterton, Not disclosed)	Carterton 20mph speed limit – **Partially support** Support outside schools. I would request we have 30 mph as average speeds. Traffic calming methods such as speed humps and give way islands control speed and filter traffic Brize Norton 30mph speed limit – **Support** 30 mph reasonable and relatively safe speed Travel change: **No**
(o974) Local resident, (Carterton, Saffron Crescent)	Carterton 20mph speed limit – **Partially support** I would agree that 20mph speed limits around schools but do not think it is needed anywhere else in the town. If the worry is around speeding put in more speed bumps is cameras Brize Norton 30mph speed limit – **Support** It should be 30min in built up areas Travel change: **No**
(o975) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – **Partially support** Support 20mph limit in certain areas but against blanket coverage Brize Norton 30mph speed limit – **Support** 30 mph speed limit is sufficient and traffic flows better Travel change: **No**

(o976) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – **Partially support** I do not agree with B roads being 20 mph so I hope I am interpreting this plan correctly and it is the sides roads which will mostly change to 20 mph? Brize Norton 30mph speed limit – **Support** I think major roads like B roads should be 30 mph and side roads 20 mph Travel change: **No**
(o977) Local resident, (Carterton, Swinbroom road)	Carterton 20mph speed limit – **Partially support** 20mph in town centre and housing estates 30mph everywhere else Brize Norton 30mph speed limit – **Support** Same as last Travel change: **No**
(o978) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – **Partially support** Unnecessary unless by schools. Waste of public money - should be spent on repairing the roads Brize Norton 30mph speed limit – **Support** 30 mph is a suitable speed for the area Travel change: **No**
(o979) Member of public, (Langford, The elms)	Carterton 20mph speed limit – **Partially support** Around schools only Brize Norton 30mph speed limit – **Support** Sensible limit for a small village

	Travel change: **No**
(o980) Local resident, (Witney, Corn St)	Carterton 20mph speed limit – **Partially support** Not necessary on all roads. Brize Norton 30mph speed limit – **Support** 40 seems a bit fast for such a short stretch Travel change: **No**
(o981) Local Cllr (i.e. Town/Parish/District), (WODC Witney, Wood Green, Witney)	Carterton 20mph speed limit – **Partially support** I am the District councillor for Brize Norton, and am responding mainly to the Brize Norton proposals. I think I am in favour of 20mph in Carterton, but I am not fully qualified to judge. Brize Norton 30mph speed limit – **Support** Brize Norton suffers from drivers speeding through all of its roads. The pavements are narrow in many areas. It is really important that people can cycle and walk safely, and not use Brize Norton as a shortcut Travel change: **Yes – walk/wheel more**
(o982) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Partially support** Don't think the main cross roads or the outer ring should be 20. Especially the outer ring. on the side streets this is fine, but the risky areas of the main cross roads and the ring element already have speed controls (humps and Traffic lights) at the most dangerous points. Brize Norton 30mph speed limit – **No opinion/objection** Was only aware of proposed changes in Carterton, have not seen locations of proposed changes, however, I thought most of Brize Norton village was already 20mph Travel change: **No**

(o983) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – **Partially support** Schools and OAP homes are supported. Brize Norton 30mph speed limit – **No opinion/objection** Through towns it sensible Travel change: **No**
(o984) Local resident, (Carterton, Saffron Crescent)	Carterton 20mph speed limit – **Partially support** I do not believe a 'blanket' restriction is the answer and more thought should be given, yes 20 around the town centre and where there are schools, health centres and retirement accommodation. Monahan way should 30. who is going to police this? Brize Norton 30mph speed limit – **No opinion/objection** As far as I am aware Brize Norton is already 20 Travel change: **No**
(o985) Local resident, (Carterton, Saffron Crescent)	Carterton 20mph speed limit – **Partially support** 20mph outside schools and in the town centre and on housing estates the main roads keep at 30mph. Brize Norton 30mph speed limit – **No opinion/objection** It doesn't encourage people out of cars hasn't anywhere else just causes traffic jams and mor pollution. Travel change: **No**
(o986) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Partially support** I am concerned that the plans do not include the areas where speeding is at its worst, namely Shilton Road where you enter Carterton. Cars are frequently coming down this road well in excess of the speed limit. There needs to be traffic calming measures on the entrance to Carterton, speed bumps along the Shilton Road AND a reduction to 20mph.

	Brize Norton 30mph speed limit – **No opinion/objection** I don't live in Brize Norton so it's not my place to say. Travel change: **No**
(o987) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – **Partially support** I fully support a 20mph speed limit in the areas around local schools but a 30mph speed limit is sufficient in other areas. Brize Norton 30mph speed limit – **No opinion/objection** 30mph speed limit is sensible in this area. Travel change: **No**
(o988) Rather not say, (Carterton, Arlington Close)	Carterton 20mph speed limit – **Partially support** On housing estates where the roads have residents cars parked on the road, around schools and play areas/parks the speed should be reduced. Brize Norton 30mph speed limit – **No opinion/objection** 30mph speed limit should be kept where the roads are reasonably wide, and not too heavily populated, e.g. main roads where houses are set back from the roads. Travel change: **No**
(o989) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – **Partially support** 20mph is only good if enforced. Cars are already exceeding the 30 with no enforcement, especially on the Burford / Shilton Road Brize Norton 30mph speed limit – **No opinion/objection** Not an area I live in or travel through often Travel change: **No**

(o990) Local resident, (Carterton, Hibiscus Way)	Carterton 20mph speed limit – **Partially support** 20 mph around schools wise. Not wise elsewhere. Comment is made of reduced chance of har if hit by vehicles at 20 mph - better education of pedestrians needed. I have seen people cross roads within 50 metres of a crossing, also crossing against the 'red man' at crossings! Brize Norton 30mph speed limit – **No opinion/objection** I don't live there so not for me to comment! Travel change: **No**
(o991) Local resident, (Carterton, Magnolia Way)	Carterton 20mph speed limit – **Partially support** I totally support around schools Brize Norton 30mph speed limit – **No opinion/objection** Waste of money won't be enforced Travel change: **No**
(o992) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – **Partially support** I think it makes sense in the built up areas but no mention of Shilton Road which is horrendous for speeding vehicles Brize Norton 30mph speed limit – **No opinion/objection** I live in Carterton! Travel change: **No**
(o993) Member of public, (The school, Upavon Way)	Carterton 20mph speed limit – **Partially support** 20mph only needed near the schools, not everywhere and 30mph on the B road to the A40 is stupid

	Brize Norton 30mph speed limit – **No opinion/objection** This is up to the residents of Brize Travel change: **No**
(o994) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – **Support** I live on Brizewood which is used as a cut-through by many motorists avoiding the traffic lights on Upavon Way, and the speed at which alot of people drive past our house is concerning. Lots of children walk up and down the street with their parents on their way to and from school, as well as there being children who live on the street, and I'm concerned about the risk of an accident. I know one of our neighbours lost his dog to a speeding motorist down Brizewood in the last year or two. Brize Norton 30mph speed limit – **No opinion/objection** I don't travel through Brize Norton, so this has no impact on me. Travel change: **Other** I only drive to Swindon and back for work a couple of days per week and don't drive around town, so it doesn't really have an impact on my journeys.
(o995) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – **Support** The speed Limit in Shelton Road should be 20 mph not 30 mph as traffic goes for too fast on this road. Brize Norton 30mph speed limit – **No opinion/objection** I do not live in Brize Norton Travel change: **No**
(o996) Local resident, (Bampton, Chetwynd Mead)	Carterton 20mph speed limit – **Support** Speed kills. Brize Norton 30mph speed limit – **Object**

	Speed kills, at 30mph a pedestrian has a 15% chance of survival, at 20 mph he/she has an 85% chance. Government figures. Travel change: **No**
(o997) Local resident, (Brize Norton, Millis Road)	Carterton 20mph speed limit – **Support** 20mph with the town of Carterton itself feels appropriate. Brize Norton 30mph speed limit – **Object** These areas have large pavements either side of the road and currently experience a large volume of traffic due to this being a main route of access for a large number of new homes. Reducing the limit to 20mph would negatively add to congestion in this ar Travel change: **No**
(o998) Local resident, (Carterton, Birchwood)	Carterton 20mph speed limit – **Support** Cause 20 mph is stupid for Carterton and pollution will be higher Brize Norton 30mph speed limit – **Object** Cause 20mph is stupid and silly. Fix the potholes first Travel change: **Other** No I will still drive and will still drive at 30
(o999) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – **Support** The speed that vehicles tear down Upavon way then cut through Stanmore crescent is ridiculous. Lots of pets and children residing in buildings on the roadside. If you can't take the speed limit down here then speed bumps need to be put in place at least. Brize Norton 30mph speed limit – **Object** Needs to be 20mph but enforced.

	Travel change: **Yes – walk/wheel more**
(o1000) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – **Support** Home backs on to main road burford Carterton Road. Used as race track hourly. Motor bikes in particular love love love the long road revving up by lights. Speed noise unreal. Anything that helps. But save money on signage etc. install speed cameras. Not rocket science. Hit motorists in pocket. Get message out there. So dangerous too speeds. Yes I am motorist too. The excessive speeders won't care about speed restrictions. Brize Norton 30mph speed limit – **Partially support** Hard to say as don't live right by it. If same issues as Carterton speed camera Travel change: **No**
(o1001) Local resident, (Carterton, Upavon Way)	Carterton 20mph speed limit – **Support** It will make cycling and walking safer and more enjoyable. Brize Norton 30mph speed limit – **Partially support** I would prefer 20mph for Brize Norton. Travel change: **Yes – walk/wheel more**
(o1002) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – **Support** Will help for cyclists and pedestrians. Less cats killed Brize Norton 30mph speed limit – **Partially support** I support but feel 30 would be ok on main roads Travel change: **Yes - cycle more**
(o1003) As part of a group/organisation,	Carterton 20mph speed limit – **Support** This response is on behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel.

