



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

***Thursday, 7 September 2023 at 10.00 am***

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

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

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

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

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 15 September 2023 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

Martin Reeves  
Chief Executive

August 2023

*Committee Officer:*

**Committees - Democratic Services**

*E-Mail: [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)*

*Note: Date of next meeting: 12 October 2023*

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

## Items for Decision

### 1. Declaration of Interest

### 2. Questions from County Councillors

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

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

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

### 3. Petitions and Public Address

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

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

*If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.*

### 4. Minutes of the Previous Meeting

To confirm the minutes of the meeting held on 20 July 2023 to be signed by the Chair as a correct record.

### 5. Abingdon: Northcourt Road - proposed zebra crossing (Pages 1 - 14)

*Forward Plan Ref: 2023/144*

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

Report by Corporate Director Environment & Place (CMDHM5).

Zebra crossing proposed for improved safety & amenity of pedestrians.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised a zebra crossing at Northcourt Road Abingdon

**6. Banbury: A361 Bloxham Road Service Road & Edmunds Road - proposed parking restrictions** (Pages 15 - 22)

*Forward Plan Ref:* 2023/151

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

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

A decision is sought on a proposed parking restrictions.

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

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

**7. Clanfield village centre - proposed parking restrictions** (Pages 23 - 52)

*Forward Plan Ref:* 2023/138

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

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

Approval of an amendment to the Traffic Regulation Order to address current parking issues in the village centre.

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

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

**8. Shrivenham: Highworth Road - proposed zebra crossing** (Pages 53 - 62)

*Forward Plan Ref:* 2023/146

*Contact:* Mark Francis, Traffic & Traffic Schemes Technician (South), 20mph  
[mark.francis@oxfordshire.gov.uk](mailto:mark.francis@oxfordshire.gov.uk)

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

To consider the responses to a consultation on a proposed zebra crossing at Highworth Road.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised a zebra crossing at Highworth Road, Shrivenham.

## **9. Bus support contracts - February 2024** (Pages 63 - 72)

*Forward Plan Ref:* 2023/222

*Contact:* Dave Harrison, Principal Public Transport Planner,  
[dave.harrison@oxfordshire.gov.uk](mailto:dave.harrison@oxfordshire.gov.uk)

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

To seek approval to begin tender processes to renew contracts for bus services The new contracts need to begin in February 2024.

The Cabinet Member is RECOMMENDED to:

- a) approve a procurement process to secure new and continued bus service provision in Banbury, Heyford Park, villages north of Bicester and between Oxford and Wallingford; and
- b) delegate approval of final contract award to the Director of Transport & Infrastructure.

## **10. Chesterton - Little Chesterton - proposed prohibition of motor vehicles & speed limits** (Pages 73 - 82)

*Forward Plan Ref:* 2023/148

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

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

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

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

- a. New 20mph & 40mph speed limits on the unnamed road running through Little Chesterton,
- b. 'Prohibition of Motor Vehicles' gate on the unnamed road running through Little Chesterton at the point of the proposed speed 20mph limit change, and
- c. extension of the existing 20mph speed limit on The Green in Chesterton.

## **11. Bicester - A4095 / B4100 Banbury Road roundabout improvements - proposed 30mph speed limit and raised side road entry treatment at Fringford Road** (Pages 83 - 186)



*Forward Plan Ref: 2023/153*

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

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

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

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

- a. 30mph speed limits on the approaches to the junction, namely: B4100 Banbury Road, B4100 Bicester to Aynho road, A4095 Lords Lane, and A4095 Southwold Lane,
- b. 30mph speed limit on Fringford Road, and
- c. Flat top road hump across Fringford Road at its junction with Southwold Lane
- d. Confirm Option B - Orthodox Dutch Design Proposal – for the signalised junction.

**12. Frilford A338- proposed 30mph and 40mph speed limits** (Pages 187 - 198)

*Forward Plan Ref: 2023/145*

*Contact:* Mark Francis, traffic and Traffic Schemes Technician  
[mark.francis@oxfordshire.gov.uk](mailto:mark.francis@oxfordshire.gov.uk)

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

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

The Cabinet Member for Highway Management is RECOMMENDED to approve the following as advertised for the A338 Oxford Road, Frilford

- a. 30mph speed limit – in place of the existing 40mph, for a distance of 448 metres northwards from its junction with the A415 Kingston Road
- b. 40mph speed limit – in place of the existing 50mph speed limit, northwards to its junction with the Abingdon Road, at Tubney.

**13. Marcham - Sheepstead Road - proposed extension of 30mph speed limit** (Pages 199 - 206)

*Forward Plan Ref: 2023/154*

*Contact:* Jacob Mowlem , Technician Engineer, Road Agreements Team,  
[jacob.mowlem@oxfordshire.gov.uk](mailto:jacob.mowlem@oxfordshire.gov.uk)

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

A decision is required on a proposed extension of the 30mph speed limit to accommodate approved adjacent development.

The Cabinet Member for Highway Management is RECOMMENDED to approve the extension of the 30mph speed limit on Sheepstead Road in Marcham as advertised.

#### **14. Waterstock - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 207 - 212)

*Forward Plan Ref:* 2023/190

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

Report by Corporate Director Environment & Place (**CMDHM14**).

Consider formal consultation responses.

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

#### **15. Wantage: Proposed 20 mph Speed Limits** (Pages 213 - 280)

*Forward Plan Ref:* 2023/025

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project, 07740 779859

Report by Corporate Director Environment & Place (**CMDHM15**).

To consider responses to speed limit consultation.

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

#### **16. Kennington - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 281 - 292)

*Forward Plan Ref:* 2023/090

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

Report by Corporate Director Environment & Place (**CMDHM16**).

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

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

#### **17. South Hinksey - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 293 - 304)

*Forward Plan Ref:* 2023/092

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

Report by Corporate Director Environment & Place (**CMDHM17**).

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

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

## **18. Lower Heyford - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 305 - 316)

*Forward Plan Ref:* 2023/179

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

Report by Corporate Director Environment & Place (**CMDHM18**).

Consider responses to formal consultation.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of the following proposals as advertised:

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

## **19. Longcot - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 317 - 324)

*Forward Plan Ref:* 2023/098

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

Report by Corporate Director Environment & Place (**CMDHM19**).

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

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

## **20. Great Coxwell - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 325 - 334)

*Forward Plan Ref:* 2023/096

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

Report by Corporate Director Environment & Place (**CMDHM20**).

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

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

## **21. Shellingford - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 335 - 340)

*Forward Plan Ref: 2023/099*

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

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

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

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

## **22. Marcham - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 341 - 354)

*Forward Plan Ref: 2023/091*

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

Report by Corporate Director Environment & Place (**CMDHM22**).

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

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

## **23. Spelsbury - Proposed 20 mph Speed Limits** (Pages 355 - 362)

*Forward Plan Ref: 2023/071*

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

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

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

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Spelsbury, Dean, and Taston as advertised.

## **24. Standlake - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 363 - 392)

*Forward Plan Ref: 2023/176*

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

Report by Corporate Director Environment & Place (**CMDHM24**).

Consider formal consultation responses.

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

## **25. South Newington - Proposed 20 mph Speed Limits** (Pages 393 - 404)

*Forward Plan Ref:* 2023/198

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

Report by Corporate Director Environment & Place (**CMDHM25**).

Consider formal consultation responses.

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

## **26. Woolstone - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 405 - 410)

*Forward Plan Ref:* 2023/101

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

Report by Corporate Director Environment & Place (**CMDHM26**).

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

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

## **Councillors declaring interests**

### **General duty**

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

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

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

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

### **Declaring an interest**

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

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

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

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

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

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

Other registrable interests include:

- a) Any unpaid directorships

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

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

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

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

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

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

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

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

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Divisions affected: *Abingdon North*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 07 SEPTEMBER 2023**

### **ABINGDON: NORTHCOURT ROAD – PROPOSED ZEBRA CROSSING**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised a zebra crossing at Northcourt Road Abingdon

#### **Executive summary**

2. This report presents responses to a consultation on a proposal to introduce a zebra crossing as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for the proposals, including consultation will be met from Section 106 funds and the County Councils 'Accessibility and Road Safety' fund.

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

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

#### **Sustainability Implications**

5. The proposals would help facilitate walking and improve road safety in the vicinity.

#### **Formal consultation**

6. Formal consultation was carried out between 24 May and 23 June 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators,

countywide transport/access & disabled peoples user groups, Abingdon Town Council, the Vale of White Horse District Council, local District Cllr's, and the local County Councillor representing the Abingdon North division.

7. Letters were also sent directly to approximately 30 adjacent properties, and public/street notices were placed on site in the immediate vicinity of the proposals.
8. 84 responses were received during the course of the formal consultation, comprising of: 73 in support (87%), three objecting (4%), seven raising concerns (8%), and one non-objection.
9. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

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

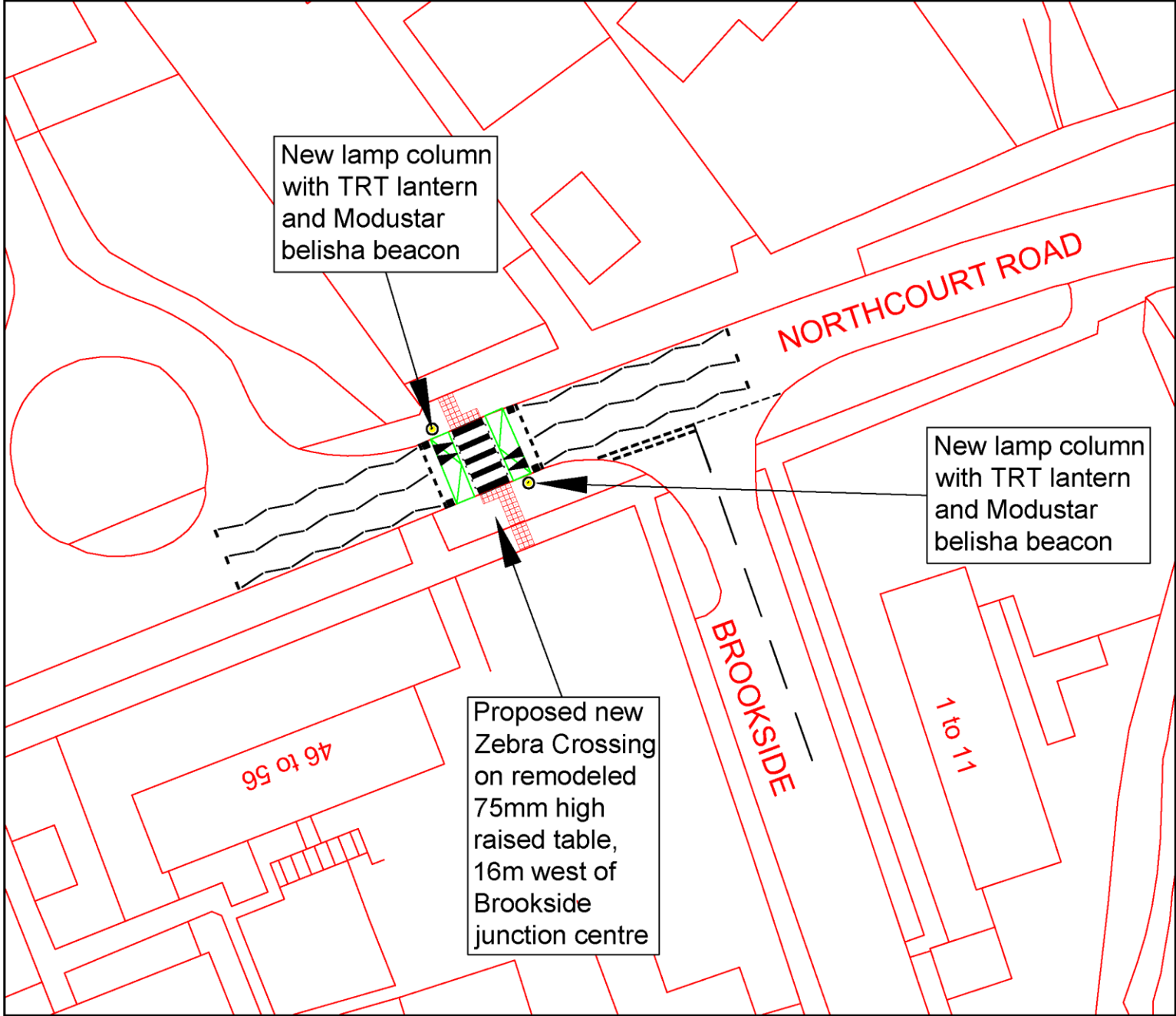
10. Thames Valley Police raised no objection.
11. The proposed new zebra crossing will have minimal effect on traffic flows as traffic will only have to stop when a pedestrian needs to cross, the crossing itself will be situated at an existing raised informal crossing point where a speed survey has shown traffic speeds to be low.
12. This scheme is to produce a new zebra crossing not to provide a school crossing patrol officer. School crossing patrol officers can be difficult to recruit, this scheme alleviates the need for such a position.
13. Concerns have been raised about the adjacent layby, the layby in question does not fall within either the controlled area of the proposed crossing or the vision splays as designated by the speed survey.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annexes 1; Consultation plan Annex 2: Consultation responses
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Contact Officers:	Mark Francis
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July 2023



Drawing No. 10/12/2011

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Bill Cotton  
Director of  
Communities Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

Project title  
Abingdon  
Northcourt Road

Drawing title  
Proposed Zebra Crossing  
consultation plan

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	MJF	LJT	LJT

Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local County Cllr, (Abingdon North division)	<b>Support</b> – This will make journeys safer for the hundreds of pupils who use the route (on bike and foot) to get to and from school every day. It's a total no-brainer
(3) Local group/organisation, (OXTRAG)	<b>Support</b> – That sounds really helpful
(4) Dunmore Primary School (Abingdon, Northcourt Road)	<b>Support</b> - I completely support this proposal. It is vital that there is safer crossing across Northcourt Road for our pupils.
(5) Local Resident, (Abingdon, Beech Lane)	<b>Object</b> - It will not aid the traffic flow along this road or aid the school. Crossing person would be so much better It's an odd choice where there are no reported accidents to put one in
(6) Local Resident, (Abingdon, Beech lane)	<b>Object</b> - The flow of traffic on northcourt is bad enough, this would at times put a total halt to any movement along the road, esp with traffic lights at either end. Would a crossing person at Dunmore not be better? As the secondary school next door has. Limiting the constant stream of people which would be the effect of a crossing. Where is the alternative route people will take to avoid it? Have smaller link roads been thought about?
(7) Local Resident, (Abingdon, Shelley Close)	<b>Object</b> - We already have plenty speed bumps on the road, and cars do tend to slow down. The issue isn't the Ebra crossing but the ver narrow pavement in some places.

(8) Member of public, (Abingdon, Northcourt)	<b>Concerns</b> - Every time I have collected grandchildren from school I have witnessed near misses with vehicles nearly hitting children trying to cross the road all the way along the road. Cars have no idea when a child will attempt to cross.
(9) Local Resident, (Abingdon, Peachcroft Road)	<b>Concerns</b> - There is , at present no area that children attending the 2 schools in Northcourt Road, can safely cross the road to and from school. The road is particularly busy in the morning at the time children are going to school. I have seen traffic going in one direction stop when they see children trying to cross, but traffic going in the other direction, do not stop.
(10) Local Resident, (Abingdon, Buscot Drive )	<b>Concerns</b> - People safety
(11) Local Resident, (Abingdon, Northcourt Lane)	<b>Concerns</b> - Fully support a crossing but think the implications of placing this close to the parking bay outside Northcourt Rd need to be considered. Cars do not parallel park in this bay and regularly stick out either onto Northcourt Rd or cover the pavement. Potentially cars parked there (if parallel parking is not introduced) may affect visibility in the run up to the crossing.
(12) Local Resident, (Abingdon, Northcourt Road )	<b>Concerns</b> - This is right next to a busy junction and also carpark which will cause the already road to become more congested and traffic to be sat outside residential properties
(13) Local Resident, (Abingdon, Parsons Mead)	<b>Concerns</b> - Cars can go quite fast and it will be safer for children to cross
(14) Member of public, (Southmoor , Hawksbeard Way)	<b>Concerns</b> - It needs to be addressed
(15) Member of public, (Abingdon, Ferny Close)	<b>Support</b> - Support the proposal as I have to walk my children to primary school every day across this road.

(16) Local Resident, (Abingdon, Bourlon Wood)	<b>Support</b> - Areas where people need to cross roads (especially close to schools) should have suitable provisions, and they also acts as a regulator of traffic speed which is always a good thing..
(17) Local Resident, (Abingdon, Bowyer Road)	<b>Support</b> - Always thought this should be a zebra crossing, years ago there was a lolly pop lady there
(18) Member of public, (Abingdon, Buscot Drive)	<b>Support</b> - I walk this way to work ,I think it's a brilliant idea,maybe put one outside Fitzharris aswell Just my opinion
(19) Local Resident, (Abingdon, Cemetery Road)	<b>Support</b> - Many parents and kids cross here, it is a busy road and has desperately needed a crossing here for a LONG LONG time. I used to be the lollipop lady here so know how busy the road is and how many cross. A car traveling one way may stop but that does NOT mean that the cars going the other way will. A crossing (or new lollipop person) is desperately needed.
(20) Local or County Cllr, (Abingdon, Cherwell Close)	<b>Support</b> - I believe that pedestrian safety is far more important than motorists' convenience.
(21) Local Resident, (Abingdon, Darrell Way)	<b>Support</b> - To make it safer for pedestrians to cross and to slow vehicles
(22) Local Resident, (Abingdon, Evelin Road)	<b>Support</b> - I use this road daily with three children and rely on good wishes of motorists to enable 3 children on bikes to cross over safely!
(23) Member of public, (Abingdon, Evelin Road)	<b>Support</b> - In a grandparent who regularly collected a child from school. A crossing would make it so much safer crossing Northcourt.
(24) Local Resident, (Abingdon, Farm Road)	<b>Support</b> - Safer crossing for children/parents at Dunmore School
(25) Local Resident, (Abingdon, Fieldside)	<b>Support</b> - A zebra crossing was added on spring road for the schools down there. Northcourt road has a nursery, 2 schools a college and a church and no safe crossing points, it should also be 20mph

(26) Local Resident, (Abingdon, Foster Road)	<b>Support</b> - I have a child who uses Northcourt Road to get to school and this will help them use the road more safely
(27) Parent of pupil, (Abingdon, Geoffrey Barbour Road)	<b>Support</b> - To make the road safer for crossing when walking the children to/from Dunmore School.
(28) Local Resident, (Abingdon, Gibson Close)	<b>Support</b> - Makes it safer for pupils attending Dunmore and Fitzharrys schools to cross the road and walk to school, reducing unnecessary car journeys
(29) Local Resident, (Abingdon, Hendred Way)	<b>Support</b> - Safety! With school and local pedestrians using this road, a safer place to cross the road can only be a good thing. Thank you!
(30) Local Resident, (Abingdon, Knollys Close)	<b>Support</b> - I fully support providing a pedestrian crossing at this point, and see why a zebra has been chosen. In an ideal world, it would be a traffic light controlled crossing because zebra crossings are problematic for visually impaired people.
(31) Local Resident, (Abingdon, Lenthall Road)	<b>Support</b> - To be able to cross safely on a busy road
(32) Member of public, (Abingdon, Lumberd Road)	<b>Support</b> - Lots of children are crossing the road in the morning and afternoon and it is not safe without the crossing
(33) Local Resident, (Abingdon, Mattock Way)	<b>Support</b> - Well needed and long overdue, the road is a death trap for children attending all of the surrounding schools.
(34) Local Resident, (Abingdon, Northcourt Road)	<b>Support</b> - It should help pedestrian safety. The proximity of Dunmore school means a Zebra crossing is warranted.
(35) Local Resident, (Abingdon, Oxford Road)	<b>Support</b> - High numbers of children, adults and particularly teenagers crossing this busy road, not just at school time.

(36) Local Resident, (Abingdon, Parsons Mead)	<b>Support</b> - To help children cross safely to and from school. Elderly when going shopping. Or any other residents
(37) Local Resident, (Abingdon, Picklers Hill)	<b>Support</b> - It will aid the safer crossing of all of the children who travel along this road to school
(38) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - Needed to Increase safety for children
(39) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - To make road crossing safer in this busy location near the school. I live very nearby and often need to cross with my young children. People sometimes kindly stop at the road humps to allow us to cross, but unfortunately this can be really dangerous because cars behind sometimes don't realise why someone has stopped and try to overtake. We had a very frightening 'near miss' when someone (presumably in frustration) accelerated very fast to overtake a car that had stopped for me to cross with two toddlers on bikes and nearly hit us in the middle of the road. Some children cross this road twice a day to get to the school and a zebra crossing absolutely makes sense to make this safer.
(40) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - Many children and parents cross Northcourt Road and use the speed humps and zebra crossings - this is not safe. A proper zebra crossing would help and avoid the accident which is waiting to happen.
(41) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - At peak times there are so many vehicles on Northcourt Road in both directions it can be difficult to cross so anything that helps pedestrians (who are now top of the pyramid as per Highway Code) is a very good thing.
(42) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - Safe crossing for schools are really needed along that road.
(43) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - It gets very confusing at school drop off and pick up with people crossing in all sorts of places. It becomes dangerous for everyone concerned. This would be a sensible place. I wish it was a pelican, but this is better than nothing I suppose.



(44) Local Resident, (Abingdon, South Avenue)	<b>Support</b> - This is a very busy road with two schools and a large college all affectively next to each other. With a housing estate on the opposite side of the Northcourt Rd to the Schools and College. Parents and very young children have to cross at this point from the housing estate to enter Dunmore Primary School and there is not a single zebra crossing on the whole of Northcourt Rd where they can safely cross at present. Placing the raised Zebra crossing point oppsite the Primary School then gives the parents and very young children a safe place to cross.
(45) Local Resident, (Abingdon, South Avenue)	<b>Support</b> - It is outside a primary school. Many children cross there. Lots of cars do already stop there for children to cross, but not all. It is an accident waiting to happen. It is a very busy road with two school and a college there.
(46) Parent of pupil, (Abingdon, The Hyde)	<b>Support</b> - I have to cross the road daily, and feel that is unsafe.
(47) Member of public, (Abingdon, Alexander Close)	<b>Support</b> - Traffic calming is good for all local residents and other members of the public
(48) Member of public, (Abingdon, Andersey Way)	<b>Support</b> - To keep school children safer
(49) Local Resident, (Abingdon, Appleford Drive)	<b>Support</b> - Anything that reduces traffic or traffic speed on Northcourt is excellent. This should not be a rat run but should have a barrier by the community centre so residents can access homes from whichever end is accessible. Failing that a zebra crossing helps crossing but not travel on foot or bike.
(50) Local Resident, (Abingdon, Ashenden Close)	<b>Support</b> - It is a dangerous road with several schools and no dedicated crossing. Minor accidents happen on a regular basis. This is a much needed crossing

(51) Local Resident, (Abingdon, Austin Place)	<b>Support</b> - My child attends Dunmore school, and Northcourt Road can get very busy during pick ups and drop offs, so a zebra crossing would make it safer for children crossing at that time
(52) Local Resident, (Abingdon, Ballard Chase)	<b>Support</b> - My children both go to Dunmore school and we have to cross this road. It is very busy and can be dangerous.
(53) Local Resident, (Abingdon, Berry Croft)	<b>Support</b> - Many of us cross Northcourt Road with our children (I'm a parent of children at Dunmore School) - this would make it safer and easier. I also cross with my children at the Wootton Road end too and would love another safer crossing of some kind there too. We walk to school on the south side of Northcourt Road to get that much further away from the dangers of narrow pavement + children, and also to avoid pollution which is significantly reduced by distancing yourself even a few metres from traffic. Steps to reduce cars and improve cycling possibilities would also be appreciated.
(54) Local Resident, (Abingdon, Borough Walk)	<b>Support</b> - I have been taking my children there for many years and there is no safe point to cross. I have witnessed so many near misses with both cars and bikes nearly hitting children. Also as I live close by I have also had children try to cross in front of me whilst I was driving at the wrong time
(55) Local Resident, (Abingdon, Brookside)	<b>Support</b> - I live in Brookside and it will give me peace of mind that me and my children can cross that road to school safely.
(56) Local Resident, (Abingdon, Brookside)	<b>Support</b> - This is a busy road especially at school drop off/pick up times. The cars and bikes don't let people cross safely and it causes clashes with the secondary school children. Who push past the younger children causing them to get pushed on road. This crossing is desperately needed!
(57) Local Resident, (Abingdon, Crosslands Drive)	<b>Support</b> - There is a primary school, secondary school, college and SEN provision along this road, as well as shops and church. This crossing would support the safety needs of all age groups within the local community

(58) Local Resident, (Abingdon, Curtis Avenue)	<b>Support</b> - Essential for safe crossing for school children and parents
(59) Local Resident, (Abingdon, Eason Drive )	<b>Support</b> - There are 2 schools and a college along this road, to have no pedestrian crossing to serve the primary school is putting children at risk. It would also help to reduce the speed along here further which can only be a good thing. I would feel happier knowing this is here, especially having already had one child knocked off their bike cycling along here.
(60) Local Resident, (Abingdon , Evelin Road)	<b>Support</b> - Absolutely needed for safe crossing especially with all the schools traffic.
(61) Local Cllr, (Abingdon, Evenlode Park)	<b>Support</b> - Improve pedestrian safety along a heavily used road by pedestrians and ambulant schoolchildren
(62) Local Resident, (Abingdon, Heathcote Place)	<b>Support</b> - Children crossing for school. Safety.
(63) Local Resident, (Abingdon, Larkhill Place)	<b>Support</b> - About time! Long over due! Should be one outside every school
(64) Local Resident, (Abingdon, Longmead)	<b>Support</b> - My children go to school on Northcourt Road and myself and kids have to cross the road every morning and afternoon and we have had a few near-misses as the road gets very busy and drives still speed down that road
(65) Member of public, (Abingdon, Northcourt Road)	<b>Support</b> - I support young people with special needs. Any safe places to cross have to benefit them
(66) Local Resident, (Abingdon, Northcourt Road)	<b>Support</b> - Lots of children have to cross this road. It will make it safer

(67) Local Resident, (Abingdon, Northcourt Road)	<b>Support</b> - This is a far more sensible idea than the previously proposed Pelican Crossing and I support this proposal.
(68) Parent of pupil, (Abingdon, Ock Street)	<b>Support</b> - My children are at school at Dunmore and I want them to be safe.
(69) Local Resident, (Abingdon, Oxford Road)	<b>Support</b> - There are two schools and a college on the road so a vital need for a safe crossing.
(70) Local Resident, (Abingdon, Penn Close)	<b>Support</b> - Safer for school children
(71) Local Resident, (Abingdon, Pudsey Close)	<b>Support</b> - Safe crossings are vital, we need more of them
(72) Parent of pupil, (Abingdon, Saxton Road)	<b>Support</b> - Safer for the children, however concerned around the knock on effect of the already poor traffic
(73) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - Needed for safety of all the school children using this road. Also will help to slow traffic.
(74) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - As a local resident of Sellwood Road and a parent of two children who go to Dunmore, I am in support of anything that makes crossing the road safer for parents and children in particular but also for anyone who needs to cross. Northcourt Road is very busy during the school start and end times and crossing can be tricky, especially with larger lorries making deliveries and additional traffic using the route to avoid congestion on the outer routes.
(75) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - I am a local resident with young children. We have struggled to cross this road at times. We would welcome a safer environment

(76) Local Resident, (Abingdon, Sellwood Road)	<b>Support</b> - It's needed and many people assume it's a safe crossing point as the road is raised there.
(77) Local Resident, (Abingdon, South Avenue)	<b>Support</b> - My children walk to John Mason school and would benefit from this crossing to ensure they are safe amongst the traffic
(78) Local Resident, (Abingdon, Springfield Drive)	<b>Support</b> - Safer
(79) Local Resident, (Abingdon, Thornhill Walk)	<b>Support</b> - We need zebra crossing to make it more safer for children to cross as Northcourt get really busy with primary school secondary school and college
(80) Local Resident, (Abingdon, Darrell Way)	<b>Support</b> - I support the proposed crossing because it will improve safety for pedestrians, particularly for school children and the parents escorting them.
(81) Member of public, (Boars Hill, Old Boars Hill)	<b>Support</b> - I take my children to secondary school and my partner to work on this road and it's very dangerous. Also think it should be a 20 mph mainly during school times
(82) Member of public, (Frampton Road)	<b>Support</b> - I used to live on Northcourt Road and went to both schools there. My brother now takes my nephews to school at Dunmore. It's a busy road and children and parents would benefit from an easier crossing which highlights their need to cross to motorists.
(83) Local Resident, (Northcourt, Sellwood Road)	<b>Support</b> - It's a busy place outside Dunmore School and I would like a safe place for my children to cross the road
(84) Member of public, (Shippon, Avon Road)	<b>Support</b> - Zebra crossing will support parents and young children to cross the road safely. My son is due to start Dunmore Primary in September and since visiting recently I found it very hard to try and cross the road safely as some drivers don't like to allow pedestrians to cross safely.



Divisions affected: *Banbury Calthorpe; Banbury Ruscott*

## **CABINET MEMBER FOR HIGHWAYS MANAGEMENT –7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following as advertised:
  - a) New 'No Waiting at Any Time' (Double Yellow Lines) on the Bloxham Road Service Road east side, and
  - b) Removal of existing Double Yellow Line parking restrictions on the southern side of Edmunds Road.

#### **Executive summary**

2. Following concerns being raised over obstructive and inappropriate parking, in order to help prevent parked vehicles obstructing visibility at junctions and help the passage of traffic, as well as improving safety for more vulnerable road users, proposals have been prepared to introduce new sections of 'No Waiting at Any Time' (double yellow lines) parking restrictions on the eastern and southern side of the Bloxham Road Service Road; the proposals cover the entire eastern side, as well as the turning area at the southern side, and will be accompanied by new 'birds-mouth' fencing around the grass verge to match the existing fencing on the opposite side of Queensway.
3. Additionally, following an assessment of safety, in response to parking pressures in the area it is proposed to remove sections of existing 'No Waiting at Any Time' (double yellow lines) parking restriction on Edmunds Road, comprising of an 11-metre section opposite Nos. 80/78, and a 5-metre section outside No.37.

#### **Financial Implications**

4. Funding for consultation on the proposals and their implementation if approved has been provided by s106 developer funding allocated to "transport infrastructure and/or services serving Banbury", and also contributions from existing highway lining maintenance budgets.

## Equality and Inclusion Implications

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

## Sustainability Implications

6. The proposals would help facilitate the safe movement of pedestrians, cyclists and motor traffic within the new areas of the residential estate.

## Formal consultation

7. The Formal consultation was carried out between 29 June and 28 July 2023. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, local bus operators, countywide transport, access and disabled peoples' user groups, Cherwell District Council, Banbury Town Council, and the local County Councillors representing the Banbury Calthorpe and Banbury Ruscote divisions.
8. Additionally, letters were sent directly to approximately 110 adjacent properties and street notices placed on site in the immediate vicinity of the proposals.
9. Nine responses were received via the online survey during the formal consultation period, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
Bloxham Road Service Road	5	1	1	2	9
Edmunds Road	2	1	1	5	9

10. A further three emails were also received from Thames Valley Police, the county Cllr for the Banbury Ruscote division, and a member of the public.
11. The responses are shown at **Annex 3**, and copies of the original submissions are available for inspection by County Councillors.

## Officer response to objections/concerns

12. Thames Valley Police did not object to the proposals, and the county Cllr responsible for the Banbury Ruscote division supported the proposals for Edmunds Road.