(Abingdon, Bostock Road)	We support the proposed 20mph speed limits for Carterton, which are proposed for the area covering its highest residential density, schools and shopping areas. 20mph speed limits are proven to reduce road casualties by 25 to 30% based on several tens of implementations and studies, even with no change in enforcement, and it is appropriate to bring these benefits to all residents of Oxfordshire. Lower speed limits also improve quality of life, by reducing noise levels, making it easier to cross the road - particularly for disabled people, and by enabling people to travel independently by walking wheeling and cycling. Brize Norton 30mph speed limit – **Support** The Brize Norton proposed changes bring a small stretch of road on the edge of Carterton from 40mph to 30mph. This will have three main advantages. 1) It will reduce casualties on this road. 2) It will reduce air and noise pollution from this road - a be Travel change: **Yes - cycle more**
(o1004) Local resident, (Brize Meadow, Miles Drive)	Carterton 20mph speed limit – **Support** Much safer. Brize Norton 30mph speed limit – **Support** Safer and quieter Travel change: **Yes - cycle more**
(o1005) Local resident, (Brize norton, Bellenger way)	Carterton 20mph speed limit – **Support** Road is treated as a race track, cars and motor bikes speed excessively, the noise is terrible, worst thing is back firing cars Brize Norton 30mph speed limit – **Support** Hopefully it will stop speeding, need cameras and noise detection devices as well Travel change: **No**

(o1006) Local resident, (Brize Norton, Faulkner Place)	Carterton 20mph speed limit – **Support** I support the proposals for safety reason. It is sensible to leave some of the main roads, such as large sections of Upavon Way as 30mph limit Brize Norton 30mph speed limit – **Support** I think changing Monahan Way from 40 mph to 30mph is entirely sensible. However. I think that the transition to 40 mph should be further north than the current proposal: Definitely beyond the two junctions with the Burford Road and possibly just leave it Travel change: **No**
(o1007) Local resident, (Brize Norton, Chapel Hill)	Carterton 20mph speed limit – **Support** The disregard by many drivers and motorcyclists to abide by the speed limit Brize Norton 30mph speed limit – **Support** Safety Travel change: **No**
(o1008) Local resident, (Brize Norton, Moat Close)	Carterton 20mph speed limit – **Support** People drive like maniacs and it's hard to cross the roads particularly for the elderly Pavements are very narrow in Brize village. It's really unpleasant walking between Brize and carterton Brize Norton 30mph speed limit – **Support** Narrow pavements. There have been lots of accidents in Brize where drivers have mounted the pavement. Only a matter of time before someone is seriously injured or killed. Difficult to cross the roads due to the amount of traffic and how fast the are trave Travel change: **No**

(o1009) Local resident, (Carterton, Alvescot road)	Carterton 20mph speed limit – **Support** Should also make Alvescot Road hgv only for access Brize Norton 30mph speed limit – **Support** 20 Travel change: **Yes – walk/wheel more**
(o1010) Local resident, (Carterton, Bellenger Way)	Carterton 20mph speed limit – **Support** You also need to enforce the limits. Some drivers race around, particularly at night. Brize Norton 30mph speed limit – **Support** Move the pedestrian traffic light to where the bus station is. That place is a tragedy waiting to happen. People get off the bus and cross the road in front of it, using the island in the middle of the road. But impatient drivers overtake the bus with no Travel change: **No**
(o1011) Local resident, (Carterton, Beverley Crescent)	Carterton 20mph speed limit – **Support** Whilst I don't believe people will necessarily stick to 20, they are more likely to drive slower, which is safer for myself and my children when using our bikes on the road. Currently they drive closer to 40 than 30 and it feels really unsafe. Brize Norton 30mph speed limit – **Support** It isn't a hardship, it won't have a vast impact on a car journey. Travel change: **Yes - cycle more**
(o1012) Local resident, (Carterton, Black Bourton Road)	Carterton 20mph speed limit – **Support** 1. 20 mph speed limit will save lives 2. It will make for a safer environment for pedestrians ,retired people and disabled people throughout Carterton 3 On many occasions I have noticed the difficulty older people and families with children have crossing the road..

	4. Anti social behaviour shown by some drivers will decrease significantly. Brize Norton 30mph speed limit – **Support** The proposals for speed restrictions should have happened some years ago and this area would have already seen the undoubted benefits Travel change: **Yes – walk/wheel more**
(o1013) Local resident, (Carterton, Cedar Road)	Carterton 20mph speed limit – **Support** Agree that 20mph is safer for our communities Brize Norton 30mph speed limit – **Support** Having 40 zone into 20 zone means people Jo too fast into Brize Travel change: **No**
(o1014) Local resident, (Carterton, Cranwell Avenue)	Carterton 20mph speed limit – **Support** People continue to drive over 30mph throughout Carterton, I feel a 20mph speed limit will help to keep the children safer in my area. If 20mph isn't implemented on Wycombe Way, Please can I suggest speed bumps to slow the traffic. Brize Norton 30mph speed limit – **Support** It makes sense to change to a 30, considering there's a short distance between a 20mph from Brize Norton going into a 30 in Carterton. Travel change: **No**
(o1015) Local resident, (Carterton, Edgehill close)	Carterton 20mph speed limit – **Support** I don't understand why people are so opposed to this. I don't drive even though I'm 40 years old because I am afraid of how dangerous the roads are. I have little children and you never know 100% that they're not going to suddenly run into the road after their toy or something. And if they got hit at 20 mph, they'd stand a better chance of surviving than if they got hit at 30. So to me it's a no-brainer. Anywhere where little children are going to be walking along the side of

	the road. Cars should be going very slowly. I would really like it if you reduced the speed limit around residential areas so that our little people were safer. Brize Norton 30mph speed limit – **Support** I think the world needs to slow down and stop rushing around everywhere. Speed limits and residential areas should be low. Travel change: **No**
(o1016) As a business, (Carterton, Empire Drive)	Carterton 20mph speed limit – **Support** Reduces the risk of danger to pedestrians and other road users Brize Norton 30mph speed limit – **Support** Any measures to reduce injury or death on roads is supported by us Travel change: **No**
(o1017) Local resident, (Carterton, Garner close)	Carterton 20mph speed limit – **Support** I want my children and myself to be safe. If 20mph is put in place across UK then we need to benefit as well on all roads where there are houses so include Shilton Road and Upavon way which goes past a school and nursery Brize Norton 30mph speed limit – **Support** To make it safer for all. Travel change: **Yes – walk/wheel more**
(o1018) Local resident, (Carterton, Garner close)	Carterton 20mph speed limit – **Support** Need this to keep us all safe and make it a nicer environment for us all. Brize Norton 30mph speed limit – **Support** Make carterton and Brize safer. We all deserve to be safer. People drive so fast down Shilton road. Please make this 20mph as well

	Travel change: **Yes – walk/wheel more**
(o1019) Local resident, (Carterton, Hibiscus Way)	Carterton 20mph speed limit – **Support** A pedestrian is seven times more likely to survive being hit by a car at 20mph compared to 30mph. I have children therefore I support the changes. Yes people will still speed but average speeds will come down. Some 30mph roads in Carterton are intimating when walking with children. Brize Norton 30mph speed limit – **Support** 40mph is too fast when pedestrians are around Travel change: **Yes – walk/wheel more**
(o1020) Local resident, (Carterton, Latimer Road)	Carterton 20mph speed limit – **Support** Walking around with a pram is a nightmare for crossing the roads safely. Especially on Wycombe way and where the flooded subway is Brize Norton 30mph speed limit – **Support** 40mph in a residential area is crazy. Travel change: **No**
(o1021) Local Cllr (i.e. Town/Parish/District), (Carterton, Lilac Way)	Carterton 20mph speed limit – **Support** I am a Town Councillor and long resident of 23 years of Carterton. I support the changes to the speed limits as proposed, with the majority of Upavon Way remaining 30mph, with 20mph outside Carterton Community College. I also support the drop from 40mph to 30mph on Monahan Way due to the proximity to housing and the proposed new Primary School. Brize Norton 30mph speed limit – **Support**

	I support the change from 40mph to 30mph on Monahan Way. Given the primary school is moving from Brize Village to Brize Meadow, and subsequently chidlren will have to walk along that narrow path on Brize Norton Road, I also support this change. Travel change: **No**
(o1022) Local resident, (Carterton, Lupin Lane)	Carterton 20mph speed limit – **Support** Safety is my main concern. Too many people have no regard for the speed limits. As the town is getting bigger there needs to be more awareness around road safety and the speed which people drive through the town. Schools are spread through different areas so a blanket reduced speed limit would help protect youngsters on their way to and from school. Brize Norton 30mph speed limit – **Support** Safety as there are more parked cars around towns and villages now and pedestrians stand a better chance of being seen when trying to cross the roads if cars aren't travelling as quickly. Travel change: **Yes – walk/wheel more**
(o1023) Local Cllr (i.e. Town/Parish/District), (Carterton, Milestone Road)	Carterton 20mph speed limit – **Support** Reducing speeds in built-up areas reduces road noise and enables those living in these areas to enjoy their outdoor spaces in peace. It provides a safe and calm environment, slowing the pace of life. Brize Norton 30mph speed limit – **Support** Until the Carterton Road has work done to introduce a safe cycle lane it is important the road speed is reduced. It will make no difference to arrival times if this stretch of road is reduced to 30mph. With the increase of foot traffic on Monahan Way and Travel change: **No**
(o1024) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – **Support** Too many dead pets and other wildlife, and near misses with kids from idiot drivers.