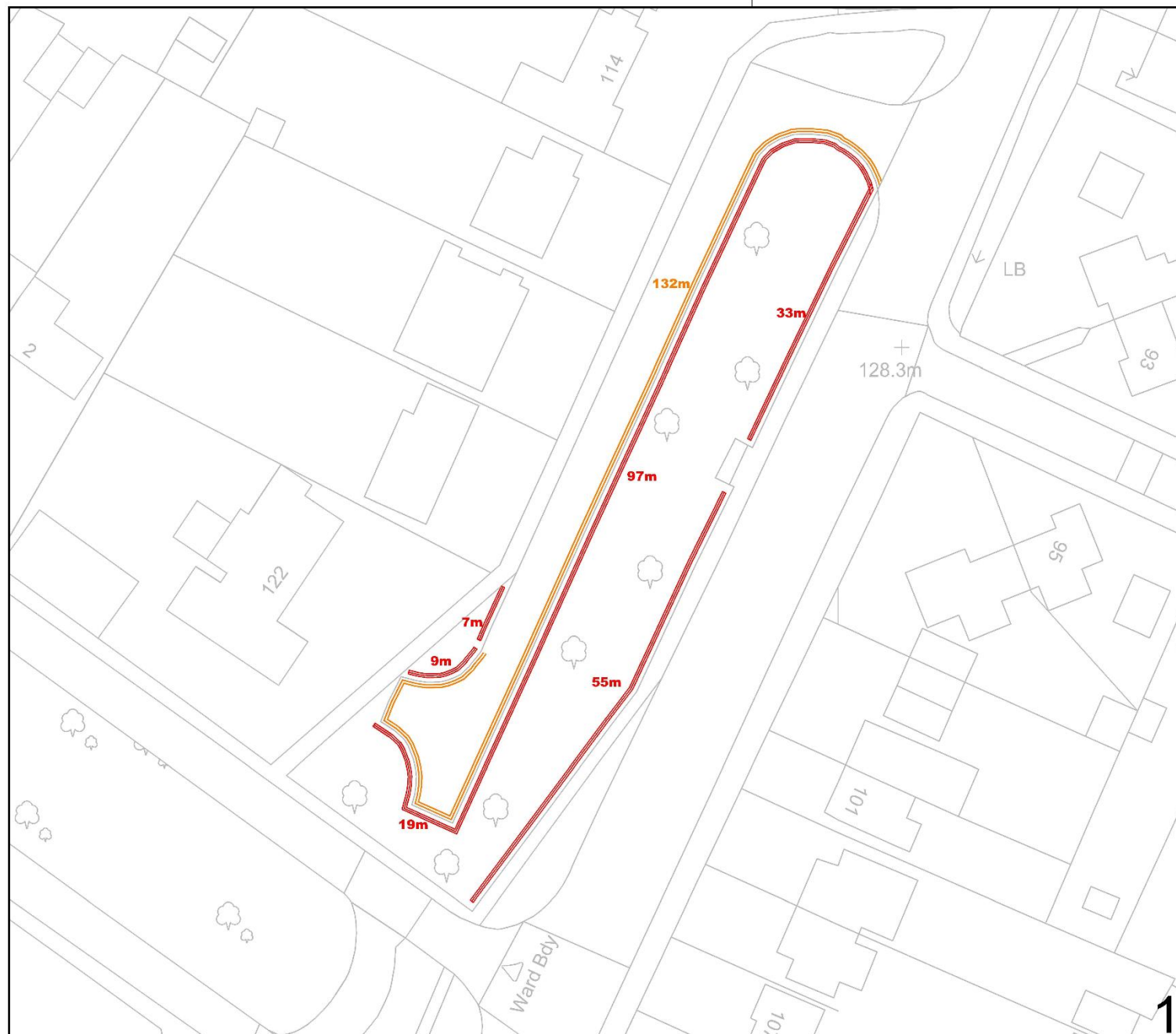
13. The restrictions on the Bloxham Road service road were requested by the local county Cllr following representations from residents who sometimes struggle to access their homes due to inconsiderate parking during school drop-off and pick-up times.
14. Verbal confrontations have already occurred between residents and parents, so in discussion with the Cllr it was felt that some form of physical restriction was the correct way to address these specific issues.
15. On Edmunds Road there is insufficient residents' parking owing to the de-commissioning of existing off-road garage space.
16. The proposed three additional on-road spaces have been carefully assessed by Officers to ensure that sight lines, accessibility to driveways and safety for road-users will not be compromised.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1 & 2 Consultation plans Annex 3: Consultation responses
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Contact Officers:	Dave Catling Ian Connick
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**ANNEX 2** September 2023



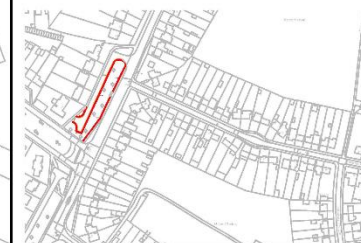
Drawing No.

## NOTES

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

## KEY

- Fencing: 215m of knee rail fencing
- Bollards : 87 Bollards at 2.5m spacing
- Double Yellows: 132m of double yellows



## LOCATION PLAN NTS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE  
COUNTY COUNCIL**

David Jenkins  
Director of  
Communities Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

Project title

**Proposed Parking restrictions**

Drawing title

**Double yellows and Fencing**

Drawing Status

## Consultation

Scale @ A3	Drawn by	Checked by	Approved by
NTS	GG	XXXXXXXXXX	XXXXXXXXXX
	Date drawn 21/07/2022	Date checked XXXXXXXXXX	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision

1

Drawing No.

## KEY TO RESTRICTION

Existing No Waiting  
(Double Yellow Line)

Existing Lining to be  
Removed

ALL RESTRICTIONS ARE NEW  
UNLESS OTHERWISE MARKED



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Dean Jenkins  
Director of  
Communities & Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

## Project title

Proposed Removal Of Double Yellow

## Drawing title

Removal of Double Yellow outside 37 & opposite  
78/80

## Drawing Status

Scale @ A3 NTS	Drawn by LN	Checked by DC	Approved by XXXXX
	Date drawn 25/11/2022	Date checked 25/11/2022	Date approved XXXXX

Oxfordshire Project No. &amp; File Ref

Drawing No.

Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) County Cllr, (Banbury Ruscote division)	Edmunds Road – <b>Support</b>  Can it be noted that I support as local member for Banbury Ruscote the proposals for extra parking provision along Edmunds Road, Banbury.
(3) Local Resident, (Banbury, Bloxham Road / Waller Drive)	Bloxham Road Service Road – <b>Object</b>  Why are scarce resources being spent on this vanity scheme ? Passing this site fairly regularly I have not seen a problem which a bit of sensible discussion would not overcome. What will the waiting restrictions achieve and there is no need for any fencing - unless a resident seeks to keep others from walking their dog on the grass. There are many more serious and dangerous highway defects to correct than spending money in this way.
(4) Local Resident, (Banbury, Lidsey road)	Edmunds Road – <b>Object</b>  I live opposite the property 37 Edmunds road. There are lots of cars parked on the side of this road (the stretch outside 29-35 Edmunds) and the part of Lidsey Road that joins. This is going to create a major blind spot for anyone turning from Lidsey Road to Edmunds road. Furthermore, there are already cars currently parked on the bend of the left side of the road turning from Lidsey to Edmunds; removing the double yellow lines outside of 37 Edmunds road would lead to a complete obstruction. Edmunds road is always busy and difficult to turn into, hence, this would only add to the difficulty and would not resolve any issues.
(5) Local Resident, (Banbury, Queensway)	Bloxham Road Service Road - <b>Concerns</b>

	At school times cars park along the Bloxham road pavement North side obstructing pedestrians particularly where prams /immobility vehicles would difficulty passing. Will this make situation worse?
(6) Local Resident, (Banbury, Edmunds Road)	<p>Edmunds Road – <b>Concerns</b></p> <p>My only concern is that vehicles already park on the kerb opposite 79/80 Edmunds Road which sometimes impede me from exiting my driveway either because they are blocking it or making it hard to see traffic coming. I understand that there is not enough parking for everyone so I do not object providing the yellow lines remain at the bottom of the driveways so so that access isn't blocked.</p> <p>I do however wonder why nothing is done with the land behind those houses as that is where the parking for those houses should be.</p>
(7) Local Resident, (Banbury, bloxham road)	<p>Bloxham Road Service Road - <b>Support</b></p> <p>Can you also extend this to restricted permit parking only along the Bloxham Road as many residents cannot get out safely due to parents parking. They regularly block pathways too by parking on the path</p>
(8) Local Resident, (Banbury, Bloxham road)	<p>Bloxham Road Service Road - <b>Support</b></p> <p>Often at school times (start and finish) there is hazardous parking</p>
(9) Local Resident, (Banbury, Edmunds road)	<p>Bloxham Road Service Road - <b>Support</b></p> <p>Edmunds Road – <b>Support</b></p> <p>Because we need more parking for residents</p>
(10) Local Resident, (Banbury, Bloxham Road)	<p>Bloxham Road Service Road - <b>Support</b></p> <p>Edmunds Road – <b>Support</b></p>

	<p>Why only yellow lines on the service road. It should be all along Bloxham Road up to Queensway to stop the thoughtless parents of children at Harriers Academy parking on the pavement and also heavy trucks riding up onto the pavement. its very dangerous. This is an arterial road and should not have parking on either side and a 20 mile/hour enforceable speed limit.</p>
<p>(11) Local Resident, (Banbury, Bloxham)</p>	<p>Bloxham Road Service Road - <b>Support</b></p> <p>I live on the service road and inconsiderate parking makes it difficult to navigate the road. I would like the yellow lines extended to include both sides of the road entrance (northern side) as people park on the right of the entrance which makes turning into the road a tight manouver. How will this be enforced as I am concerned driveways and pavements will be blocked.</p>
<p>(12) Local Resident, (Banbury, Bloxham)</p>	<p>Bloxham Road Service Road - <b>Support</b></p> <p>I applaud anything that can be done to eliminate the obstructive parking that takes place in the service road and the problem of vehicles parking on the grass. I have made, below, some comments that I hope will be of help.</p> <ol style="list-style-type: none"> <li>1. Yellow lines are only effective if there is some level of enforcement.</li> <li>2. Parking is also a problem on the small area of grass at the north of your plan. Parking partly on that grass obstructs access to the whole service road.</li> <li>3. Is any marking needed to prevent blocking of access to private houses? White lines exist at present.</li> <li>4. If the road surface could be repaired, I'm sure all residents would be grateful.</li> </ol>

Divisions affected: *West Witney and Bampton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

### **CLANFIELD: VILLAGE CENTRE – PROPOSED PARKING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the proposed new ‘No Waiting at Any Time’ (double yellow liens) on the following roads:
  - a. Busby’s Close, Pound Lane, Bampton Road, B4020 Bourton Road, A4095 Main Street, Manor Lane, and Mill Lane.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on traffic proposals to introduce waiting restrictions at Busby’s Close, Pound Lane, Bampton Road, B4020 Bourton Road, A4095 Main Street, Manor Lane, and Mill Lane.
3. The proposals are being put forward to help prevent obstructive parking and improve road safety, and seek to deter dangerous & inappropriate parking, and will help ensure various junctions/locations are left clear of stationary vehicles in order to assist with forward visibility and movement of through traffic within the village. Road, B4020 Bourton Road, A4095 Main Street, Manor Lane, and Mill Lane.

#### **Financial Implications**

4. Funding for consultation on the proposals has been provided by .....il, who will also fund the extension of the limit if approved

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

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

## Sustainability Implications

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

## Formal consultation

7. Formal consultation was carried out between 8 June & June 2023. Notices were published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Clanfield Parish Council, West Oxfordshire District Council, and the local County Councillor representing the West Witney & Bampton division.
8. Letters were also sent to approximately 225 adjacent premises, and street notices placed on site in the immediate vicinity.
9. 54 responses were received via the online questionnaire during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Busby's Close	7 (13%)	5 (9%)	34 (63%)	8	54
Pound Lane	5 (9%)	4 (7%)	39 (72%)	6	54
Bampton Road	6 (11%)	3 (6%)	41 (76%)	4	54
B4020 Bourton Road	7 (13%)	6 (11%)	38 (70%)	3	54
A4095 Main Street	9 (17%)	5 (9%)	39 (72%)	1	54
Manor Lane	5 (9%)	5 (9%)	34 (63%)	10	54
Mill Lane	6 (11%)	4 (7%)	36 (67%)	8	54

10. Additionally, four emails were also received, comprising of: one objection, two expressing concerns, and one not objecting.
11. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

## Officer response to objections/concerns

12. Thames Valley Police did not object to the proposals, noting that in recent years Parking has become a noticeable problem particularly on the A4095 through the village .
13. They also suggested that replacing the existing School Keep Clear markings with double yellow lines or making them mandatory would be an improvement,



as currently the School Keep Clear markings are currently unenforceable under CPE placing an unnecessary burden upon the Police.

14. School keep clear markings are currently enforceable when accompanied with upright signs BUT only by the Police in the absence of a specific Traffic Regulation Order. Making of an Order can be considered to allow enforcement under CPE.
15. An initial local informal consultation was undertaken by Clanfield Parish Council, and the proposals put forward to the formal consultation were amended to suit the outcome of this local consultation based on local responses. Some compromises have already been made to address concerns regarding the extents of the restrictions. The Parish Council are broadly happy that the current scheme addresses the main concerns without being unduly restrictive to residents.
16. Busby's Close – The Highway Code states that vehicles should not park within 10 metres of a junction, as this can lead to compromised visibility for vehicles negotiating the junction thereby compromising road safety for both vehicles and pedestrians.
17. A4095 Main Street – Restrictions for Main Street have been reduced following the informal consultation and concerns around parking for customers of Blakes Kitchen. However Officers feel the restrictions are necessary to help keep junctions clear for the purpose of safely negotiating turning movements.
18. Bampton Road – As per the comments above, and also to allow unimpeded stopping for buses for passengers to board and alight.
19. B4020 Bourton Road – Parking at and adjacent to the B4020 / A4095 Bourton Road, Pound Lane & Bampton Road junction which is located on a bend and is obstructing traffic, which is frequently forced to pass parked vehicles on the wrong side of the road leading to head on conflicts. The proposed new restrictions are to be provided to keep the junction and visibility splays clear. It may be necessary to review the extent of the restrictions to the north following implementation should displaced parking become an issue closer to Bourton Close.
20. Pound Lane – As per point 18 above, Pound Lane is narrow, and access to residential properties is currently being compromised.
21. Manor Lane – As per point 16 above.
22. Mill Lane – The proposed restrictions replace the current advisory keep clear markings to ensure free passage for vehicles entering and leaving the Lane on the appropriate side of the road, thus avoiding head on encounters at the junction. Residents can apply for informal White Access Protection markings should they experience access issues with neighbouring properties.

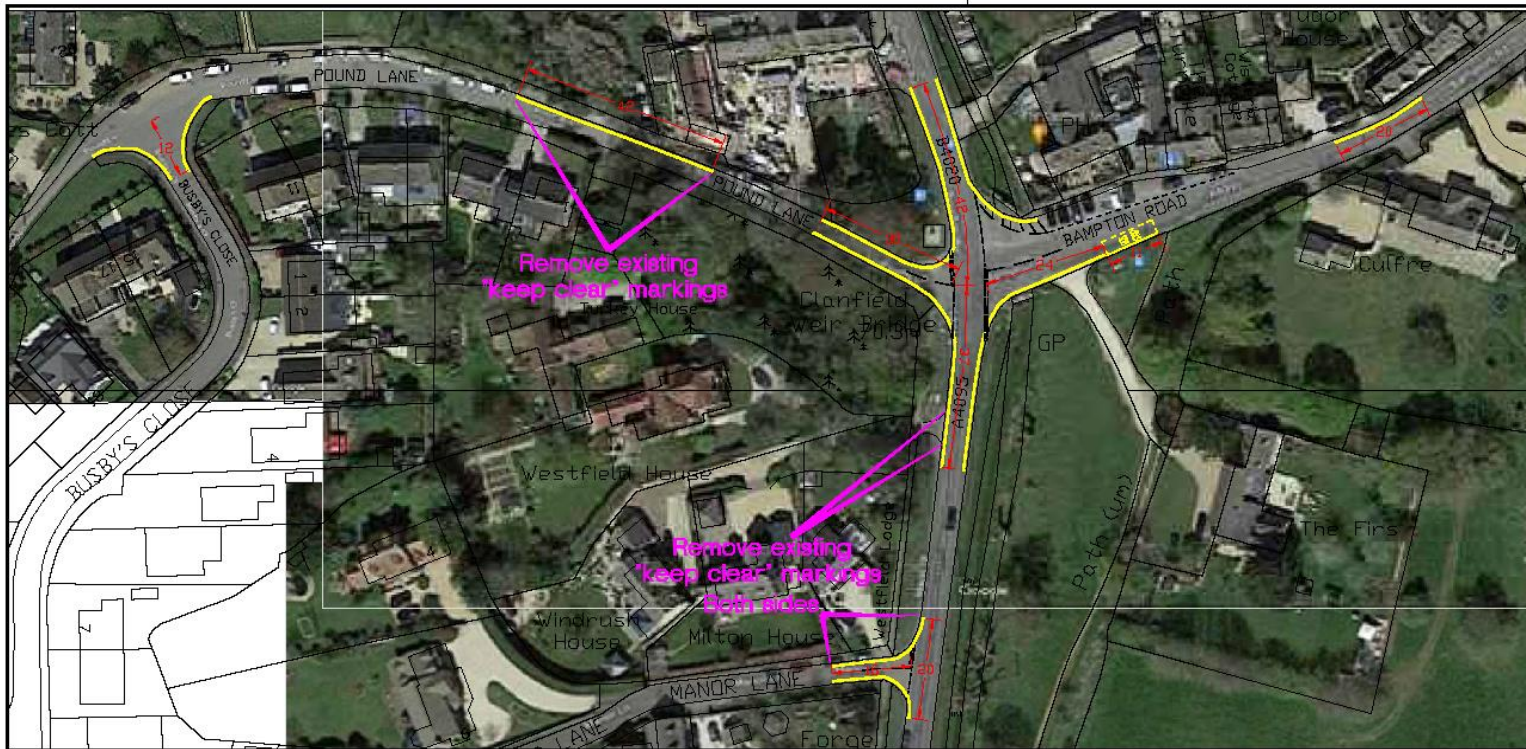
Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation Plan  
                                    Annex 2: Consultation responses

Contact Officers:            James Wright 07789 926984

**ANNEX 1      ANNEX 2      ANNEX 3** September 2023

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GreenJenkins  
Branch of  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1BA  
Tel: 01865 310 1111

Project title

CLANFIELD

Drawing title

**Proposed  
Parking restrictions**

Drawing Status

Scale @ A3	Drawn by JEW	Checked by	Approved by
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Oxfordshire Project No. &amp; File Ref

Drawing No.	Revision
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Clonfield  
C of E  
Primary School

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle the Police do not object . In recent years Parking has become a noticeable problem particularly on the A4095 through the village .</p> <p>One further consideration might be to replace the existing School Keep Clear markings with Double yellow lines or make them mandatory under this Order . I do not believe School Keep Clear markings are currently enforceable under CPE placing an unnecessary burden upon the Police</p>
(2) Local resident, (Clanfield)	<p><b>Object</b> – I am of the opinion that these proposals would be a disaster for the village if they are implemented in their entirety.</p> <p>I agree that the junction of Pound Lane and Main Street should have yellow lines for a few metres for safety reasons. however, the rest of the restrictions to Pound Lane and Busbys Close are a knee jerk reaction to my neighbours' dislike of the Double Red Duke and anyone who frequents it! This opinion does not apply to all of my neighbours but certainly applies to the majority.</p> <p>If the available parking is reduced further then all the businesses in the village will suffer and this could lead to closures . This is not in anyones best interests.</p> <p>There would also be consequences for the local fair and events held at the church which has limited parking . I live in Busbys Close and work shifts therefore I am coming and going at all different times of day. I have NEVER had any problems driving in and out of Pound Lane and Busbys Close even when the Double Red Duke has clearly been very busy.</p> <p>If people cannot park at the entrance to Busbys Close ( which, by the way is particularly wide)then they will park further down which would ruin the area where children can safely ride their bikes etc</p> <p>I would be happy to support a watered down version of this proposal but feel that a lot of these restrictions are to appease the residents with a grudge against the Double Red Duke whilst hiding behind safety issues.</p>

	By the way, I have no connections to the DRD - I just don't like them being blamed for all the supposed traffic problems in the village.
(3) Local resident, (Clanfield)	<b>Concerns</b> – we generally accept the proposals outlined in your letter. We would, however, comment that item 7 (Mill Lane) we believe a 28 metre no parking zone would only mean residents in that area would park further up Mill Lane and further impact on the entrance to our property which is already a problem, especially at weekends.
(4) Local resident, (Clanfield, Mill Lane)	<p>Mill Lane: <b>Concerns</b></p> <p>I feel your proposal of 28 metres from the junction would be better if this was extended to where the footpath begins as the school children are walking on the road at this point, everyone up to this point has off road parking so this would not affect the residents, I have seen instances of children walking in the middle of the road to get to school because of parked vehicles, I feel this would be a safer approach at this point.</p>
(5) Group of residents, (Clanfield, Bourton Close)	<p>B4020 Bourton Road: <b>Concerns</b></p> <p>We very much support the proposals to place 'No Waiting at Any Time' restrictions on the section of highway noted above, and shown in yellow on the plan below.</p> <p>We do however feel very strongly that the 'double yellow lining' should be continued further on the northbound section, shown pink on the plan below.</p> <p>In addition we do not believe that the informal layby should be made available for parking, and should instead be provided to the adjacent hotel for delivery vehicles to pull off of the highway to make their deliveries.</p> <p>The reasons :-</p> <ol style="list-style-type: none"> <li>1. Vehicles parking in the 'pink section' frequently obstruct access and visibility of the carriageway, causing other vehicles travelling northbound to drive 'blind' onto the southbound carriageway – a very real road safety hazard, that can be witnessed repeatedly.</li> <li>2. Vehicles travelling northwards on Bourton Road, intending to turn right into Bourton Close, are often forced into the southbound carriageway immediately prior to completing the turn. This situation is very hazardous to all concerned.</li> <li>3. Vehicles parking in the 'pink section' have severely 'churned up' the green verge, creating an unpleasant mess.</li> </ol>

	<p>4. Delivery vehicles currently create a dangerous obstruction to the highway whilst carrying out deliveries.</p> <p>The already narrow section of Bourton Road frequently carries PSV's, HGV's and very large agricultural equipment, making any restriction to the width of this section both problematic and potentially very hazardous for road users.</p> <p>A number of us brought this issue to the attention of the Parish Council during the informal consultation however our suggestions have not been incorporated in the OCC proposal thus far.</p> <p>We feel that perhaps those who have created this proposal may not be in a position to fully understand the severity of what is taking place on this section of Bourton Road.</p> <p>We believe that we – as residents of households closest to the section of Bourton Road being discussed – are best placed to observe and accurately describe the impact that incredibly inappropriate parking is having on road safety.</p>
(6) Member of public, (Bampton, Fox Close)	<p>A4095 Main Street: Support</p> <p>It's an absolute nightmare to try and get through the main street everyone is trying to get through with no where to pull in to let people pass safely. It is an accident waiting to happen</p>
(7) Member of public, (Bampton, Fox Close)	<p>A4095 Main Street: Support</p> <p>It's a absolute nightmare to get through the main street with all the cars on one side, people don't seem to care where they dump there car and the hassle it causes other road users</p>
(8) Member of public, (Black Bourton, Alvescot Road)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: <b>Object</b>, B4020 Bourton Road: <b>Object</b>, A4095 Main Street: <b>Object</b>, Manor Lane: Support,</p>



	<p>Mill Lane: Support</p> <p>If parking restrictions get put into place on Main Street it will cause further aggravation in the lorry park. Tensions are already running high and if you force all parking down there without improving the facilities then there will be real issues.</p>
(9) Local Resident, (Clanfield, Bakery Lane)	<p>A4095 Main Street: Support,</p> <p>The proposal should facilitate movement of traffic through the village and ensure safe crossing points, especially near the school.</p>
(10) Local Resident, (Clanfield, Bampton Road)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>The proposal provides a balanced solution to address essential safety concerns.</p>
(11) Local Resident, (Clanfield, Bampton Road)	<p>Pound Lane: Support, Bampton Road: <b>Concerns</b>, B4020 Bourton Road: <b>Concerns</b>, A4095 Main Street: <b>Concerns</b>,</p> <p>I have concerns that the Bampton Road, Bourton Road and Main Street proposals are flawed, in that they will simply move the congestion problem to different parts of the roads. People will use the first available unmarked stretch of road to park to get to Blakes, the Clanfield Tavern and the Double Red Duke regardless of the visibility for road users and residents trying to exit and enter their driveways, particularly those with larger vehicles (eg motorhomes) or trailers and caravans. In particular, bends in Bourton Road and Bampton Road already restrict visibility for using driveways in those areas. Also, there is potential, at those bends, if cars are parked near them, that the roads will</p>

	become blocked because drivers will not be able to see that there are parked cars until they come round the corner, resulting in a potential stand off but in any event further congestion.
(12) Local Resident, (Clanfield, Bampton Road)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>To deter dangerous and inconsiderate vehicle owner behaviour through and around the village e.g., parking on bends and verges, blocking residents driveways and refusal to adhere to considerate passing on an increasingly busy thoroughfare.</p>
(13) Local Resident, (Clanfield, Bourton Close)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: <b>Concerns</b>, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>B4020 Bourton Road : We support the double lines as shown up to the lay-by but are concerned that dangerous parking will continue towards the Black Bourton bends. Already parking regularly occurs on the SLOW sign printed on the road. Also vehicles parking at right angles to the road on the lay-by extend well into the carriageway. This parking restricts forward visibility and narrows the carriageway increasing the risk of an accident. We feel that the double yellow lines need to be extended northwards towards the bends.</p> <p>We support all the other proposals because they help prevent obstructive parking and improve road safety.</p>
(14) Local Resident, (Clanfield, Busby's Close)	Busby's Close: Support,



	<p>Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>I am really pleased that the Council has recognised that dangerous and inappropriate parking is a frequent occurrence in our wee village. Most days when I leave to go to work, I am struggling to see whether it is safe to exit Pound Lane, and the same is true for Busby's Close - usually at weekends. This is because of the way customers and staff at the Double Red Duke choose to park. Clearly they are not capable of parking safely and sensibly (we regularly see cars parked on top of the words "Keep Clear" on Pound Lane, and no, this is not local residents parking there) and so these parking restrictions are needed.</p> <p>However, putting in these parking restrictions does not solve the root cause of the problem, namely that the Double Red Duke does not have an adequate car park, and so its customers and staff fill up our narrow residential roads with their cars. My children used to play in our cul-de-sac on their bikes and scooters. It is no longer safe for them to do so because a business is making money because they are using our roads as their car park. Putting in these parking restrictions will simply mean that the Double Red Duke staff and customers park further up our roads and our roads will still be clogged with their cars.</p>
(15) Local Resident, (Clanfield, Busby's Close)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: <b>Concerns</b>, Mill Lane: <b>Concerns</b></p> <p>The current parking around the crossroads leads to dangerous situations in which visibility is restricted, often having to approach the junction on the wrong side of the road. I have seen and experienced many near-misses. Parking on pavements also causes major issues for those with disabilities having to walk on the roads. However, one concern I have is are the measures going to be enforced? Or are they going to be like to double yellow lines in Faringdon. If so, then this is another waste of money. Another concern I have is where are the guests of the double red duke going to</p>

	<p>park. It is already not uncommon that we cannot get into our driveway because of the parking. Is this going to make matters worse?</p>
<p>(16) Local Resident, (Clanfield, Farmers Court)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>The proposed parking restrictions should be extended further to cover the majority of the A4095 Main Street. After all, there's free parking available in the car park in Marsh Lane.</p>
<p>(17) Local Resident, (Clanfield, Farmers Court)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>Because the traffic flow problems in the village caused by parking are totally unacceptable and have been caused by the development of two businesses that have been unresponsive to finding remedies</p>
<p>(18) Local Resident, (Clanfield, Furlong Row)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: <b>Object</b>, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: <b>Object</b></p>

	<p>I have lived in clanfield for nearly 21 years and in the passed two years trying to get in and out of our village is becoming very dangerous because of how people are parking. They have no consideration for residents trying to get in and out of there driveways,</p>
<p>(19) Local Resident, (Clanfield, Furlong Row)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>Too many cars park all the way down the main road, obstructing residents driveways and making it very difficult to drive safely down the Main Street. Also, as a parent who walks to the school with young children, the cars that park on Mill Lane often park completely over the path making it difficult and dangerous to walk down. 99% of the houses on mill lane have driveways, these residents just don't bother using them, they'd rather park on the road/path and obstruct traffic and pedestrians. The cars that constantly park on the junction by the pubs are creating an extremely dangerous area for cars that need to drive through and pedestrians trying to cross too.</p>
<p>(20) Local Resident, (Clanfield, Furlong Row)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: <b>Object</b>, Manor Lane: Support, Mill Lane: Support</p> <p>The yellow lines will not actually solve the problem. Only additional parking options and/or a traffic light system to aid the flow of vehicles will reduce the dangerous driving that happens when people get frustrated and impatient. Yellow lines will make the lives of local residents more difficult- what happens to visitors or trade vehicles?</p>

<p>(21) Local Resident, (Clanfield, High House Close)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>The crossroads of Main Street/pound lane are so dangerous because cars entering the village (often at speed) then need to swerve around parked cars right on the junction. It's so dangerous. My children cross the road here for the bus and it's not safe. There are blind spots because of so many cars. Cars race through the village to avoid having to weave around the parked cars. The owners of the businesses must invest in a parking solution.</p>
<p>(22) Local Resident, (Clanfield, High House Close)</p>	<p>Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support,</p> <p>Clanfield needs a car park near the businesses that attract the visitors. Yellow lines will only displace the problem to elsewhere in the village. However, yellow lines are needed at the junction of Main Street/ Bampton Road for safety reasons. Even then, who will enforce the no parking zones? - we hardly ever see Police in the village. So I kindly request a new car park please. But the question remains: how was the Double Red Duke granted planning permission without a car park??</p>
<p>(23) Local Resident, (Clanfield, High House Close)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p>

	Poor parking is making the village more dangerous, especially around the crossroads, and damaging the village roads and verges
(24) Local Resident, (Clanfield, Main Street)	<p>Busby's Close: <b>Concerns</b>,  Pound Lane: Support,  Bampton Road: Support,  B4020 Bourton Road: Support,  A4095 Main Street: <b>Object</b>,  Mill Lane: Support</p> <p>There is a traffic / parking issue on the Main Street in Clanfield, a major concern is the amount of people who park and leave their cars on the road junctions, in particular on Main Street where it turns left into Pound Lane opposite the war memorial. Cars parked there obstruct visibility for anyone pulling out of Pound Lane and vehicles travelling up the village often have to overtake a stream of parked cars only to find themselves in the path of on-coming cars who have pulled out of the cross-roads junction.</p> <p>Cars are also park on the bend on the Bampton Road, just past the Tavern, which obscures visibility, so when overtaking you are in the path of oncoming vehicles.</p> <p>Cars are also parking on the grass verge, left-hand side, from the War Memorial down along on the Bourton Road towards the S-bends which is not only damaging the verge but also causes visual obstructions.</p> <p>I have concerns about installing double yellow lines in Busby Close as this will impact local residents.</p> <p>I support the idea of double-yellow lines at the junction entrance into Mill Lane as the lane entrance s very narrow and parked cars in this area obstruct access, especially for larger vehicles.</p>
(25) Local Resident, (Clanfield, Main Street)	<p>Busby's Close: Support,  Pound Lane: Support,  Bampton Road: Support,  B4020 Bourton Road: Support,  A4095 Main Street: Support,  Manor Lane: Support,</p>

	<p>Mill Lane: Support</p> <p>It is increasingly difficult to drive or walk through the village safely due to cars being parked inappropriately and dangerously in all areas outlined.</p>
<p>(26) Local Resident, (Clanfield, Main Street)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>Support yellow lines around the junction of pound lane, Bampton &amp; bourbon road as parking is an issue. Yellow lines down mill lane up no further than the first driveways.</p>
<p>(27) Local Resident, (Clanfield, Manor Lane)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>I live in Clanfield in Manor Lane and find it dangerous trying to pull out on to the main Road. Please can the businesses look at providing a carpark. Please can we have a clearer deadend sign on Manor Lane and also a residents parking only.</p>
<p>(28) As part of a group/organisation, (Clanfield, Manor Lane)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support,</p>

	<p>A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>Will help to keep road entrances clear and nightlines for cars maintained</p>
(29) Local Resident, (Clanfield, Mill Lane)	<p>Busby's Close: <b>Concerns</b>, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: <b>Concerns</b>, Mill Lane: <b>Concerns</b></p> <p>I am supporting the proposals as I am a Clanfield resident fed up with trying to get from the Radcot end of Clanfield to the Bampton end. The success of Blakes and the double red duke is superb (well done them). the nightmare traffic we face is at present almost unbearable.</p> <p>Where I have noted I have concerns above, these are only as the length of double yellow lines is too short. Busby close for example will become chocker further down. I believe the yellow lines should at least stretch all the way around the bend. I also feel Manor Lane and Mill Lane double yellow lines should be longer.</p>
(30) Local Resident, (Clanfield, Mill Lane)	<p>Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Mill Lane: Support</p> <p>I live in the village and at times the ridiculously unsafe parking is beyond a joke and makes passing through the village safely and in a timely manner almost impossible. Parking was always an issue but since the Double Red Duke opened, their staff and guests just seem to abandon their vehicles wherever they like without a care for local residents or other road users.</p> <p>I'm not too sure how successful the double yellow lines will be without enforcement, but uts a step in the right direction.</p>

(31) Local Resident, (Clanfield, Mill Lane)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>The main street can be terrible to drown down, with ten cars deep and nowhere to pull over. You can pull out when the road is clear, have an oncoming car come round the bend and you're then stuck with nowhere to go. There have been many occasions when this has happened to me and others and causes standstill.</p>
(32) Local Resident, (Clanfield, Mill Lane)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Mill Lane: Support</p> <p>Current parking is causing problematic and possibly dangerous driving conditions.</p>
(33) Local Resident, (Clanfield, Mill Lane)	<p>Busby's Close: <b>Object</b>, Pound Lane: Support, Bampton Road: <b>Object</b>, B4020 Bourton Road: Support, A4095 Main Street: <b>Object</b>, Manor Lane: <b>Object</b>, Mill Lane: <b>Object</b></p>