	Brize Norton 30mph speed limit – **Support** I'm sick of hearing cars do a racing loop through Carterton and Brize Travel change: **No**
(o1025) Local resident, (Carterton, Upavon way)	Carterton 20mph speed limit – **Support** Speeding is a daily issue on Upavon Way, where vehicles often travel well above the current limit. This not only creates danger for those living nearby but also discourages walking, cycling, and outdoor activity. Reducing the speed limit to 20 mph, alongside appropriate enforcement, would help to calm traffic, reduce noise, and make the area safer and more pleasant. Brize Norton 30mph speed limit – **Support** Same as previously. Travel change: **No**
(o1026) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – **Support** I think slower speeds are safer for everyone. However I do not think they will make people walk more. Brize Norton 30mph speed limit – **Support** This will make it safer . However it will not encourage use of walking more or cycling. Cyclists around here do not use the cycle paths especially the military. You would need the use of cycling paths to be mandatory Travel change: **No**
(o1027) Local resident, (Carterton, Alvescot Road)	Carterton 20mph speed limit – **Support** I live on Alvescot Road and frequently see vehicles doing 50mph and more. Usually late evening. Brize Norton 30mph speed limit – **Support** It is much needef

	Travel change: **Yes – walk/wheel more**
(o1028) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – **Support** It is much safer for all residents. Brize Norton 30mph speed limit – **Support** Seems sensible Travel change: **No**
(o1029) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – **Support** The current situation is dangerous. I know the argument that people can't do 30 so they definitely won't do 20. But a lower speed limit may force people to at least drop their speed to lower than 30. Black Bourton Road is lke a race track at 5pm when the industrial estate and RAF are turning out Brize Norton 30mph speed limit – **Support** Just makes sense. It's stupid having a 40 mph speed limit for a couple of hundred metres Travel change: **No**
(o1030) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – **Support** In a lot of areas in Carterton cars drive 30MPH (which is the speed limit) but I believe it's too fast for residential areas. I think doing 20MPH and a little more care will reduce the risk of any accidents. Brize Norton 30mph speed limit – **Support** For the same reasons given before. Travel change: **No**
(o1031) Local resident, (Carterton, Bovingdon Road)	Carterton 20mph speed limit – **Support** People drive so fast past the houses and I fear the kids will get hurt.

	Brize Norton 30mph speed limit – **Support** A low speed is always safer Travel change: **No**
(o1032) Local resident, (Carterton, Halton Road)	Carterton 20mph speed limit – **Support** I have seen far too many near misses on the roads around Carterton. So many people speed. It's ok changing the speed limit to 20Mph however you need to tackle the speeding by either placing speed bumps in situ or even better speed cameras. Especially on the main roads. Brize Norton 30mph speed limit – **Support** I agree as children walk around that area Travel change: **No**
(o1033) Local resident, (Carterton, Mayfield close)	Carterton 20mph speed limit – **Support** Slower,safer traffic..also I have witnessed many vehicles speeding well above 30mph! Brize Norton 30mph speed limit – **Support** Too many speeding vehicles..hopefully even people speeding will still be 30mph..not 40mph+ Travel change: **No**
(o1034) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – **Support** Big problem in Milestone Road. As it is a straight road people using it as a racing strip Brize Norton 30mph speed limit – **Support** Big problem in Milestone road. People using it as a short cut a flying through here Travel change: **Yes - cycle more**

(o1035) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **Support** Please can Swinbrook Road also have a 20MPH Limit ? Brize Norton 30mph speed limit – **Support** Please can Swinbrook Road also have a 20MPH Limit or some traffic calming measures? Travel change: **Yes - cycle more**
(o1036) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – **Support** To improve road safety and reduce both the risk and the potential impacts of traffic accidents Brize Norton 30mph speed limit – **Support** To improve safety and promote active travel Travel change: **Yes - cycle more**
(o1037) Local resident, (Witney, Gloucester Place)	Carterton 20mph speed limit – **Support** It's safer for road users particularly pedestrians and cyclists. Brize Norton 30mph speed limit – **Support** Safety Travel change: **Yes - cycle more**
(o1038) Local resident, (Witney, Corn street)	Carterton 20mph speed limit – **Support** Safety Brize Norton 30mph speed limit – **Support** Safety Travel change: **No**

(o1039) Local resident, (Carterton, Home Close)	Carterton 20mph speed limit – **No opinion/objection** It's too slow Brize Norton 30mph speed limit – **No opinion/objection** Doesn't need it Travel change: **No**
(o1040) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – **No opinion/objection** Rather than the council spending vast amounts of tax payers money on new road signs, maybe they could look to invest in the road network around Carterton to ensure it is fit and safe for bikes and cars to use. The roads highlighted are all small roads on estates, the majority of which are unsuitable for vehicles to reach speeds of 30mph anyway. Speed limits do not affect how people choose to travel. I travel by car because that is the most suitable means of transport for the journeys and distance I need to travel. Brize Norton 30mph speed limit – **No opinion/objection** As a Carterton resident I have no option on the proposed speed limit in Brize Norton. However, I refer back to my previous response. Travel change: **No**
(o1041) Local resident, (,)	Carterton 20mph speed limit – **No opinion/objection** Load of rubbish, spend the money on fixing the local roads rather than putting up speed limits. The fact the road by the community college would still be a 30 shows this is nothing to do with safety for residents! Absolute waste of money ! Brize Norton 30mph speed limit – **No opinion/objection** Same as before, a waste of money ! Travel change: **No**

(o1042) Local resident, (Brize Norton, Faulkner)	Carterton 20mph speed limit – **No opinion/objection** Won't make a difference Brize Norton 30mph speed limit – **Support** Works fine Travel change: **No**
(o1043) Local Cllr (i.e. Town/Parish/District), (Brize Norton Parish Council, The Parish of Brize Norton)	Carterton 20mph speed limit – **No opinion/objection** I am responding to this consultation on behalf of Brize Norton Parish Council. Brize Norton 30mph speed limit – **Support** Brize Norton Parish Council supports these reduced speed limits. However, we would question why the 30 mph speed limit des not go as far as the Burford Roads/Monahan Way cross roads. This junction has a record of previous accidents and there is currently Travel change: **No**
(o1044) Local resident, (Brize Norton, Oxford, Station Road)	Carterton 20mph speed limit – **No opinion/objection** I;m a Brize Norton resident so don"t feel that I have any strong opinion of what happens in Carterton Brize Norton 30mph speed limit – **Support** Monahan Way - with two roundabouts either end, two pedestrian crossings and a busy entrance/exit int o/out of the Brize Meadow development means that there is a lot of traffic and pedestrians using this road, especially at peak times. Pedestrians need mo Travel change: **No**

(o1045) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – **No opinion/objection** How will it be enforced Brize Norton 30mph speed limit – **Support** No other comments Travel change: **No**
(o1046) Local resident, (Carterton, Trinder Way)	Carterton 20mph speed limit – **No opinion/objection** Make roads safer then there wouldn't need to be reduced speeds. Brize Norton 30mph speed limit – **Support** Its never been a problem. Dont fix something that isnt broken Travel change: **No**

Division(s) affected: *Kidlington West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

KIDLINGTON: LANGFORD LANE – PROPOSED 30MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the extension of the existing 30mph speed limit on Langford Lane in Kidlington.

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to extend the existing 30mph speed limit on Langford Lane in Kidlington, westwards to a point 50 metres east of its junction with the southbound carriageway of the A44 Woodstock Road, replacing the entirety of the existing 60mph National speed limit in the process – as shown in **Annex 1**.

2. The proposals have been put forward as a result of the development of land adjacent to Langford Lane in relation to the 'Oxford Business Park'.

Corporate Policies and Priorities

3. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

   (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

   (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face*

challenges in finding work; making our services as easy to access as possible; and helping communities in need."

(3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

4. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.

5. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements North', and 'TRO & Schemes' teams as part of their

regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

9. The proposals are being put forward to help mitigate concerns highlighted in the Road Safety Audit due to the lack of a one-metre verge buffer between the footway and the carriageway, so as to ensure the safety of pedestrians & pedal-cyclists in the vicinity of the development.

Risk Management

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

11. Formal consultation was carried out between 26 March and 24 April 2026. 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, Cherwell District Council, relevant local District Councillors, Kidlington and Begbroke Parish Councils, and the local County Councillor representing the Kidlington West division.

12. During the course of the formal consultation, five responses were received via the online survey, with two objections and three in support.

13. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and Oxfordshire Liveable Streets (a local not-for-profit campaign organisation) supporting.

14. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

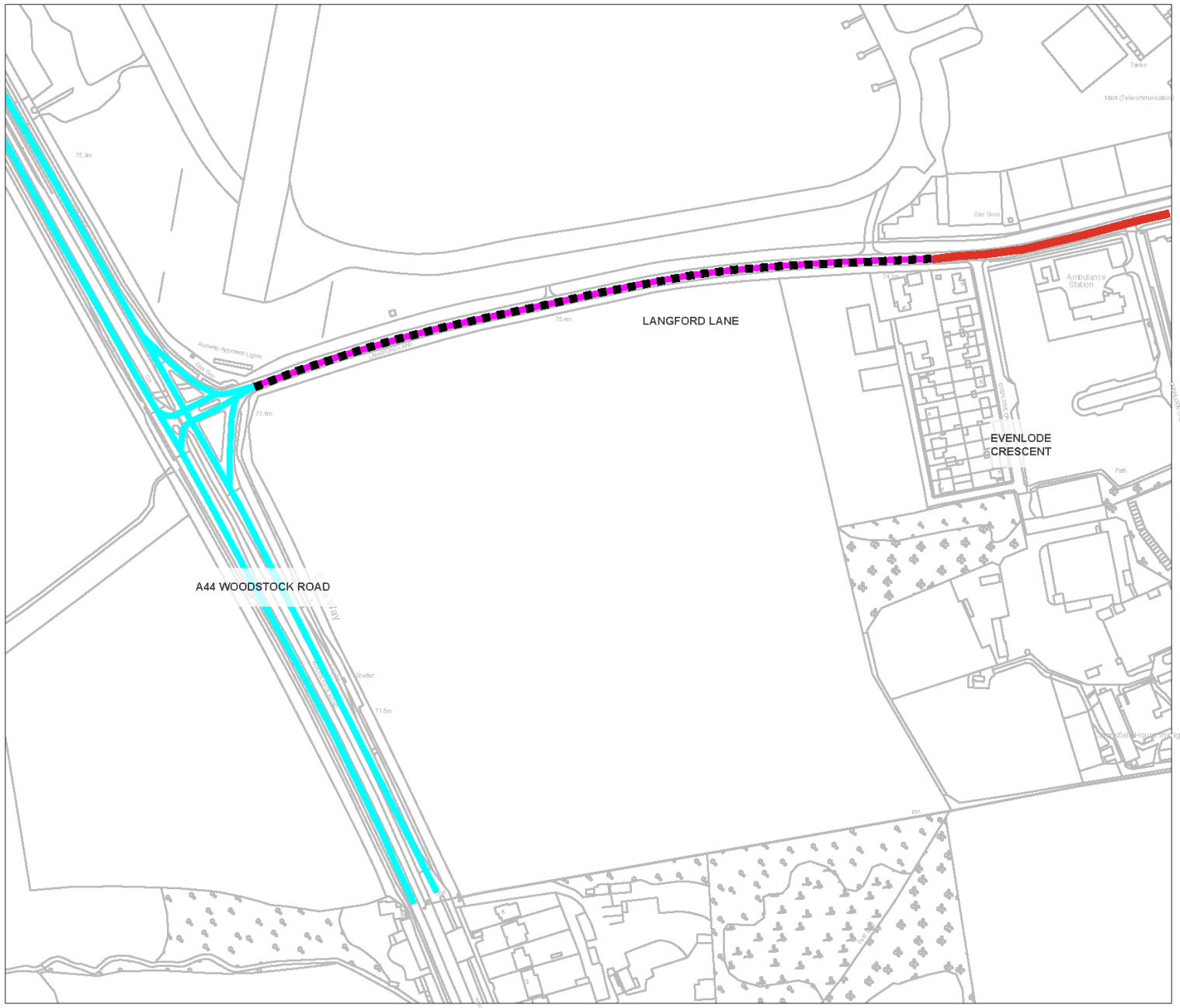
15. As part of the Section 278 design process for the improved shared foot/cycle route along Langford Lane, a Road Safety Audit has been undertaken. As part of the Road Safety Audit, a safety concern has been observed, along with a recommendation to reduce the speed to help improve safety for pedestrians and cyclists.

16. This option was deemed the most suitable, and an additional verge buffer was not possible due to the highway extents and the restrictions due to a large change in gradient between the footway/ cycleway and the adjacent field.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plan Annex 2: Consultation responses
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Daniel Mowlem (Engineer – Highway Agreements North) Adam Barrett (Technical Lead Engineer – Highway Agreements North)

May 2026



Drawing No. 0

Proposed 30MPH replacing the existing NSL

Existing 50mph speed limit (to remain)

Existing 30mph speed limit (to remain)

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
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
Kidlington
Langford Lane
(P0393)

Drawing title
Proposed
30mph Speed Limit

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
	AC	CM	
	Date drawn 07/03/2026	Date checked 25/03/2026	Date approved

Oxfordshire Project No. & File Ref.

Drawing No. | Revision 0

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\3. Live instructions\Permanent TROs\P0393 - Kidlington, Lanford Lane 30mph\PLANS\LANGFORD LANE PROPOSED 30MPH SPEED LIMIT.dwg

ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Local group/organisation, (Oxford Bus Company)	**Support** – People cycling on this stretch of Langford Lane currently have two horrible options: cycling on the carriageway or cycling on the foot-cycle path. Even if it had 20mph speed limits, traffic volumes on Langford Lane are clearly in excess of the 2000mv/day above which cycling mixed with motor traffic fails to be safe and inclusively accessible. And the "shared path" along the south side is less than half the width it should be, and lacks any kind of buffer to the carriageway. Even with 30mph traffic the cycling provision on Langford Lane will be severely sub-standard, but both the on-carriageway and on-footway options will be significantly less horrible with slower traffic. Walking along Langford Lane will also become safer and more comfortable. More broadly, we do not think any further development should be allowed along Langford Lane until it has proper walking and cycling provision. There appears to be space on the verges for this, though it would require negotiations with the landowners.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Kidlington, The Ridings)	**Object** – There is no valid reason to reduce the speed limit from the national limit of 60-30MPH, there are no junctions, no houses, no pedestrians, in 20 years never seen an accident. I use it every day and most vehicles only travel at 50MPH. On what spurious basis would Council decide to make it 30MPH?

(o2) Local resident, (North Hinksey, Sweetmans Road)	**Object** – The lane is a rural lane with open ground on both sides. The only cause for reduction cited is the absence of verge between road and pavement. The council built the pavement too close. The solution is not to make commuters pootle along clear county roads, costing time and money. The solution is to move the pavement to the other side of the hedgerow, further from the road , where it should have been placed to start with. If you just make this straight rural road 30, nobody will obey the limit, you'll create an undue reliance on police enforcement and undue burden on the police. Note also the ambulance station on this road, response times from which would be hindered by slow traffic or traffic calming measures.
(o3) County Cllr, (Oxford, New Road)	**Support** – Increasing the 30mph in Kidlington supports Vision Zero.
(o4) Local Cllr (Begbroke, Begbroke Crescent)	**Support** – Overdue by about 20 years!! Speding on Langford Lane is rife and very dangerous. I worry that the new limot will be ignored as enforcement generally is totally absent.
(o5) Local resident, (Oxford, Buckler Road)	**Support** – Cars drive must too fast along here and a 30mph limit would make it much safer for cyclists.

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Division(s) affected: *Shrivenham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

COMPTON BEAUCHAMP – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of a 20mph speed limit within Compton Beauchamp, as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce a 20mph speed limit within Compton Beauchamp, replacing the existing 30mph speed limit in its entirety in the process – as shown in **Annex 1**.

2. The proposals have been put forward for road safety reasons, following a request from the Parish Council.

3. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.

4. Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

Corporate Policies and Priorities

5. The proposals form part of the County Council's 20mph transformation programme, as approved at Cabinet.

6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

   (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

   (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

   (3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.

8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

   Comments checked by:
   Andrew Price – Interim Business Partnering Accountant
   Andrew.Price@Oxfordshire.gov.uk

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the

Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

12. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

13. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 02 April and 01 May 2026. A notice was published in the Oxford Times & Swindon Advertiser newspapers, 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, relevant local District Councillors, Compton Beauchamp

Parish Council, and the local County Councillor representing the Shrivenham division.

15. During the course of the formal consultation, eight responses were received via the online survey, comprising of two objections, and six in support.

16. Additionally, a further two emails were received directly – with Thames Valley Police, and Oxford Bus Company not objecting.

17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

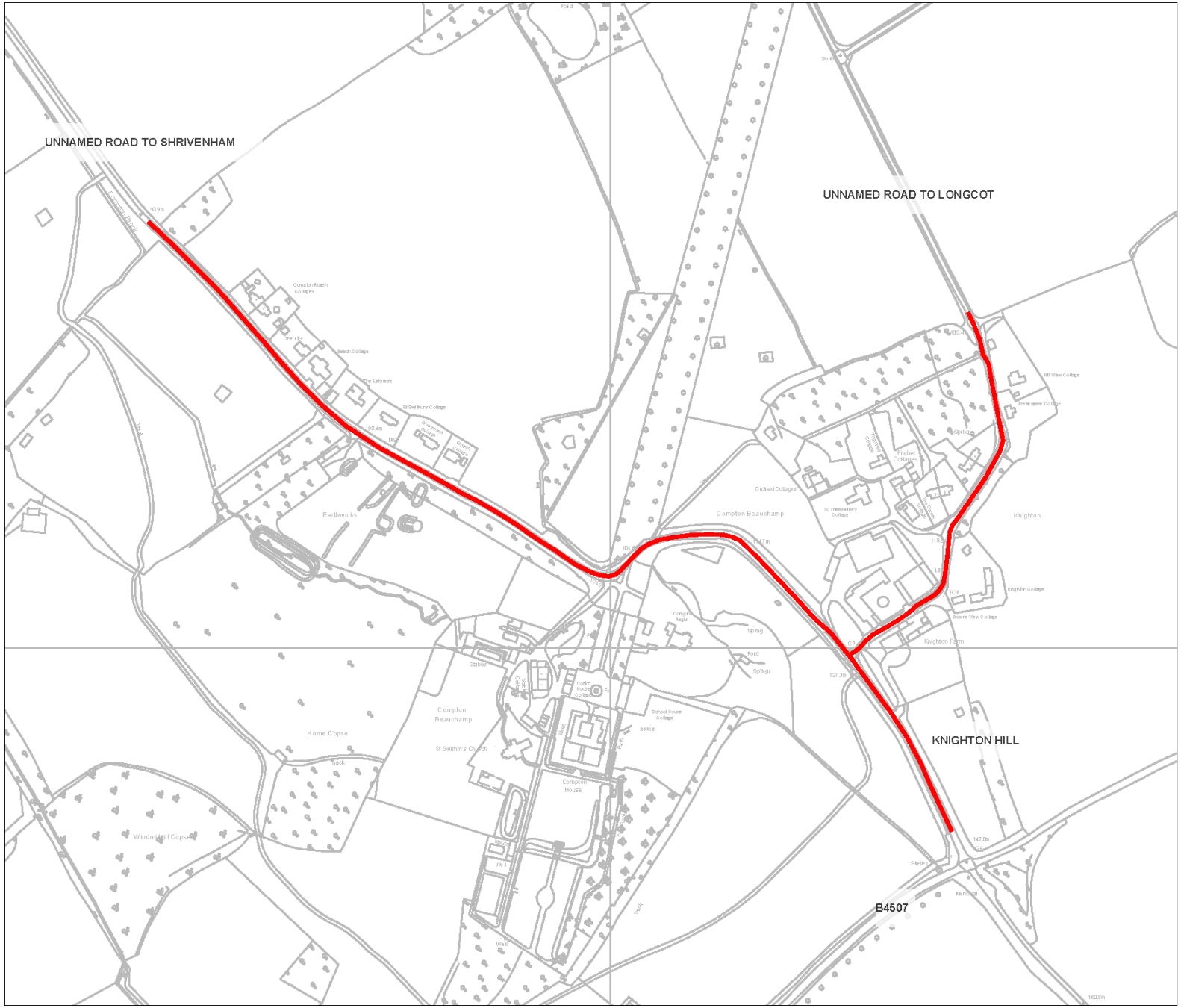
18. The first objector states this is a country road with few pedestrians. The pedestrians that are there, including leisure walkers using local long-distance paths, have to walk in the carriageway as there are no footways (except a short stretch on the road to Longcot). If the current speed limit of 30mph is thought to be well observed, this implies that vehicles are travelling significantly faster than the speed that is considered to be appropriate for safety and a more pleasant environment in relatively narrow and bendy village roads.

19. The second objector says that cars are built to protect people at 30mph. This may be true for the driver and passengers, but that speed can cause significant injury to anyone that may be in collision with that vehicle. Naturally, a reduced speed will result in less chance of a collision and less severity of any injury that may result.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plan Annex 2: Consultation responses
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Roger Plater (Senior Officer – Vision Zero) Daron Mizen (Operational Manager – Highway Schemes)

June 2026



Drawing No. 0

Proposed 20MPH speed limit, replacing the current 30MPH speed limit

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
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
Compton Beauchamp (P0396)

Drawing title
Proposed 20MPH speed limit

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
	AC	CM	
	Date drawn 02/03/2026	Date checked 18/03/2026	Date approved

Oxfordshire Project No. & File Ref.

Drawing No. Revision 0

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\3. Live instructions\Plans\Compton Beauchamp 20mphPLANS\Compton Beauchamp 20 MPH.dwg

ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objeciton** – This is pretty peripheral, and poses no effect on bus services.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Shrivenham division)	**Support** – I strongly support this change, the village is small and surrounded by countryside with national speed limit roads, and so many drivers do not slow down to pass through Compton Beauchamp, residents and the parish meeting have requested this change and I am supportive of this. I think it will improve safety in the village (which has no footpaths and residents must walk on the road, and there are many hikers which also walk on the road to access the Ridgeway).
(o2) Local resident, (Compton Beauchamp, Road running through Compton Beauchamp)	**Object** – This is a country road with very little pedestrian footfall. The speed limit of 30 mph is well observed, helped by the potholes making it impossible to go any faster. The money this is all costing for very little upside could be better spent elsewhere. And I suspect is unenforceable anyway.
(o3) Member of public, (Woolstone, Woolstone)	**Object** – 20mph is too slow, 30mph has worked very well for many years, indeed cars are built to protect people at 30mph.

(o4) Local Cllr (Watchfield & Shrivenham ward)	**Support** – Compton Beauchamp (inc Knighton) is a very small parish with very narrow roads. There have been concerns from residents around the stability, width and visibility on the roads particularly leading down the hill, where the road can only allow a single vehicle, and the sides of the road are crumbling, and there are no maintained passing places. Given the visibility and narrow and infrequent maintenance of the roads, the grading of speed limits needs a careful look, moving from 20MPH to 50MPH would lead to significant safety problems for residents and drivers, a gradual change from 20->30->50MPH is necessary, or there is a greater chance that 20MPH change will achieve nothing or have a negative impact on safety.
(o5) Local Cllr, (Compton Beauchamp and Knighton Parish Meeting)	**Support** – As Chair of the Compton Beauchamp and Knighton Parish Meeting, I can confirm that this proposal has the unanimous support of the residents of both villages, having been discussed at the last meeting. Traffic is currently speeding through both villages, with the threat to livestock, walkers, farm traffic and residents.
(o6) Local resident, (Knighton, Road through Knighton)	**Support** – Villages adjacent to us are 20mph and there is the danger that we become a rat run.
(o7) Local resident, (Knighton, Knighton Hill)	**Support** – The 20mph speed limit will make the village safer for residents. It is important to note that there is currently no area of the village where there is a footpath so any journey to the post box, visit friends or walking the dog or for any purpose will require walking on the road.
(o8) Local resident, (Compton Beauchamp, Compton Beauchamp Lane)	**Support** – I am a daily witness of the excessive speed used on the small lanes in Compton Beauchamp and I have visually noted multiple vehicles travelling at speeds in excess of 30mph so I support the decrease in speed for the sake of wildlife and human life coupled with sparing further damage to the road infrastructure and damage to private land. Vehicles utilising private land outside properties as a tool to pass oncoming traffic thus causing damage.

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Division(s) affected: *Banbury Hardwick*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

BANBURY: 'HARDWICK HILL' DEVELOPMENT – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of a 20mph speed limit within the 'Hardwick Hill residential development at the northern end of Banbury, as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce a 20mph speed limit within the 'Hardwick Hill residential development at the northern end of Banbury, east of the A423 Southam Road, leading out to the A423 junctions with Bourton Road & Hardwick Hill – as shown in **Annex 1**.

2. The proposals have been put forward as a result of the planned adoption of the roads within the estate – leaving the Council to become responsible for ensuring that an appropriate & legally enforceable speed limit is in place.

3. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.

4. Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

Corporate Policies and Priorities

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

   (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

   (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

   (3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

6. Funding for consultation on the proposals has been provided by the County Council's Vision Zero programme, whilst the developer would fund implementation if approved.

7. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

   Comments checked by:
   Andrew Price – Interim Business Partnering Accountant
   Andrew.Price@Oxfordshire.gov.uk

Legal Implications

8. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the

Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

9. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

11. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

12. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

13. Formal consultation was carried out between 02 April and 01 May 2026. A notice was published in the Banbury Guardian 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, Cherwell District Council, relevant local District Councillors, Banbury Town Council, and the local County Councillor representing the Banbury Hardwick division.

14. During the course of the formal consultation, 49 responses were received via the online survey, comprising of 14 objections (29%), two partially supporting/raising concerns (4%), and 33 in support (67%).

15. Additionally, a further three emails were received directly – with Thames Valley Police, Oxford Bus Company, and the Development Management team at Cherwell District Council not objecting.

16. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

17. All fourteen objections were received from members of the public; the grounds for objection included the lack of need, there being higher priorities for expenditure, especially road maintenance but also drawing attention to other issues such as parking pressures and problems of anti-social behaviour, increased pollution due to vehicle engines emitting more pollutants at 20mph as compared to 30mph and concerns over the effectiveness of a sign-only 20mph limit without physical traffic calming measure or enforcement - noting the latter concerns were also expressed in one of additional two responses expressing partial support.