	<p>The lines proposed are unnecessary along anywhere aside from the entrance to pound lane and the bourton road. I support lines here as traffic regularly obstructs vision while turning. If lines are placed on any of the other proposed locations, the traffic will be forced elsewhere or choose to leave the area, therefore moving the problem simply down the road and making the businesses suffer.</p>
<p>(34) Local Resident, (Clanfield, Pound Lane)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>The village has become increasingly unsafe for pedestrians as well as motorists as a direct result of the total parking chaos that has followed the expansion of local businesses without in tandem provision for both appropriate parking and restrictions. This is most prolific on pound lane where I have on many occasions</p> <ol style="list-style-type: none"> <li>1. had to ask guests at the Red Duke to move their cars by the Memorial to allow me proceed down pound lane to access my home,</li> <li>2. to remove them off footpaths to enable older residents be safe and not have to walk in the road.</li> </ol> <p>Exiting Pound lane onto main street or crossing to the 4095 towards Bampton can be dangerous and is an accident waiting to happen, given the obstructed views both ways due to cars parked right up to the junction and transiting vehicles typically driving on their offside again because of parked cars.</p>
<p>(35) Local Resident, (Clanfield, Pound Lane)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p>

	<p>Since the Double Red Duke has opened and during refurbishment there has been a significant increase in poor and dangerous parking. This also has resulted in damage to residents vehicles which has been witnessed to have been caused by customers of the DRD. This also results in noise in residential areas later on at night,</p>
<p>(36) Local Resident, (Clanfield, Pound Lane)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: <b>Concerns</b>, Manor Lane: Support,</p> <p>I vehemently support the restrictions particularly on Pound Lane, Busby close. I live on Pound Lane and the parking and consequent noise from patrons of the Double Red Duke has turned what was a peaceful residential street and area in front of the village church, into a 24 hour car park. Patrons are noisy and frequently disrespect cones laid out by residents who rely on the road being clear to reverse out of their driveways. I've also had delivery vans physically unable to drive up Pound Lane at the weekend because cars are parked so carelessly.</p> <p>Additionally, I support the parking restrictions on Main Street, particularly around the junction with bampton road and the road out to Alvescot, opposite the Tavern and the Duke. Visibility driving out of Pound Lane is almost impossible due to patrons obstructively parking, even on the grass verges. I am genuinely surprised there has not been a serious car accident as I myself have had countless near misses from cars racing down main street from faringdon direction.</p> <p>I would also like to add that double yellow lines are particularly vital around the area in front of the war memorial as cars are constantly parking on the pavement going up pound lane. This blocks disability access for through use of the pavement and makes using the pavements impossible for elderly people and parents with young children. The result is you then have elderly residents and young children walking on the road at that junction, which as above, is incredibly dangerous due to obstructive parking.</p> <p>Despite the support I think its important to raise that there's no point bring in restrictions unless they are enforced. Patrons from the Duke and Blakes kitchen already pay no attention to the basic rules of the highway code when it comes to safe parking and driving, so the existence of restrictions without ticketing/other enforcement methods will be pointless.</p> <p>Alternative parking spaces particularly for the Duke/Blakes also need to be explored because obviously the cars will</p>

	<p>not disappear because restrictions are implemented. For example the car park at the edge of the village could easily be expanded if some of the overgrown areas were filled in, and the car park was properly signposted from the centre of the village. The addition of a zebra crossing from the car park to the pathway on the opposite side of main street could be put in to allow patrons to walk down the village rather than park outside Duke/Blakes.</p> <p>Lastly, I also think the restrictions should go hand in hand with consideration of traffic calming measures. The chicane on Bampton road helps to slow the traffic coming into the village and the same desperately needs to be put in at the other entry points to the village. The safety risk of the poor visibility at the central village junction is worsened by the speed of traffic flying from Alvescot through Clanfield to Faringdon.</p>
(37) Local Resident, (Clanfield, Pound Lane)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>It will hopefully encourage patrons of the Double red Duke to park in the lorry park or the establishment itself to purchase the land behind it to provide adequate parking.</p>
(38) Local Resident, (Clanfield, Pound Lane)	<p>Busby's Close: <b>Object</b>, Pound Lane: <b>Object</b>, Bampton Road: <b>Object</b>, B4020 Bourton Road: <b>Object</b>, A4095 Main Street: <b>Object</b>,</p> <p>The village will look like it has been over run with yellow lines, a sledgehammer to crack a nut- we will be left with an ugly urbanisation and no one to Police it- will there be traffic wardens patrolling? I suspect not, a couple of weeks of Parking Wardens and warning signage would do the trick- every 3 months and lessening to every 6..... it works in other villages.</p> <p>Clanfield is a victim of its own success, I support each of the local businesses and love living in such a beautiful little</p>

	<p>village, originally from London the world of red and yellow lines apart from dangerous and inconsiderate parking- ( which needs to be addressed by fines and tickets) on the whole people need to chill out- if it takes 10 minutes to get through village- leave earlier.</p>
<p>(39) Local Resident, (Clanfield, Pound Lane)</p>	<p>Busby's Close: <b>Object</b>, Pound Lane: <b>Object</b>, Bampton Road: <b>Object</b>, B4020 Bourton Road: <b>Object</b>, A4095 Main Street: <b>Object</b>, Manor Lane: <b>Object</b>, Mill Lane: <b>Object</b></p> <p>Double yellow lines will not solve any parking problems, it will just move it to different areas of Clanfield and the situation will have to be revisited again. Also, how often will a traffic warden be policing these lines? People will soon get to know if they are not.</p> <p>Also, no other village in Oxfordshire, to my knowledge, has been annihilated by copious numbers of unsightly yellow lines.</p> <p>The only solution is a proper car park. There could be an option of a car park area for sale behind the Duke and as most of the cars are visiting there, it would seem quite fair to suggest this.</p>
<p>(40) Local Resident, (Clanfield, Pound Lane)</p>	<p>Busby's Close: <b>Object</b>, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: <b>Concerns</b>, Manor Lane: Support, Mill Lane: Support</p> <p>I cannot understand how putting double yellow lines at the junction of Pound Lane and Busby's close will help the parking situation in the immediate area. Please note that if this is introduced the excess cars will, without doubt, travel in a westerly direction on Pound Lane which, at this point, is a single carriageway only, with neither passing places or</p>

	<p>more importantly, pavement. Please note that this small lane is heavily used by foot traffic as it is the direct access to the PLAY PARK, the RECREATION FIELD and the allotments. Please note too that there is no turning point at the end of the road and NO EXTRA PARKING spaces.</p> <p>Please further note ,as clearly shown on the map, that the width of the road in Busby's Close is significantly wider than Pound Lane and that there is no doubt that the inhabitants deliberately leave their cars on the road rather than on their driveways in order to prevent parking.</p> <p>My property is directly opposite the entrance to Busby's close and I would note that I am extremely irritated by every driver, day and night, that uses my gate and the wider part of the road as a roundabout. I am however prepared to put up with this if other people would make some sacrifices too. We are a community and we cannot be broken by the outsiders who set up the DRD without any due care about the parking and the residents who live all the time in the village .</p> <p>May I respectfully point out that the problem starts with the success of the Double Red Duke. They must now surely be in a position to be able to put forward an argument with their financial team to justify the purchase and development of parking spaces on the "undeveloped" land adjacent to the hotel. This would be of significant value to the hotel and to the village.</p>
(41) Local Resident, (Clanfield, Queens Crescent)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>As a resident of Clanfield I find that trying to navigate the parked vehicles a challenge, especially at the weekends. There are very few opportunities to pull in to allow oncoming traffic to pass and at certain points you take a risk to pull out, sometimes in to the path of oncoming traffic, because your visibility is obscured by parked vehicles.</p>
(42) Local Resident, (Clanfield, Queens Crescent)	<p>Busby's Close: Support, Pound Lane: Support,</p>

	<p>Bampton Road: Support,  B4020 Bourton Road: Support,  A4095 Main Street: Support,  Manor Lane: Support,  Mill Lane: Support</p> <p>Driving anywhere is hard</p>
(43) Local Resident, (Clanfield, Farmers court)	<p>Busby's Close: <b>Concerns</b>,  Pound Lane: <b>Concerns</b>,  Bampton Road: <b>Concerns</b>,  B4020 Bourton Road: <b>Concerns</b>,  A4095 Main Street: <b>Concerns</b>,  Manor Lane: <b>Concerns</b>,  Mill Lane: <b>Concerns</b></p> <p>Drivers are already parking illegally on corners. Yellow lines will not stop them. Unless the area will see this policed. How do you propose to manage the illegal parking? Will police visit regularly?</p>
(44) Local Resident, (Clanfield, Main Street)	<p>Busby's Close: Support,  Pound Lane: Support,  Bampton Road: Support,  B4020 Bourton Road: Support,  A4095 Main Street: Support,  Manor Lane: Support,  Mill Lane: Support</p> <p>The double yellow lines by the Double Red DUKE need extending to cover the Ben's where cars are currently parking.</p>
(45) Local Resident, (Clanfield, Main Street)	<p>Busby's Close: Support,  Pound Lane: Support,  Bampton Road: Support,  B4020 Bourton Road: Support,</p>

	<p>A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>We live on Main Street and the inconsiderate parking has become a danger to pedestrians, cyclists and other road users.</p>
(46) Local Resident, (Clanfield, Main Street)	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>To reduce the dangerous &amp; inconsiderate parking. Ample free parking is available at the lorry park. Consider extending double yellow lines further along the Bourton Road covering the blind bend.</p>
(47) Local Resident, (Clanfield, Manor Lane)	<p>Busby's Close: Support, Pound Lane: Concerns, Bampton Road: Support, B4020 Bourton Road: <b>Concerns</b>, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>I am concerned about a fatal accident occurring. I have to walk down the middle of manor lane with my children as cars park on the narrow pavement right down to the junction with the main road. My son had a very near miss with a white van which shook the driver up and us.</p>
(48) Local Resident, (Clanfield, Mill Lane)	<p>Busby's Close: <b>Object</b>,</p>

	<p>Pound Lane: <b>Object</b>,  Bampton Road: Support,  B4020 Bourton Road: <b>Object</b>,  A4095 Main Street: <b>Object</b>,  Manor Lane: <b>Object</b>,  Mill Lane: <b>Object</b></p> <p>The parked cars along main street slow the speeding traffic down as it comes into Clanfield. Ive lived in Clanfield since 1993 , the speeds that cars used to hit Clanfield were eye watering. I absolutely object to our Parish councils decision (without listening to the majority view of the residents) to go ahead and apply for these restrictions! If they are implemented it will put our very much needed local businesses out of business! Blakes and the Double red Duke have injected life and local employment into Clanfield, which has been a stagnant for years, it's meant the post office has stayed open, when the owner was going to close it, it's now used and busy because it's in Blakes café. These businesses will all be gone. Clanfield Parish Council have got this seriously wrong.</p>
(49) Local Resident, (Clanfield, Mill lane)	<p>Busby's Close: Support,  Pound Lane: Support,  Bampton Road: Support,  B4020 Bourton Road: Support,  A4095 Main Street: Support,  Manor Lane: Support,  Mill Lane: Support</p> <p>It is getting more dangerous every day to try and drive through the village due to the number of cars parked in every area and the impatient attitude of drivers</p>
(50) Local Resident, (Clanfield, Mill Lane)	<p>Busby's Close: <b>Object</b>,  Pound Lane: <b>Object</b>,  Bampton Road: <b>Object</b>,  B4020 Bourton Road: <b>Object</b>,  A4095 Main Street: <b>Object</b>,  Manor Lane: <b>Object</b>,  Mill Lane: <b>Object</b></p>



	<p>Because cars need to park somewhere, by removing parking areas the cars will just park elsewhere, its a stupid proposal put forward by the PC when most people objected to their survey</p>
<p>(51) Local Resident, (Clanfield, Mill Lane)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>It is so difficult to drive up and down Main Street and thoroughly dangerous now with the 20 mph speed limit, what a waste of money that is! People drive so fast to try to get through to beat the on coming traffic even overtaking waiting cars. Yellow double lines and 30 mph again please</p>
<p>(52) Local Resident, (Clanfield, Mill Lane)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>The Main Street is a complete nightmare. Dangerous how they park right on the junctions. People just don't care and try to come through when it's not their right of way. Accidents have already happened. Worried about the children's safety.</p>
<p>(53) Local Resident, (Clanfield, Pound Lane)</p>	<p>Busby's Close: <b>Concerns</b>, Pound Lane: <b>Concerns</b>, Bampton Road: <b>Concerns</b>, B4020 Bourton Road: <b>Concerns</b>,</p>

	<p>A4095 Main Street: <b>Concerns</b>,  Manor Lane: <b>Concerns</b>,  Mill Lane: <b>Concerns</b></p> <p>I support yellow lines in these locations because I feel that parking in these spots is dangerous. However, it is not a solution to the parking problem, and unfortunately I believe it will actually make the parking problem worse as the cars currently parking in these spaces will have to find elsewhere to park. The only solution is to find more parking, although not a simple task at all. Could there be an investigation into the council purchasing the land between the Red Duke and church to serve as a car park, perhaps with community wild garden if the land can't be subdivided. Or the land next to the Foundry.</p>
(54) Local Resident, (Clanfield, Queens Crescent)	<p>Busby's Close: <b>Concerns</b>,  Pound Lane: Support,  Bampton Road: Support,  B4020 Bourton Road: Support,  A4095 Main Street: Support,  Manor Lane: <b>Concerns</b>,  Mill Lane: Support</p> <p>Parking along the main street is so dangerous. The cars park wherever they like and obstruct driveways and bends with no clear view. Cars are parking all the way down mill lane and only just able to squeeze through. Road rage is terrible along high Street with people speeding to get past the traffic. The school has no secure crossing also making it dangerous for the children.</p>
(55) Local Resident, (Clanfield, Queens Crescent)	<p>Busby's Close: Support,  Pound Lane: Support,  Bampton Road: Support,  B4020 Bourton Road: Support,  A4095 Main Street: Support,  Manor Lane: Support,  Mill Lane: Support</p>

	<p>The traffic is getting ridiculous down main street. Cars are pushing thier way through, causing near misses and a backlog. We are delayed increasingly when getting out to work and school. There are other places to park but they are not being used because there is an easier option. It is also dangerous for the children crossing the road to and from school when there are irate drivers trying to get down the road.</p>
<p>(56) Local Resident, (Clanfield, Wicks Close)</p>	<p>Busby's Close: Support, Pound Lane: Support, Bampton Road: Support, B4020 Bourton Road: Support, A4095 Main Street: Support, Manor Lane: Support, Mill Lane: Support</p> <p>These areas need to be free of parked cars for safety reasons. We live in Wicks Close and the visibility on to Main Street is frequently difficult but we don't want any more no parking areas in the village as our precious local businesses would suffer.</p>
<p>(57) Local Resident, (Oxford, Banbury Road)</p>	<p>Busby's Close: <b>Object</b>, Pound Lane: <b>Object</b>, Bampton Road: <b>Object</b>, B4020 Bourton Road: <b>Object</b>, A4095 Main Street: <b>Object</b>, Manor Lane: <b>Object</b>, Mill Lane: <b>Object</b></p> <p>We already know the eco-fascists in the council are bigoted anti-car motorist-haters. Therefore any proposals they make to restricting cars should be opposed in principle. These roads function fine at the moment, OCC have not justified the changes like they cant justify any of their LTNs or other anti-car policies. The council needs to invest in expanding the road network no introducing further restrictions.</p>
<p>(58) Member of public, (Wantage)</p>	<p>Pound Lane: <b>Concerns</b>, Bampton Road: Support,</p>

	<p>B4020 Bourton Road: Support,  A4095 Main Street: Support,  Manor Lane: Support,  Mill Lane: Support</p> <p>It is unbelievably difficult to drive through Clanfield at the moment. Cars need to be parked in driveways or in a car park. I don't mind 1 or 2 cars parked on the road but I strongly believe that these should be marked spaces and/or resident's parking only for those houses without a driveway. To my mind the proposed restrictions do not go far enough in relation to the A4095 where the main problem is. I am less bothered about the Pound Lane restrictions - I haven't ever had issues getting through there on my relatively frequent visits to the Church. As to Busby's Close who would park on a corner like that anyway?</p>
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Divisions affected: *Shrivenham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 07 SEPTEMBER 2023**

### **SHIRVENHAM: HIGHWORTH ROAD – PROPOSED ZEBRA CROSSING**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised a zebra crossing at Highworth Road, Shrivenham

#### **Executive summary**

2. This report presents responses to a consultation on a proposal to introduce a zebra crossing as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for the proposals, including consultation will be met from the County Councils 'Accessibility and Road Safety' fund.

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

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

#### **Sustainability Implications**

5. The proposals would help facilitate walking and improve road safety in the vicinity.

#### **Formal consultation**

6. Formal consultation was carried out between 14 June and 14 July 2023. An email was sent to consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Shrivenham

Parish Council, the Vale of White Horse District Council, local District Cllr's, and the local County Councillor representing the Shrivenham division.