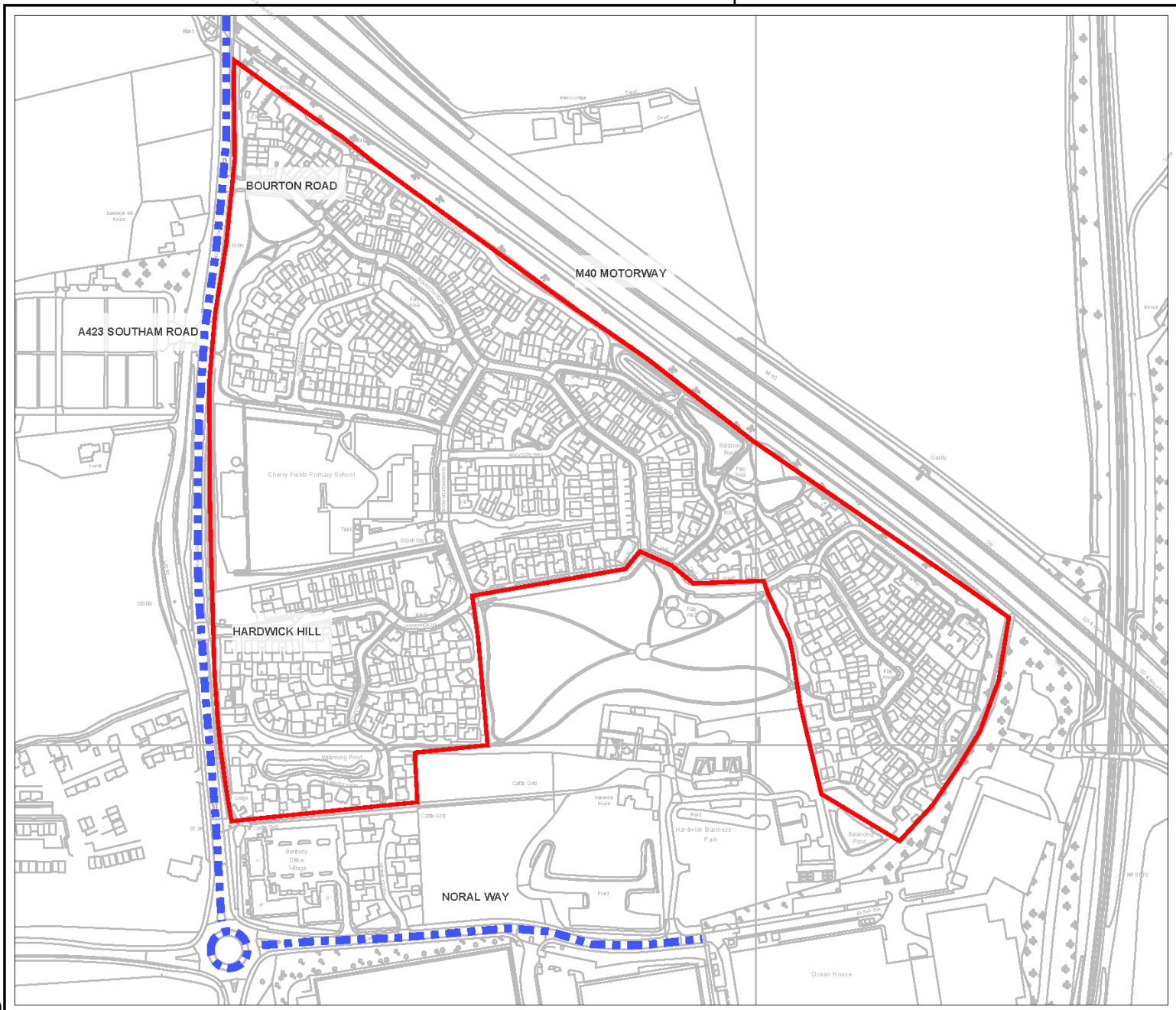
18. In response to the above objections and concerns, the proposals are in accordance with the approved policy on 20mph speed limits in support of road safety and walking and cycling.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plan Annex 2: Consultation responses
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Anthony Kirkwood (Team Leader – Vision Zero) Daron Mizen (Operational Manager – Highway Schemes)

June 2026

ANNEX 1



Area of proposed 20mph speed limit

Existing 40mph speed limit to remain

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
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
Banbury
Hardwick HIll
(P0395)

Drawing title
Proposed
20mph Speed Limit

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
	AC	CM	
	Date drawn	Date checked	Date approved
	24/02/2026	18/03/2026	

Oxfordshire Project No. & File Ref.

Drawing No. | Revision 0

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\3. Live instructions\Permanent TROs\P0395 - Banbury, Hadwick Hill 20mph\PLANS\Hadwick Hill Speed Limit Zone.dwg

ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – This development of 610 dwellings was designed to accommodate a bus route which is uni-directinal terminal loop. The B3 service is provided by Stagecoach West which is the principal operator in the North Cherwell area. The reasons for the TRO are understood. I would urge you to pay special attention to any comment Stagecoach might make. It is inappropriate for Oxford Bus Group to comment further.
(e3) Development Management, (Cherwell District Council)	**No objection** – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Banbury, Bismore Road)	**Object** – I object to this speed limit reduction, as this, not only is a very costly low priority road concern, when potholes are an epidemic in our town, but also because this 1/3 reduction of the speed limit creates more traffic, increases pollution and takes us all away from our homes and families for longer. More people frustrated, sat in traffic, polluting the air when they could be at home with their loved ones.

(o2) Local resident, (Banbury, Bourton Road)	**Object** – There are more important things to be focusing on for the estates road such as putting in give way lines and even implementing parking permits so that randoms cannot park their cars there and go off to work when they don't even live on the estate. There is also the people who have no respect for the local community anyway who drive round the estate irratically, play music unsociabley loud and leave dog mess everywhere. Sort these things first before thinking about a speed limit
(o3) Local resident, (Banbury, Dukes Meadow Drive)	**Object** – This is a main trunk road not a residential road.
(o4) Local resident, (Banbury, Glyndebourne Gardens)	**Object** – I understand the intention behind 20 mph limits, especially around safety, but I don't feel they're the right fit for my neighbourhood. To me, they come across as a bit idealistic—perhaps even a utopian idea often associated with more left-leaning perspectives—well-meaning, but not always grounded in how roads are actually used day to day. Many drivers already behave responsibly, and blanket reductions can feel like a one-size-fits-all approach that takes away a sense of personal judgement and freedom without clear, noticeable benefits. I'd be more supportive of targeted measures in genuinely high-risk areas, rather than broad restrictions that can feel unnecessary in places where traffic already flows safely.
(o5) Local resident, (Banbury, Hermon Road)	**Object** – The estate roads are alredy built so the cars can't go fast. Waist of money on establishing a speed limit.
(o6) Member of public, (Banbury, Middleton road)	**Object** – Increased travel time: It causes unnecessary delays in daily commutes and local journeys. Traffic congestion: Lower speeds can lead to "tailgating" and increased congestion within the estate. Environmental impact: Driving in lower gears for extended periods increases fuel consumption and vehicle emissions. Driver distraction: Drivers spend more time monitoring their speedometers than watching the road to avoid breaking the limit.

	Unnecessary restriction: The road layout in this area is safe and wide enough for 30 mph to remain the appropriate limit. Wasted resources: Public funds should be prioritized for road maintenance and fixing potholes rather than new signage.
(o7) Local resident, (Banbury, Wesley Drive)	**Object** – I can agree with a 20 in school zones and in tight residential areas. Not everywhere else. It seams the councillors have been doing everything in their power to get everyone against them. Making straight roads 20 in areas that does not merit it due to the fact that roads that in questions are actively falling apart.
(o8) Local resident, (Banbury, Winchelsea Close)	**Object** – Its bull[REDACTED] if you want to stop dangerous driving then patrol the sections of roads where people are at a greater risk of accident Speed cameras exist and they are not an old technology Community officers or even volunteer teams within the community can be given a speed/radar device Chicanes and speed bumps are also effective measures against speed Placing 20mph speed limits only angers the community and causes resentment towards the council and the people that enforce it Placing community teams with speed/radar devices near high risk areas also helps the community feel protected and safe because they can see the measures in force You have many options as a council to not only solve a problem with dangerous driving but solve the biggest problem within the community and that is that everybody feels unheard and distant from the people that are supposed to take care of the neighbourhood
(o9) Local resident, (Banbury, Bourton Road)	**Object** – Ridiculous, no area should be 20mph. Hard enough to get up to 20mph in Banbury with all the traffic

(o10) Local resident, (Banbury, Lunnun Road)	**Object** – It's not needed currently. Money should be spent on fixing the roads before wasting on signs. It won't be enforced as well just like Warwick road
(o11) Member of public, (Banbury, Nursery Drive)	**Object** – It's a main road in and out of banbury
(o12) Local resident, (Banbury, Forgeway)	**Object** – Big polution for anvoirament is 2026 nobody wants to drive on 2 gear. 30mph is good as it is. Drivers have to drive safe and if they will than can slow down to 20 or 10 if they need to.
(o13) Member of public, (Great Bourton, South View)	**Object** – I am submitting this response to strongly object to the proposed 20mph speed limit on Hardwick Hill. I do not believe there is sufficient justification for reducing the speed limit on this road. The current limit is appropriate for the road layout and traffic conditions, and lowering it risks creating unnecessary congestion and delays without clear evidence of meaningful safety improvements. Introducing a 20mph limit in this location may also lead to poor compliance, as drivers are less likely to adhere to restrictions they feel are unjustified. This could undermine respect for speed limits more generally. I am concerned that this proposal appears disproportionate and not based on clear, evidence-led need. I would strongly urge that it is reconsidered or that further justification is provided before any changes are implemented.
(o14) Local resident, (Hanwell, Bismore)	**Object** – Just fix the potholes and leave it at 30
(o15) Local resident, (Banbury, Thenford Way)	**Partially support/concerns** – Happy to support if the roads get painted and adequate signage gets adopted also. Lots of areas where accidents can happen here without the painted lines etc. Without proper signage it will be ignored so hopefully proper investment gets put into the adoption. Also how will it be enforced? Feels like the 20mph will be in name only.