7. Letters were also sent directly to approximately five adjacent properties, and public/street notices were placed on site in the immediate vicinity of the proposals.
8. 56 responses were received during the course of the formal consultation, comprising of: 46 in support (82%), three objecting (5%), six raising concerns (11%), and one non-objection.
9. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

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

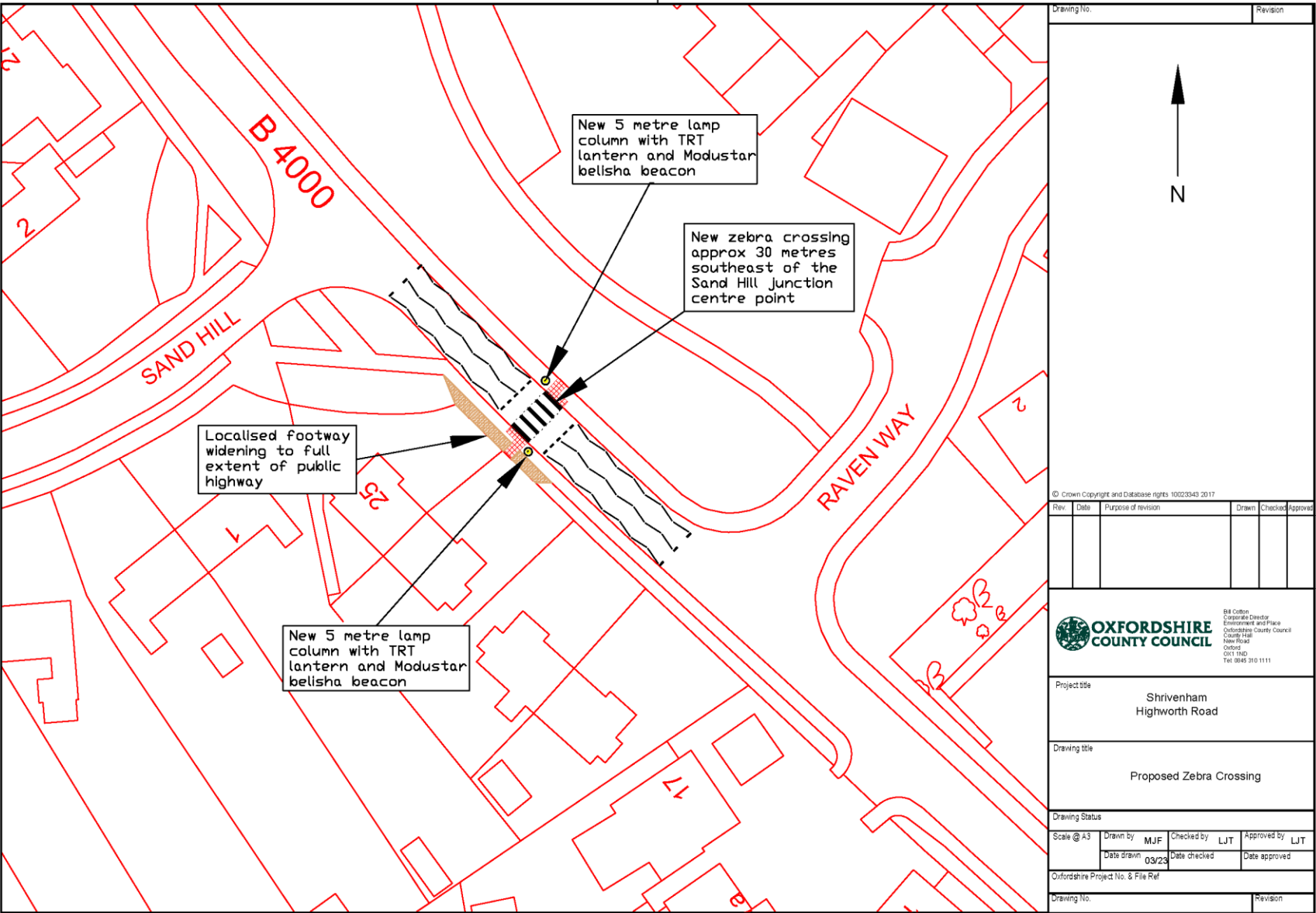
10. Thames Valley Police raised no objection.
11. Objections and concerns were raised citing concerns over the high speed of traffic, since this scheme was first proposed the speed limit in Highworth Road has been reduced to 20mph which should slow vehicle speeds. A speed survey was carried out prior to proposed scheme when the road was still subject to a 30mph restriction, at that time the 85<sup>th</sup> percentile vehicle speed complied with guidance to allow the installation of a zebra crossing.
12. An objection was raised citing sleep deprivation due to a speed hump at another location, neither a speed hump or speed cushion are proposed as part of these works.
13. The proposed crossing has been sited in the location specified to enable safe passage for residents south of Highworth Road to safely access the facilities within the village, this is especially relevant to pupils accessing the new school to the north of Highworth Road.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1; Consultation plan
	Annex 2: Consultation responses

Contact Officers: Mark Francis

September 2023



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) County Cllr, (Shrivenham division)	<b>Support</b> - This is a much needed pedestrian crossing and I write as County Cllr to support installation very strongly, and hope to see it built in double quick time! Residents have been needing this crossing ever since the build out of the new housing development, and now it is essential before opening of the new primary school - probably Jan/Feb 2024 but could be late autumn 2023.
(3) Local Resident, (Shrivenham, Stainswick Lane)	<b>Object</b> - Speed of growing volume of traffic and much increasing number of families on both sides of the road. Large housing developments have consequences
(4) Local Resident, (Shrivenham, The Green)	<p><b>Object</b> - This is an objection based on the disruption that will be caused to the residents of close properties, by the alteration of the road surface.</p> <p>It is based on extant evidence from the installation of the hump in Townsend Road Shrivenham that was so badly designed that the vibration from passing traffic woke local residents in the middle of the night.</p> <p>After a period of time while residents including the elderly were repeatedly denied sleep OCC Highways did modify it, resulting in only a small improvement.</p> <p>Hence the objection, to stop other having to endure the same sleep deprivation as some in the village have already suffered due to road safety improvements.</p>
(5) Local Resident, (Shrivenham, Martens Road)	<b>Object</b> - Object because there are more places that need a crossing in a much more dangerous part on the Highworth road . Example Queens Crescent the two dropped curbs to cross here both are blind spots. Also one needed crossing into the park near the junction as the cars do not slow down when coming from the slip road. Where you are suggesting because of the new school going there. Well most will drive and others will cut through by the



	church or across the park into the football ground as most from that estate do. So I feel more important dangerous places to have a crossing.
(6) Local Resident, (Faringdon, Marines Drive)	<b>Concerns</b> - Speed of vehicles coming over the brow
(7) Local Resident, (Shrivenham, Highworth Road)	<b>Concerns</b> - I welcome the plan to build a crossing on Highworth Road. However, I would question the logic behind the location chosen. Highworth Road is a busy thoroughfare through the village for cars, trucks of all sizes and farm vehicles, that has at present no traffic calming measures. The footpath on the eastern side of the road, heading north from the junction with the High Street runs out at the gated access to the Recreation Ground. This is a regular crossing point for anyone walking from the northern side of the village to the shops, school and amenities. I would argue very strongly that this is a more appropriate site for a crossing in terms of the footfall that I have witnessed and for access to the Recreation Ground.
(8) Local Resident, (Shrivenham, Manor Lane)	<b>Concerns</b> - Subject should have been considered prior to allowing the planning permissions being granted for the extensive building projects near the Highworth Road.
(9) Local Resident, (Shrivenham, Sandy Lane)	<b>Concerns</b> - Seems a very random place to position the crossing. There are no businesses in this area that could lead to a high number of people needing to cross the road or any other premises that are a draw to increase foot traffic. Seems to be a waste of funds. If there was a need anywhere for a crossing it would be closer to the village hall where people typically congregate and gather and have a need to cross the road.
(10) Local Resident, (Shrivenham, Sandhill)	<b>Concerns</b> - Generally I support the need for a road crossing and road safety, but I worry about the location of the crossing in relation to the Sandhill turning. At busy times of day it is likely that turning right out of Sandhill could be difficult, which in turn means access across my driveway and property (1 Sandhill) will be blocked.
(11) Local Resident, (Shrivenham, Stainswick Lane)	<b>Concerns</b> - Slow traffic flow
(12) Local Cllr, (Shrivenham, Orchard View, Northford Close)	<b>Support</b> - School opening and route to/from extensive new builds to and from the village for traffic and the public, including school children, makes a safe crossing point essential.

(13) Local Cllr, (Uffington, High Street)	<p><b>Support</b> - This crossing is long overdue, and I hope will be the first of a number of interventions in Shrivenham to prioritise pedestrians rather than cars. While the siting of this crossing is right to allow access to the new school, it does not solve the issue of there being at least two more dangerous road crossings for young children and families to make in order to reach this point from much of the village.</p> <p>Vision Zero and Predict and Provide policies both necessitate a far greater investment in schemes such as this one in our rural villages, and thank you for finally getting this under way.</p>
(14) Member of public, (Faringdon, Coxwell Road)	<p><b>Support</b> - The Highworth road is fast and dangerous to cross. I don't know why there isn't a zebra crossing already. It's right next to a busy kids playground for goodness sake!! Something needs to be done to make the crossing of that road safer.</p>
(15) Local Resident, (Highworth, Eastrop)	<p><b>Support</b> - This will help to adjust driving behaviours for people travelling from highworth into shrivenham. Now so many new houses and residents are in the village there will be associated vehicle and pedestrian traffic. I can't see any reason why not.</p>
(16) Member of public, (Highworth, Sevenfields)	<p><b>Support</b> - I fully support this crossing, it'll provide a safe crossing for the school children and pedestrians</p>
(17) Local Resident, (Shrivenham, Catherine Close)	<p><b>Support</b> - Complete overload of property development in the area and the new school build demands enhanced safety for residents, particularly those going to/from the school.</p>
(18) Local Resident, (Shrivenham, Colton Road)	<p><b>Support</b> - A safe area to cross the busy and dangerous Highworth Road has been needed for a long time.</p>
(19) Local Resident, (Shrivenham, Cox's Road)	<p><b>Support</b> - Massively increased housing to the west of Highworth Road when all village facilities are to the east. Also Faringdon Community College bus pick up point is adjacent to Highworth Road meaning much road crossing by school children in rush hour.</p>
(20) Local Resident, (Shrivenham, Damson Trees)	<p><b>Support</b> - As the new school will soon be opening and lots of children will be travelling along this route adding a crossing is absolutely necessary. However, rather than un-manned, un-monitored crossing, would it not be better to have a crossing with traffic lights or at least an island in order to reduce the risk to children even further.</p>

(21) Local Resident, (Shrivenham, Fairthorne Way)	<b>Support</b> - I'm supporting the proposals for a zebra crossing on Highworth Rd as it's a main road and it cut's through many housing estates and the primary school
(22) Local Resident, (Shrivenham, Fairthorne Way)	<b>Support</b> - It will provide an essential safe crossing for all pedestrians, in particular children walking to school
(23) Local Resident, (Shrivenham, Farringdon Road)	<b>Support</b> - Local concern
(24) Local Resident, (Shrivenham, Friars Close)	<b>Support</b> - It's needed due to new Cross Trees houses and it will help reduce vehicle speed
(25) Local Resident, (Shrivenham, Glebe Close)	<b>Support</b> - Due to number of houses increasing in Shrivenham Highworth Road is getting very busy and crossing the road is very dangerous at times, I think a crossing with traffic lights would be a better idea as Zebra crossing located on the high street can be dangerous as some drivers take no notice of it and drive through as people are crossing.
(26) Local Resident, (Shrivenham, Hazells Lane)	<b>Support</b> - To make it safer to cross as an occasional dog walker, let alone for parents and children. 20mph limit should make it a little safer to cross but the zebra crossing may be altered to more than the speed limit!
(27) Local Resident, (Shrivenham, Hicks Close)	<b>Support</b> - The speed of the traffic using Highworth Road is well in excess of the 30mph speed limit in and out of the village (20mph limit to be introduced in the near future), and unless the pedestrian crossing and speed calming measures in place, there is going to be a serious accident on this stretch of road. I am a member of the CSW Team and have witnessed speeds in excess of 48mph on this stretch of road (speed as indicated on the radar gun). As a homeowner that overlooks the Highworth Road, I witness drivers consistently speeding well in excess of 40mph on a daily basis. This is from early morning (05.30hrs) to well past 20.00hrs in the evening. I don't believe just a Zebra crossing will be sufficient to slow the traffic down and there is every possibility a pedestrian will be hit when using the crossing. Speed calming is what is also required.
(28) Local Resident, (Shrivenham, Manor Close)	<b>Support</b> - This crossing is badly needed in view of sharply increased vehicle and pedestrian traffic, particularly once the new Primary School opens (due next spring)

(29) Local Resident, (Shrivenham, Martens Close)	<b>Support</b> - Highworth Road has become very busy, adding pedestrian safety features is a good idea.
(30) Local Resident, (Shrivenham, Martens Close)	<b>Support</b> - Adding pedestrian safety features on Highworth road is a good idea
(31) Local Resident, (Shrivenham, Queens Crescent)	<b>Support</b> - I live on Queens Crescent and it can be really difficult to cross the road as at times you cannot see around the bend or that cars speed up Highworth rd. with the new school coming a zebra crossing is needed. I also feel that it is needed further up the road by the hall or by the rec.
(32) Local Resident, (Shrivenham, Queens Crescent)	<b>Support</b> - School children need a safe place to cross.
(33) Local Resident, (Shrivenham, Sandhill)	<b>Support</b> - Safety and necessity, another further down highworth road by the memorial hall would be welcome also.
(34) Local Resident, (Shrivenham, Shrivenham High Street)	<b>Support</b> - Safty when the new school opens
(35) Local Resident, (Shrivenham, Stallpits Road)	<b>Support</b> Hopefully the crossing will serve a double purpose in slowing traffic down as cars etc enter the village at high speed.
(36) Local Resident, (Shrivenham, Vicarage Lane)	<b>Support</b> - With the new school.due to be built there and the propensity for traffic to speed along Highworth Road, the crossing will be needed. My only concern is placement. I believe it could and should be further to.the southeast between Raven Way and Queens Crescent.
(37) Local Resident, (Shrivenham, Vicarage Lane)	<b>Support</b> - It will enhance traffic calming and make crossing safer especially for slow moving pedestrians
(38) Local Resident, (Shrivenham, Chapelwick Close)	<b>Support</b> - If you are building a new school there then there must be a crossing for the families to cross safely

(39) Local Resident, (Shrivenham, Charlbury Road)	<b>Support</b> - Having a child that crosses the road regularly
(40) Local Resident, (Shrivenham, Close)	<b>Support</b> - To help with Safety on a busy road that is getting more dangerous
(41) Local Resident, (Shrivenham, Colton Road)	<b>Support</b> - Traffic on this road is fast and quite busy. At least two zebra crossings ought to be present: one near Queens Drive and one opposite the Rec/Memorial Hall where traffic at the triangle fail to properly slow down at the junction. Very dangerous.
(42) Local Resident, (Shrivenham, Cowleaze Close)	<b>Support</b> - I want my son to be safe as he will need to use the proposed zebra crossing to get to the new primary school
(43) Local Resident, (Shrivenham, Cozens Grove)	<b>Support</b> - Needs to be safer for children!
(44) Local Resident, (Shrivenham, Fairthorne Way)	<b>Support</b> - This road needs a safe crossing especially for children going to the new school
(45) Local Resident, (Shrivenham High Street)	<b>Support</b> - Fast dangerous road
(46) Local Resident, (Shrivenham Highworth Road)	<b>Support</b> - The road is an accident waiting to happen. There a park and a new school being built on this road and the cars come flying down. A zebra crossing is desperately needed.
(47) Local Resident, (Shrivenham, Highworth Road)	<b>Support</b> - It's very much needed to help slow the traffic and safety for pedestrians
(48) Local Resident, (Shrivenham , Martens Close)	<b>Support</b> - It is vital because we need a safe way for Shrivenham children to get to school.
(49) Local Resident, (Shrivenham)	<b>Support</b> - Road Safety in an ever increasing busy village
(50) Local Resident, (Shrivenham, Queens Crescent)	<b>Support</b> - The road is dangerous . Pedestrians crossing cannot see cars coming it's only a matter of time before someone is hit

(51) Local Resident, (Shrivenham, Sandhill)	<b>Support</b> - To make a dangerous road safer. It can be difficult to cross as cars drive too fast.
(52) Local Resident, (Shrivenham, Sandhill)	<b>Support</b> - Very popular to cross by the rec and by cross trees. Strongly support!!!!
(53) Local Resident, (Shrivenham, Stainswick Lane )	<b>Support</b> - Our village has grown and there is more traffic. Moore people need to cross this busy road, including schoolchildren.
(54) Local Resident, (Shrivenham, Stallpits road)	<b>Support</b> - Highworth Road is dangerous to cross and with the new school being built it is necessary for the safety of children.
(55) Local Resident, (Shrivenham, West End Road)	<b>Support</b> - Supporting for residents safety
(56) Local Resident, (Shrivhenham, Farrington Road)	<b>Support</b> - To make it safe for children to cross

**Divisions Affected** – Banbury Calthorpe, Banbury Grimsbury & Castle, Banbury Hardwick, Banbury Ruscote, Benson & Cholsey, Berinsfield & Garsington, Bicester North, Bicester Town, Bicester West, Bloxham & Easington, Chipping Norton, Cowley, Deddington, Isis, Otmoor, Ploughley, Rose Hill & Littlemore, Wallingford, Wroxton & Hook Norton

## **CABINET MEMBER FOR HIGHWAYS MANAGEMENT**

**– 07 SEPTEMBER 2023**

### **BUS SUPPORT CONTRACTS – FEBRUARY 2024**

**Report by Corporate Director for Environment & Place**

#### **RECOMMENDATION**

1. **The Cabinet Member is RECOMMENDED to:**
  - (a) **approve a procurement process to secure new and continued bus service provision in Banbury, Heyford Park, villages north of Bicester and between Oxford and Wallingford; and**
  - (b) **delegate approval of final contract award to the Director of Transport & Infrastructure.**

#### **Executive Summary**

2. The Council wishes to procure bus services for the Banbury town network, an enhanced bus service between Bicester and Heyford Park, a new service connecting villages north of Bicester with the town centre, and improvements to the X40 'River Rapids' service between Oxford and Wallingford.
3. As the whole-life value of each contract will exceed £500,000, this is a Key Decision and requires approval from the Cabinet Member for Highways Management.
4. Existing contracts for the Banbury and Heyford Park services are due to expire on 17 February 2024. Therefore, without approval to enter into a tender process to secure these services, no long-term bus provision can be secured for these areas.

## **Introduction**

5. The Council has undertaken significant work in recent years to maintain and improve Oxfordshire's bus network. Unprecedented challenges for the bus industry arising from the Covid-19 pandemic has resulted in the large-scale withdrawal of commercial services and necessitated the use of contracts to keep key services in operation.
6. In addition, the Council has secured funding from the Government's National Bus Strategy programme to implement various elements of our Bus Service Improvement Plan (BSIP). Together with a further allocation (of BSIP+ funding), the Council has been allocated £5,900,000 in revenue funding for enhancements to services, fares reductions and journey planning initiatives over the period to March 2025.
7. The 2023/24 Council budget also created a new ongoing £1,200,000 allocation for rural and community transport services, and £100,000 for improved bus information.
8. In order to ensure that these funds can be spent in a timely manner, the Council utilises a mixture of competitive tenders through a Dynamic Purchasing System (DPS) and direct awards pursuant to the Council's powers to subsidise passenger transport services as permitted by the Transport Act 1985 (as amended) and its enabling Regulations.
9. Competitive tendering arrangements are utilised where values are high and/or there may be interest from more than one operator. In this way the Council can ensure it has secured best value for the service to be provided, but lead-in times tend to be significantly longer which is a challenge when there are deadlines to be met to utilise available funds.
10. The Council's Constitution requires that contracts with a value in excess of £500,000 are subject to the Key Decision process and therefore the Cabinet Member for Highways Management is requested to approve the commencement of a procurement process to secure the services outlined below.

## **Tender Proposals**

11. The Council intends to tender for four contracts which will be in excess of £500,000 in value:
  - Banbury town network (services B3, B4, B5 and B9), plus service 488 between Banbury and Chipping Norton;
  - Service 25 between Lower/Upper Heyford, Heyford Park and Bicester;



- A new service between several villages in Cherwell District and Bicester; and
  - An improvement in frequency on service X40 between Oxford and Wallingford.
12. Each of these is described further below.
- Banbury town network and 488
13. For its size, Banbury has a comprehensive town bus network which is extensively supported by Section 106 funding from appropriate development. The four town bus services are operated by Stagecoach and operate as follows:
- **B3 to Bodicote and Longford Park** – operates every 30 minutes during Monday to Saturday daytimes;
  - **B4 to Hardwick Hill** – operates every 30 minutes during Monday to Saturday daytimes;
  - **B5 to Bretch Hill** – operates every 15 minutes during Monday to Saturday daytimes and every 30 minutes in the evenings and on Sundays; and
  - **B9 to Banbury Gateway and Hardwick** – operates every 15 minutes to Hardwick and every 30 minutes to Banbury Gateway during Monday to Saturday daytimes and every 30 minutes in the evenings and on Sundays.
14. At the present time, the annual value of contracts for the four services is £675,841 which is exclusively funded by Section 106 agreements and therefore is finite.
15. Service 488 operates hourly on Monday to Saturday daytimes and two-hourly on Sundays between Banbury, Bloxham, Hook Norton and Chipping Norton. It is predominantly a commercial service but attracts financial support from the Council for certain peak hour journeys and the Sunday service.
16. Peak hour journeys are funded by Section 106 agreements on the route, whereas the Sunday service is currently provided with funding from the Council's anticipated underspend on the concessionary fares (ENCTS) budget.
17. The annual value of financial support for service 488 is currently £103,200.
18. In order to make best use of the available funds, the existing six contracts for individual services will be combined into one single contract. Such an approach presents a number of benefits, including:
- stimulating increased competition, as tenders issued for services in Banbury usually attract only one bid from the incumbent operator;

- alternatively, providing comfort for the successful tenderer that sufficient work will be available in Banbury to justify a continued presence in the town; and
  - the ability for tenderers to interwork vehicles and staff between the different services to maximise efficiencies and reduce tender costs to the Council.
19. Whilst this approach does potentially remove the possibility that small companies could choose to bid for one of the individual contracts, there is no evidence to suggest that this would be the case given the historically low number of tenders submitted for these services.
20. We would therefore anticipate that, for a contract period from 18 February 2024 to 28 August 2027, the total value of this contract would be approximately £2,760,000. Further work is required to establish what level of funding is available so that contract length and value can be firmly established.

#### Heyford Park and Bicester

21. Up until February 2023, service 250 provided an hourly bus route between Bicester, Heyford Park and Oxford. The incumbent provider, Diamond Bus, withdrew their tender and consequently there were no bidders for the replacement service 25 between Lower/Upper Heyford and Bicester.
22. Following negotiations with several suppliers, a contract was awarded to Red Rose Travel for provision of an hourly service during Monday to Saturday daytimes. This was a reduction from the pre-December 2022 service, which had been half-hourly at peak times and with an hourly service on Sundays.
23. The extremely high value of this arrangement, at £335,700 per annum, reflects its emergency nature. The service is currently being re-procured for the 6 November 2023 to 17 February 2024 period, separate to the arrangements being discussed in this paper.
24. This service is funded by Section 106 money from the Heyford Park development, which is currently being built out by Dorchester Group. Dorchester are particularly interested in the use of these funds and the Council are in regular dialogue with them on the future of bus services in the area.
25. The new contract to commence on 18 February 2024 will consist of the following elements:
- A frequency of every 30 minutes between Heyford Park and Bicester during Monday to Saturday daytimes, together with a broadly hourly service for Upper/Lower Heyford;
  - A new hourly evening service, which may be called off at any point during the contract life; and

- An hourly service on Sundays, to commence from the start of the contract.
26. The new contract is expected to run until 31 March 2029 and cost in the region of £1,750,000.

New service between Bicester and nearby villages

27. The Council's BSIP contained a number of proposals for improvement of public transport services in rural areas of the county. Two were funded by BSIP, but the remaining seven areas were unfunded.
28. In response, the Council allocated a £1,200,000 budget for rural transport services of which £800,000 is available in the first year to progress some improvements in the specified areas. Several of these services have already been put out to tender or can be achieved at relatively low cost by working with community transport organisations or the Council's fleet service.
29. One such service is to provide new bus services to a wide geographical area north of Bicester, and to Langford Village. Details of the routes and timetables are currently out to consultation and so are not confirmed, however the initial proposal put together by officers is for three services operating between Bicester and the following locations:
- **Service A:** Caversfield, Stoke Lyne, Souldern, Fritwell, Somerton, Ardley and Bucknell;
  - **Service B:** Finmere, Mixbury, Cottisford, Hethe, Fringford, Stratton Audley and Caversfield; and
  - **Service C:** Langford.
30. Services A and B would operate up to five journeys per day on Mondays to Saturdays, with service C operating two journeys (complemented by an additional service being provided via another arrangement). Subject to cost, it is intended to provide journeys on services A and B to arrive in Bicester before 0900 and depart after 1700.
31. This service would represent a significant improvement on any bus service previously provided for many of the communities, the majority of whom have been without a timetabled bus service of any sort since 2016.
32. It is estimated that the cost of providing this service will be £200,000 per annum and it is intended to offer an initial contract to operate until 27 March 2027. As a result, the value of this contract is expected to be approximately £625,000.

### Oxford to Wallingford

33. Thames Travel operate the X40 'River Rapids' bus service between Oxford, Wallingford and Reading, which operates every 30 minutes on Mondays to Saturdays and hourly in the evenings and on Sundays.
34. This service has previously been more frequent, with a service every 20 minutes between Oxford and Wallingford, a branch to Henley-on-Thames and a 30-minute frequency on Sundays.
35. In addition, the service now operates via the Iffley Road in Oxford rather than Abingdon Road. This has been a source of complaints as journey times have become extended; the service also now takes longer because of slower speeds on arterial routes, all journeys now serving Woodcote and a new route in Caversham.
36. The route is difficult for the buses, with fast speeds on some sections and significant hills on the Wallingford to Reading section. Consequently, breakdowns and other operational issues are frequent. The Council has increasingly been asked to step in and fund some elements of this service to maintain them as this situation has deteriorated.
37. The Council has been liaising with Thames Travel on the potential use of Section 106 funds on the corridor. A potential package has been developed including the operator making a business case for brand new, higher specification buses capable of operating the route alongside mobility hub improvements at Benson and an increase in frequency to every 15 minutes between Oxford and Wallingford, including a 30-minute frequency service via Abingdon Road.
38. Thames Travel believe that this alone could improve the service for 3.5 years but consider this is not quite long enough to give a fair chance of commercial sustainability. It is therefore proposed that an additional £215,000 of BSIP+ funding is provided to extend the total contract period.
39. The total contract value from 18 February 2024 to 25 March 2028 is therefore estimated to be £1,637,000.

### **Consultation**

40. The Council does not routinely consult on bus service tender processes, because time constraints associated with the securing of services often precludes this.
41. However, the Banbury tender will be informed by a survey which was undertaken on the Let's Talk Oxfordshire consultation portal between 19 June and 17 July 2023. Copies of the survey were also made available at libraries and council offices.

42. Nearly 400 responses were made to the survey, which intended to identify the reasons people used or did not use buses and the potential measures that could encourage further patronage in the town.
43. The consultation response is currently being developed and will be published in due course; the results will be taken into account in decisions over the contents of the Banbury area tender.
44. Parish councils, parish transport representatives and community transport operators are currently being consulted on the Bicester area services with a closing date of 29 September 2023. Feedback will be taken into account in determining the routes and timetables of services A, B and C to be included in the tender.
45. The route and timetable for service 25 between Heyford Park and Bicester has been developed in conjunction with Dorchester Group.

## **Corporate Policies and Priorities**

46. The proposals are fully compliant with a range of Council policies, primarily the Strategic Plan, the Local Transport & Connectivity Plan and the Bus Service Improvement Plan.
47. Priority 5 of the Council's strategic priorities is to "*invest in an inclusive, integrated and sustainable transport network*". The proposals also support other strategic priorities including tackling the climate emergency and inequalities.
48. Failure to proceed with a tender process for these services may place their long-term continuance at risk, with a succession of short-term arrangements likely to result.

## **Financial and Staff Implications**

49. The contracts expected to be awarded through this tender process have an estimated combined value of £6,772,000.
50. It is intended that these will be funded as follows:
  - Section 106 Agreements:
    - Banbury area and Heyford Park: £4,293,335
    - X40 Oxford to Wallingford: £1,422,000
  - Community Transport Initiatives Budget: £625,000
  - Local Authority Bus Subsidy Grant/ENCTS budget underspend: £216,665
  - BSIP+ funding: £215,000.

51. The Council has the ability to terminate contracts with three months' notice if expected receipts from Section 106 Agreements do not materialise due to slow or no development on certain sites.
52. Approval to award contracts will be subject to the Council's usual processes, which includes financial risk review of successful bidders as well as sign-off by senior procurement and financial officers.
53. Subject to approval, officers will commence work on the tender documents with a view to commencing the procurement process in early October 2023. There are no other staff implications.

Comments checked by:

Prem Salhan, Finance Business Partner  
(prem.salhan@oxfordshire.gov.uk)

## **Legal Implications**

54. There are no legal implications of the proposals.

Comments checked by:

Busola Akande, Solicitor (Contracts Team)  
(busola.akande@oxfordshire.gov.uk)

## **Equality & Inclusion Implications**

55. The tender process will deliver local bus services which will maintain (and in some communities enhance) public transport connectivity to rural communities and some areas of Banbury known to suffer from higher levels of deprivation than the Oxfordshire average.
56. It is not considered that any protected groups would be disadvantaged by the proposals, as the intention is to retain and/or improve bus services for local residents.

## **Sustainability Implications**

57. The bus services to be delivered through this tender process will lead to higher levels of public transport use than would otherwise have been the case, leading to a reduction in traffic and congestion.
58. Fewer car journeys will reduce traffic emissions, contributing to improved air quality and reducing the impact on climate change.

## Risk Management

59. The principal risks associated with the tender process are:

- delayed approval to commence the process may lead to loss of service continuity and/or provision of short-term arrangements at higher cost to the Council;
- 
- there may be insufficient interest in the services to be tendered to be able to provide the required level of coverage;
- prices may be unaffordable; and
- operators of contracted services may cease trading during the contract period or may terminate contracts early because of poor financial performance.

60. These risks can be mitigated by:

- approval of the recommendations in this report;
- providing a sufficient mobilisation period both for tender returns and for the period between award and contract start date, to maximise the level of potential interest;
- offering contracts for longer periods of time (as set out in this report);
- undertaking risk assessments of successful tenderers to ensure as far as possible that companies providing the services are robust, bearing in mind the current state of the bus market; and
- ensuring that contract conditions make provisions for suppliers to be paid in arrears, to minimise financial risk to the Council.

BILL COTTON

Corporate Director for Environment & Place

Background papers: Nil

Contact Officer: Dave Harrison, Principal Public Transport Planner  
07901331751  
dave.harrison@oxfordshire.gov.uk

August 2023

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Divisions affected: *Ploughley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the following as advertised:
  - a. New 20mph & 40mph speed limits on the unnamed road running through Little Chesterton,
  - b. 'Prohibition of Motor Vehicles' gate on the unnamed road running through Little Chesterton at the point of the proposed speed 20mph limit change, and
  - c. extension of the existing 20mph speed limit on The Green in Chesterton.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on proposals to reduce the 60mph National speed limit on the unnamed road running through Little Chesterton, north of the A41 as shown in **Annex 1**. The proposals have been put forward due to adjacent commercial development, and will see a 20mph speed limit introduced, followed by a 40mph speed limit continuing for 600 metres to its junction with Green Lane. Also,
3. In order to prevent traffic `rat-running` through the village it is also proposed to introduce a gated 'Prohibition of Motor Vehicles', which will prevent all motor traffic from passing as shown in **Annex 2**. Exemptions to the restriction will include emergency vehicles and other essential service vehicles, which will have keyed access.
4. Additionally, the existing 20mph speed limit on The Green in Chesterton will be extended southwards as shown in **Annex 1**, following road safety concerns being raised by the parish council, due to the route (with no footway) often used by vulnerable road-users, including pedestrians.

#### **Financial Implications**

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

## Equality and Inclusion Implications

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

## Sustainability Implications

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

## Formal consultation

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

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

10. Additionally, two emails were also received, comprising of one in support, and one raising concerns. Cherwell District Council also emailed outlining that they had no observations to make in regard to the proposed speed limits.
11. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

12. Thames Valley Police raised concerns in relation to all aspects of the proposals; specifically stating that the introduction of the gated closure could affect emergency response times to the area, as well as possibly leading to anti-social behaviour and fly tipping.
13. The small risk of fly-tipping is acknowledged but Officers feel this is outweighed by the much greater risk of excessive rat-running once Great Wolf and Bicester Sports Association are under construction/operational.
14. The closure point will be constructed to facilitate free use by pedestrians, cyclists and wheelchair users, whilst enabling swift access when necessary for those authorised/exempted vehicles.
15. Emergency services are based in Bicester and their quickest route to Little Chesterton will still be via Chesterton village itself.
16. The proposed 20mph zone in Little Chesterton is deemed to be self-enforcing by virtue of the many natural traffic-calming features i.e. carriageway narrowing's and bends.
17. The proposed extension of the 20mph limit at The Green, Chesterton is in response to local demand, and will tie in with the existing village gateway by reducing the speed of incoming traffic prior to the 90-degree bend and the entrance to Bruern Abbey School. It is also a popular pedestrian route with no footway.
18. Closure of the road through Little Chesterton would inconvenience residents who currently use it as a short-cut northbound from the A41 to Chesterton, but Officers consider that alternative routes are straightforward.