(o16) Local resident, (Banbury, Bourton Road)	**Partially support/concerns** – Safety for the child while they are playing out
(o17) Local resident, (Babieu, Bourton Road)	**Support** – There is no avenue for speed cameras on the estate or mobile checks due to limited straight roads. Cars use the estate as a cut through when Southam rd is busy. The estate has high children who use the playgrounds which are next to main roads. There are no zebra/pelican crossings and some road users over 30mph
(o18) Local resident, (Banbury, Bath Road)	**Support** – It's not straight and there is regular speeding on corners.
(o19) Local resident, (Banbury, Bourton Road)	**Support** – Cars drive way too fast for a residential area. We live in the bus route and it's often a rat run at school times.
(o20) Local resident, (Banbury, Bourton Road)	**Support** – Is important for children the most
(o21) Local resident, (Banbury, Bourton Road)	**Support** – I have noticed vehicles drive too fast in and around bourton road, which is close to the school. I am concerned about accidents happening! This twinned with parking on pavements and on blind corners is a huge issue, increasing the risk of accidents
(o22) Local resident, (Banbury, Bourton Road)	**Support** – Vehicles frequently race through a highly populated residential area, which includes many children's playgrounds and a school.
(o23) Local resident, (Banbury, Boxhedge Road)	**Support** – I want to see traffic speeds reducing wherever possible - for safety and environmental reasons.

(o24) Local resident, (Banbury, Chacombe Crescent)	**Support** – Cars driving way to fast roads in places not wide enough for two cars to pass ….. cars parked on junctions and on the paths ..needs double yellow lines….and school which has no traffic calming measures at all! And as most pupils live on the estate it's not safe! Desperately needs a traffic warden to come round as residents with pushchairs wheelchairs etc have a dreadful job navigating the pavements.
(o25) Local resident, (Banbury, Claydon Close)	**Support** – The 20 mph is needed for safety as traffic is definitely going too fast!
(o26) Local resident, (Banbury, Claydon Close)	**Support** – There is school on the estate. Lot of the roads have blind spots but cars keep speeding. There are also children playing around the parks and next to roads
(o27) Local resident, (Banbury, Hardwick Hill)	**Support** – School on site and most houses have young children residing in. Already close to busy Southam Rd, would really ensure better safety.
(o28) Local resident, (Banbury, Hardwick Hill)	**Support** – I live on Hardwick Hill, the road directly leading off from the Southam Road. Some of the speeds that people do coming off the main road, or flying down towards it, are dangerous. Many of us on this road have pets and young children, with quite a small path between our front door and the road. One loss of control could be a catastrophe. There is also a blind bend up towards the large block of flats that some idiots speed away from, I myself have had near misses when backing my car out of the drive only for some fool boy racer to come flying round the corner and have to break or swerve to avoid a collision. This is a family heavy estate, with a school, that needs a sensible limit to prevent an imminent accident. It will also put people off using the estate as a rat run to avoid a chunk of traffic that sometimes builds up on the Southam Road towards Tesco

(o29) Local resident, (Banbury, Hardwick Hill)	**Support** – There are many children in this area and I currently don't feel comfortable allowing mine to walk around because of the danger from poor drivers.
(o30) Local resident, (Banbury, Hardwick Hill)	**Support** – We are living on Hardwick Hill and people are speeding when we get out of our driveway. We are located in an area where the visibility is reduced and an accident is awaiting to happen as people are not mindful. Also as parents of 3 young children, we are concerned for their safety.
(o31) Local resident, (Banbury, Hardwick Hill)	**Support** – Many drivers enter the estate dangerously. We would also support creating a Neighbourhood Watch area to limit the extent of anti-social driving at peak hours.
(o32) Local group/organisation, (Banbury, Mewburn Road)	**Support** – 20mph in a residential area makes the roads safer for pedestrians and encourages people to use their bikes for local journeys. It also shows respect for the local community and makes traffic less intimidating and quieter. We fully support the proposal.
(o33) Local resident, (Banbury, Wardington Road)	**Support** – The road around these new builds are not like older estates, they are not as wide and alot of the houses open right on to the road, some dont even have a path between there front door and where the road starts, there is also a school which cars fly past, even when kids are leaving school, which isnt safe at all. I hope people pay attention to the 20mph
(o34) Local resident, (Banbury, Warwick Road)	**Support** – At 36, I passed my test on April 1 and just bought my first car. I had all my lessons and test in Banbury, and have heard all the objections to 20mph speed limits. However, as someone who spent my whole life so far cycling and walking everywhere, I understand the need for the speed limit in residential areas. Despite it sometimes feeling like a hindrance to slow down to mph, the reality is it makes everyone safer. I can feel the speed limit improving my ability to react, and making my extra aware of my surroundings, including cyclists, pedstrians, crossing etc. I don't ever want to make pedestrians or cyclists feel threatened in the way I have been by careless drivers.

(o35) Local resident, (Banbury, Bourton road)	**Support** – As well as being a resident with 2 children (1 with autism) I also work at Cherry Fields Primary School. I see everyday how fast cars go and how vulnerable the children are. We could also benefit from a crossing near the school as its so hard for the children to cross the roads safely when so many cars are parked along the road.
(o36) Local resident, (Banbury, Bourton Road)	**Support** – Cars travel to fast worry about children walking about riding bikes
(o37) Local resident, (Banbury, Bourton Road)	**Support** – There are many children on this estate and a primary school.
(o38) Local resident, (Banbury, Bourton Road)	**Support** – Lots of children and pedestrians around. Also a lot of pets. The roads are too tight and windy for anything higher
(o39) Local resident, (Banbury, Chacombe Crescent)	**Support** – I'm supporting it because people use it like a raceway! Also there's children and mobility scooters around. Some road markings would solve a lot of problems.
(o40) Local resident, (Banbury, Chacombe Crescent)	**Support** – To many people speed through the estate we have a school here and a lot of children
(o41) Local resident, (Banbury, Claydon Close)	**Support** – Some people drive too fast around the estate and it could be unsafe for children. A max of 20mph would keep people safer on the estate
(o42) Local resident, (Banbury, Hanwell view)	**Support** – Support. If possible even slower by the school. And ideally a safe crossing for families and children by the school. There has been a lot of near misses by that school.
(o43) Local Cllr, (Banbury, Hardwick)	**Support** – As a local Councillor I have spoken with dozens of residents and the overwhelming majority of them have expressed concern about speeding. 20mph will be much safer for families. It has been successful in other areas of my ward. I have also examined the peer-reviewed academic studies and meta-analyses on the impact of

	20mph zones. The evidence overwhelmingly shows positive effects, reduced collisions and reduced mortality, with little to no impact on driver convenience. I fully support the 20mph zone and encourage OCC to make it the default in all residential zones.
(o44) Local resident, (Banbury, Hornton Drive)	**Support** – Safer environment with many children and pets
(o45) Local resident, (Banbury, Nursery Drive)	**Support** – I fully support this as 20mph limits are proven to be safer and result in less and less serious accidents
(o46) Local resident, (Banbury, Wardington Road)	**Support** – People speed here and it's dangerous with the school kids walking around
(o47) Local resident, (Hanwell View, Wardington Road)	**Support** – I formally support the implementation of a 20mph speed limit on the Hardwick Hill estate. Currently, the excessive speed at which vehicles travel through this residential zone poses a severe and immediate hazard to the community. Given the close proximity to the local school, the volume of vulnerable pedestrians—particularly children—is high. We have already observed multiple near-miss events, and our household recently suffered the tragic loss of our family pet due to a collision with a speeding vehicle. This loss underscores the very real dangers present on these roads. To protect the well-being of Banbury's residents and proactively manage public safety risks, this speed reduction is absolutely essential.
(o48) Local resident, (Hanwell View, Edgcote Way)	**Support** – Support we need this we also need cars to not park on corners we also need the road by the school during pick up and drop to be one a very serious accident will happen there soon is so dangerous there is not enough parking provided by the school and its caos cars parked any where and every where blocking peoples drives making it difficult for residents to get home or out...
(o49) Local resident, (Hanwell View, Marston Close)	**Support** – People drive way too fast on the estate. My son is autistic and has no danger awareness. I would like us to feel safe walking on the estate. I would also like to request school signs are visible on the estate, zigzag lines outside of the school and possibly a zebra crossing outside the school. Wardington road is very dangerous at school drop off and pick up with cars

	bumping up on the pavement, parking across drop kerbs and people speeding. The school also hosts a specialist base for children with communication and interaction difficulties which my son attends, these children are especially vulnerable to the traffic due to their complexities, limited understanding and communication difficulties. It's only a matter of time before a child is knocked over outside the school.

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Division(s) affected: *Burford & Carterton West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

FORDWELLS & ASTHALL LEIGH – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to

Approve the following, as advertised:

(a) Introduce a new 20mph speed limit within Fordwells on the unnamed roads:
i) running through Fordwells,
ii) to Leafield, and
iii) to Swinbrook,

(b) Extend the existing 20mph speed limit on the unnamed road running through Asthall Leigh northwards.

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to a) introduce a 20mph speed limit within Fordwells, replacing lengths of 60mph National speed limit in the process, and b) extend the existing 20mph speed limit on the unnamed road running through Asthall Leigh by a further approx.435 metres northwards, replacing that length of 60mph National speed limit in the process, leaving a 300m stretch of 60mph between Asthall Leigh and Fordwells – as shown in **Annex 1**.

3. The proposals have been put forward for road safety reasons, following a request from the Parish Council.

4. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.

5. Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

Corporate Policies and Priorities

6. The proposals form part of the County Council's 20mph transformation programme, as approved at Cabinet.

7. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

   (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

   (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*

   (3) Healthier Oxfordshire – "*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices*."

Financial Implications

8. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.

9. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

11. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

13. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

14. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

15. Formal consultation was carried out between 01 April and 01 May 2026. A notice was published in the Witney Gazette newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, relevant local District Councillors, Asthall, and Leafield Parish Councils, and the local County Councillor representing the Burford & Carterton West division.

16. During the course of the formal consultation, Seven responses were received via the online survey, comprising of one partially supporting/raising concerns, and six in support.

17. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and Unlimited Oxfordshire partially supporting/raising concerns about the need to extend extents of the proposal on the road leading towards Field Assarts.

18. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

19. The response of Unlimited Oxfordshire is noted, and it is accepted that the gap between the proposed two 20mph speed limits (i.e. the new limit at Fordwells and the extended limit at Asthall Leigh) is short. Precedents in other locations where there is a similarly short gap between village speed limits typically have been to keep maintain a higher limit in the gap, in part to help emphasise – given the terminal signs provided at the start of the village speed limit – the transition into the village.

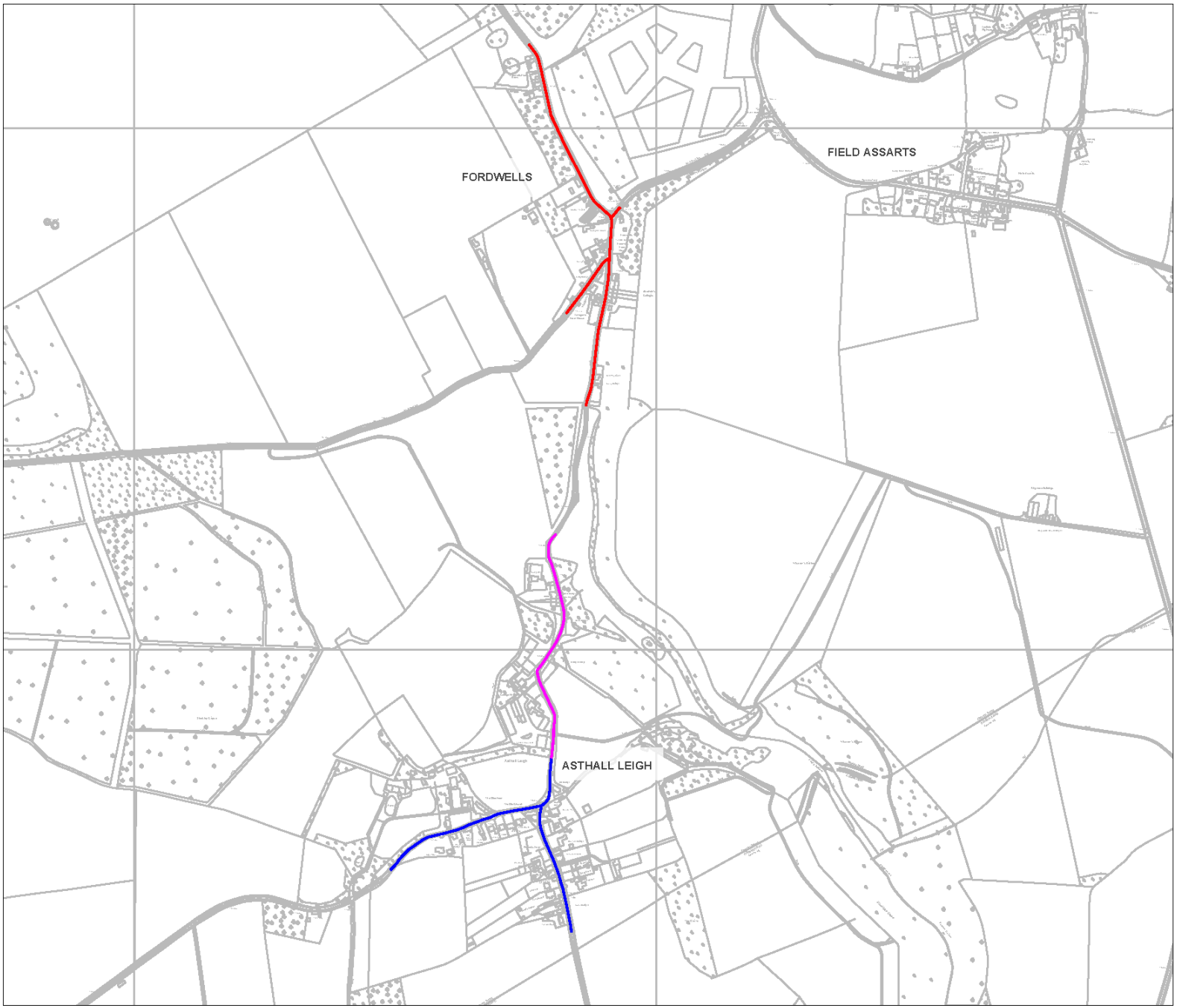
20. Additionally, the approved criteria for the 20mph limit project state that proposals should apply 'within the extent of the built-up environment of the town or village where vulnerable road users and vehicles mix in a frequent and planned manner and be in an environment that explains and justifies a lower speed limit to the driver'.

21. Taking the above into account and also that the proposals as advertised reflect the wishes of Asthal Parish Council, it is recommended that no change to the proposals – which would also require a further statutory consultation – are progressed at present, without though precluding a future review.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plan Annex 2: Consultation responses
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Anthony Kirkwood (Team Leader – Vision Zero) Daron Mizen (Operational Manager – Highway Schemes)

June 2026



Drawing No. 0

- Proposed new 20MPH at Fordwells (replacing NSL)
- Proposed extension of Asthall Leigh 20MPH (replacing NSL)
- Existing 20MPH at Asthall Leigh

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
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Oxfordshire County Council
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OX1 1ND
Tel: 0845 310 1111

Project title
Fordwells
& Asthall Leigh
(P0394)

Drawing title
Proposed
20mph Speed Limit

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
	AC	CM	
	Date drawn 18/03/2026	Date checked 18/03/2026	Date approved

Oxfordshire Project No. & File Ref.

Drawing No. | Revision 0

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDERS\3. Live instructions\Permanent [redacted] - [redacted] PLANS\ASTHALL & FORDWELLS 20mp.dwg

ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Local group/organisation, (Unlimited Oxfordshire)	**Partially support/Concerns** – The proposal for the 20mph speed limit at Asthall Leigh to be extended continuously to include Fordwells is very sensible. However, I suggest that the whole length of the road that leads towards Field Assarts (length about 300 metres) should be included.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	Fordwells – **Support** Asthall Leigh – **Support** We know 20mph makes roads safer for all users, and that the most dangerous roads are our rural 60mph roads. This change therefore supports vision zero and the Council's aims to eliminate death and serious injury.
(o2) Member of public, (Oxford, Sunderland Avenue)	Fordwells – **Partially support/concerns** Asthall Leigh – **Partially support/concerns** I have concerns about the ca. 260m gap between the northern end of the "Proposed extension of Asthall Leigh 20MPH (replacing NSL)" and the southern end of the "Proposed new 20MPH at Fordwells (replacing NSL)". Why the gap? Why not make the whole section a contiguous 20 mph limit, which will discourage any increase in speed of motor vehicles in the gap? This is a section of very narrow rural road which is well used by cyclists:

	Strava Metro recorded a total of 2,440 trips by cyclists along this section of road in 2025, with the majority being at weekends:, with 1,475 trips during the months May to August; 97% for leisure and 98% on normal, non ebikes. The average speed of the cyclists was 13.2 mph, so a 20 mph limit along the whole stretch is appropriate., not NSL! Vision Zero!
(o3) Local resident, (Fordwells, Main Road)	Fordwells – **Support** Asthall Leigh – **Support** Fordwells is being used increasingly as a rat run, with an ever larger volume of passing traffic. Traffic regularly transits the hamlet at more than 40 MPH. There has historically been one serious accident in the village with a child suffering two broken femurs and a broken arm. Fordwells is an outlier locally in that it does not have any speed restrictions; vehicles are in theory (and sometimes in practice) able to pass at up to 60 MPH; simply not appropriate for a small rural village. I therefore fully support the implementation of a 20 MPH speed limit.
(o4) Local resident, (Fordwells, Road to Asthall Leigh)	Fordwells – **Support** Asthall Leigh – **Support** Fordwells is unusual in not having a speed limit lower than the national limit. Traffic has increased massively since the advent of sat navs and the development of local businesses. Our cars have been involved in two rtas due to vehicles being driven too fast. I fully support a 20 mph limit in Fordwells and the extension of the limit in Asthall Leigh. I consider this to be long overdue.
(o5) Local resident, (Fordwells, Main Street)	Fordwells – **Support** Asthall Leigh – **Support** In the last few years the volume, size and significantly the speed of the vehicles passing through has increased enormously. On many occasions the speed of some vehicles would cause serious injury or death if they were to strike a resident walking along. There is no footpath at all in the village. In addition many of the residents in Fordwells are elderly.

(o6) Local resident, (Fordwells, Road through Fordwells)	Fordwells – **Support** Asthall Leigh – **Support** Cars are driving through our little village at high speeds . It's a tiny little road and people have no consideration. I wholly support this speed restriction
(o7) Local resident, (Charlbury, Quarry Lane)	Fordwells – **Support** Asthall Leigh – **Support** 20mph is more than fast enough on these narrow local roads, important on both safety and environmental grounds.

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