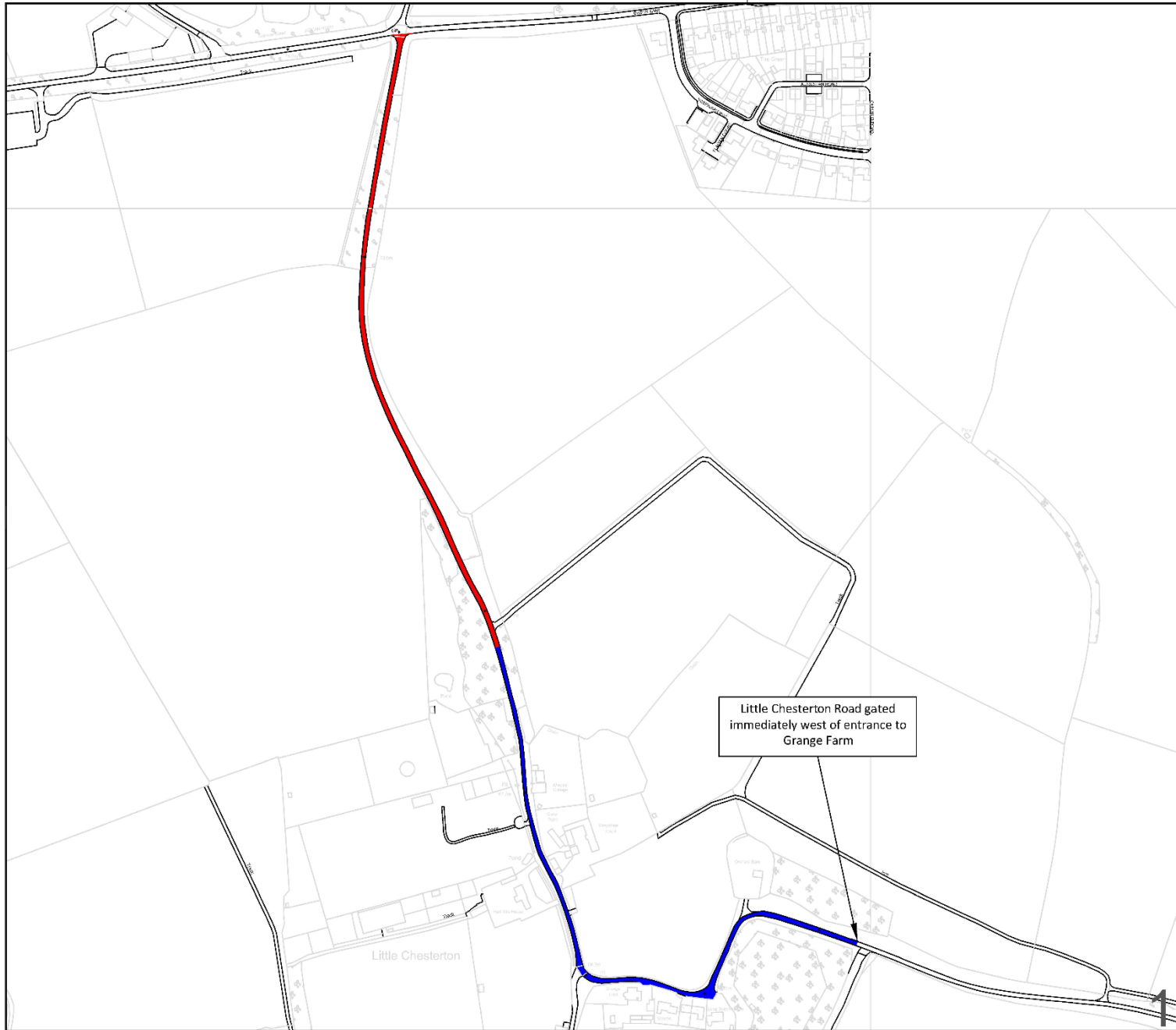
Bill Cotton  
Corporate Director, Environment and Place

### **Annexes**

Annex 1 & 2: Consultation plans  
Annex 3: Consultation responses

Contact Officers: Dave Catling

September 2023




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

**NOTES**

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


**KEY**

- Proposed 40MPH
- Proposed 20MPH Zone

  
LOCATION PLAN  
NTS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE  
COUNTY COUNCIL**

Owen Jenkins  
Director of  
Communities Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 210 1111

Project title

**Proposed Speed Limit Change**

Drawing title

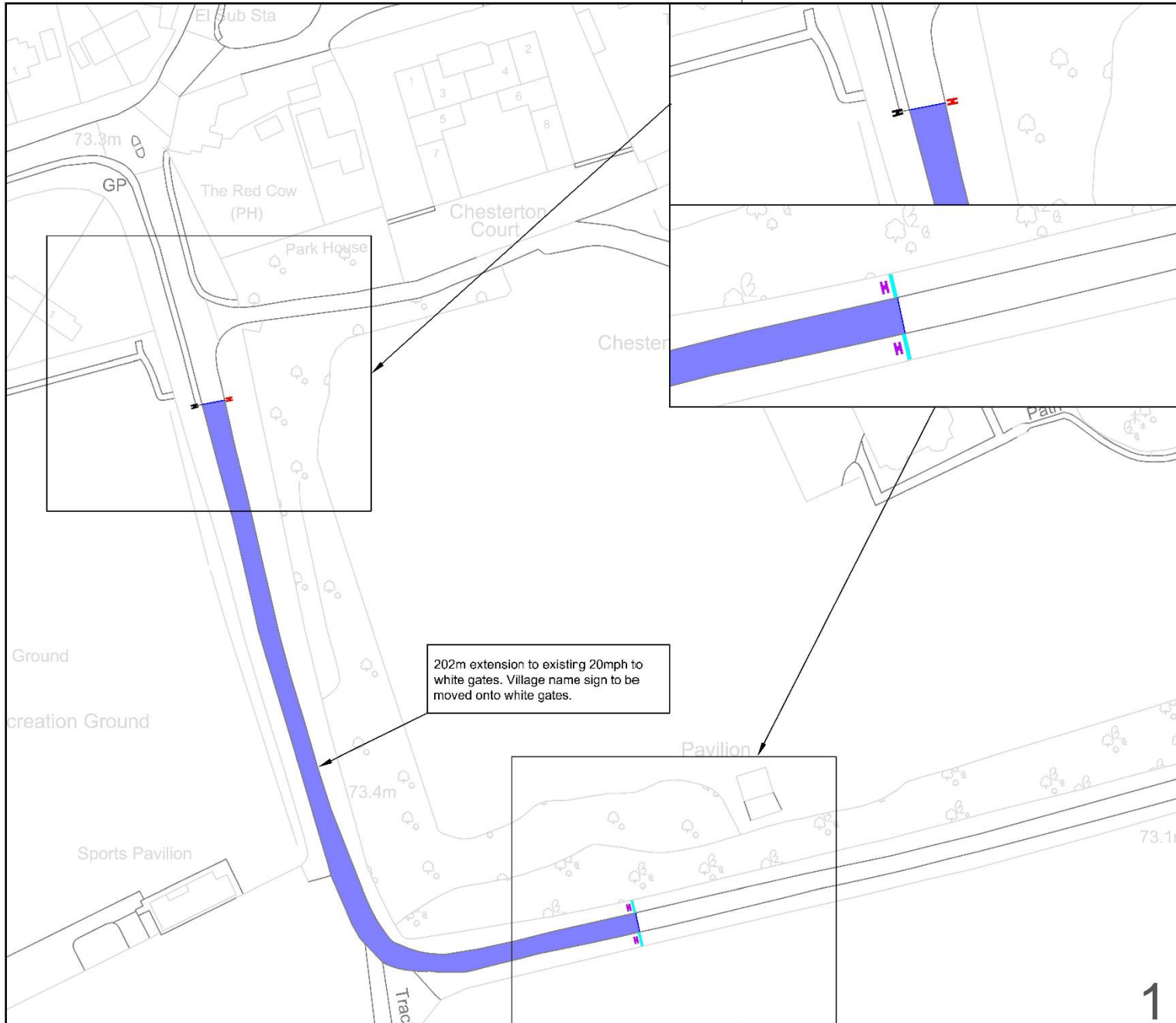
**Little Chesterton Speed Limits and Gate**

Drawing Status **Consultation**

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

Oxfordshire Project No. & File Ref \_\_\_\_\_

Drawing No.	Revision



Drawing No.

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**KEY**

- Proposed Sign & Post removed
- Proposed 20mph extension
- Proposed 20mph repeater on existing post
- Existing White Gates
- Relocated 20mph signs

**LOCATION PLAN**  
NTS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
Owen Jenkins  
Director of Communities Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 210 1111

Project title  
**Proposed Speed Limit Extension**

Drawing title  
**Church Road 20mph Extension**

Drawing Status  
**Consultation**

Scale @ A3	Drawn by	Checked by	Approved by
NTS	LN	DC	XXXXXX
	Date drawn 04/01/2023	Date checked 04/01/2023	Date approved xxxxxxxxx

Oxfordshire Project No. & File Ref

Drawing No.	Revision
1	

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

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

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



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

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Divisions affected: *Bicester North*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following as advertised:
  - a. 30mph speed limits on the approaches to the junction, namely: B4100 Banbury Road, B4100 Bicester to Aynho road, A4095 Lords Lane, and A4095 Southwold Lane,
  - b. 30mph speed limit on Fringford Road, and
  - c. Flat top road hump across Fringford Road at its junction with Southwold Lane
  - d. Confirm Option B - Orthodox Dutch Design Proposal – for the signalised junction.

#### **Executive summary**

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

4. There has been a minor adjustment to the layout of the planned signalised junction, which is presented in this report for confirmation.

## **The Proposals**

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

a shorter distance to the crossing and a more uninterrupted path to the crossing for cyclists. This paper seeks a formal decision on this change.

## Financial Implications

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

## Equality and Inclusion Implications

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

## Sustainability Implications

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

## Formal consultation

14. Formal consultation was carried out between 20 July and 11 August 2023. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local district councillors, Caversfield Parish Council, Bicester Town Council, and the local County Councillors representing the Bicester North, Bicester West, and Bicester Town divisions
15. 276 responses were received via the online survey during the formal consultation, and these are summarised in the table below:

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

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

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

17. Thames Valley Police raised no objection to the proposals.
18. Of the responses that were received via the online survey, the most common objections and concerns for all three proposals were as follows:
- a. The proposals were unnecessary.
  - b. The proposals would lead to congestion and traffic disruptions.
  - c. The current arrangement was functional and did not require any changes to what was working.
  - d. The speed limit in the area had recently been changed to 40mph, and that a further change to 30mph was unnecessary and unjustified, would disrupt traffic and would encourage road users to opt for residential roads for quicker access to the surrounding areas.
  - e. Some cited that there had been insufficient time to assess the effect of the 40mph speed limit prior to advertising for a further change to 30mph.
  - f. In terms of the raised side road entry proposal, there was concern that these structures tend to damage vehicles and motorcycles and would introduce difficulty to drivers at the junction, particularly as they attempt to manoeuvre over the raised table around the turn when attempting to join the adjoining carriageway.
  - g. There were concerns that the raised side road would harm the environment due to the increased emissions caused by slower moving traffic and congestion in the area.
19. Officers appreciate the level of concern that has been raised. A large number of the responses assumed the existing roundabout was to remain or were in response to the overall plans to signalise the junction. Caversfield Parish Council raised concern about the proposed raised junction, but most of their concerns relate to the overall junction design at Banbury Road. The proposals in this report are not specifically about the signalisation but the lowering of the speed limits will make that layout safer by increasing control of the traffic flow to improve safety for both road users and active travel users.
20. There were concerns from some residents and local councillors that the speed reduction would increase air quality and congestion issues, however, the lower speed in itself will not result in these outcomes.
21. The raised side road entry treatment has been proposed to provide safe crossing for active travel users at Fringford Road, in line with policies to encourage an increase in trips by walking, wheeling or cycling. The local councillor reports general support from residents who use this road and currently find it dangerous. The raised side road entry treatment will encourage active travel in this area and provide improved access to a wider range of users, while discouraging speeding in the area. The 30mph limit is required as road humps are not permitted in higher speed limits. The 30mph limit will help to enhance the safety of road users and active travel users even further. The extents of the speed limits were recommended

by Safety Officers and Design Consultants, with consideration given to the potential congestion and traffic disruptions that may potentially be caused.

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

Bill Cotton  
Corporate Director, Environment and Place

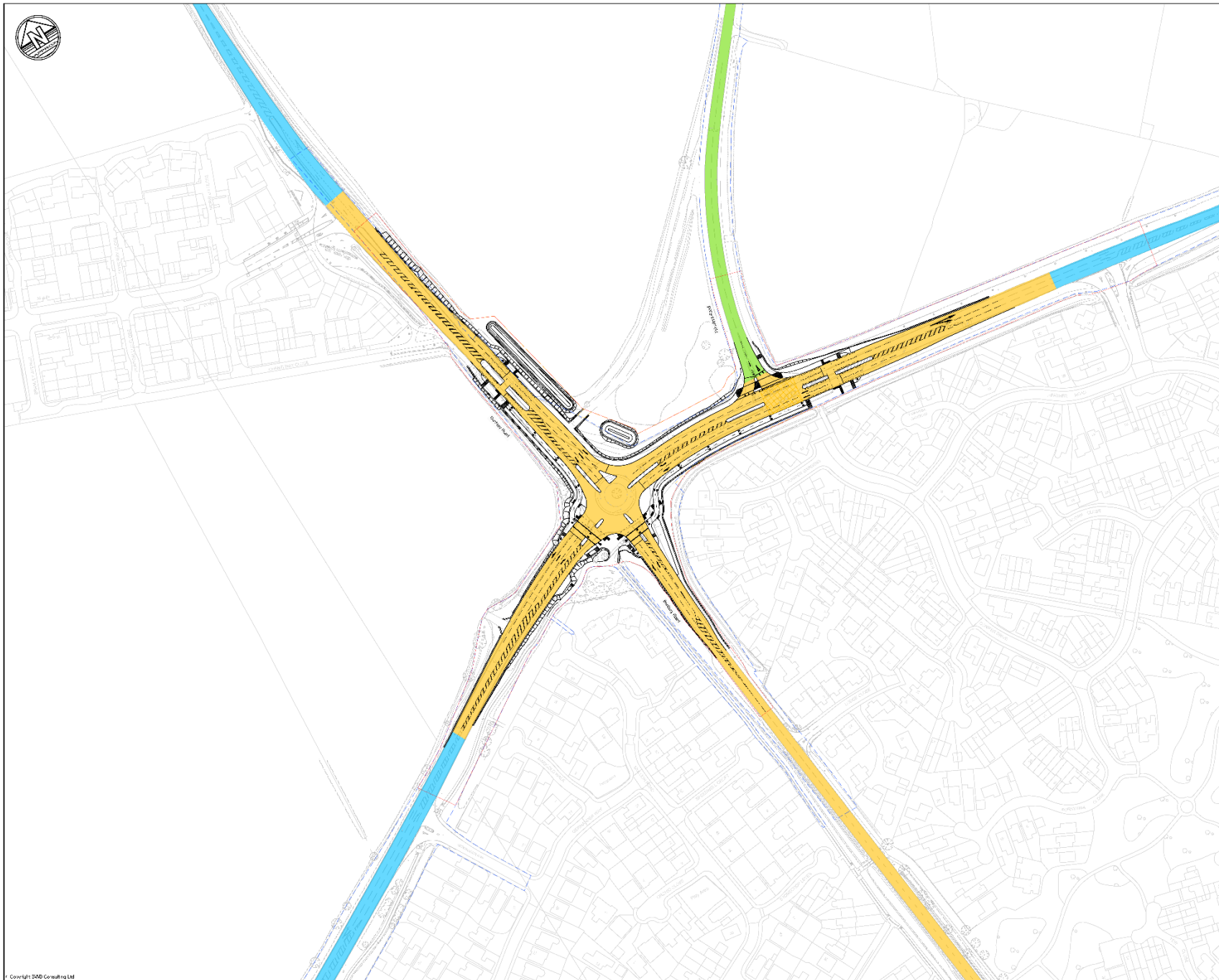
Annexes:

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

Contact Officers:

Jacqui Cox 07919 298304  
Anthony Kirkwood 07392 318871

September 2023



### ANNEX 1

**Notes**

1. Do not scale this drawing.
2. This drawing is to be read in conjunction with all relevant documents and specifications.
3. All dimensions in notes unless stated otherwise. All levels in notes unless stated otherwise.
4. Any discrepancies noted or site are to be reported to the engineer immediately.

**Legend**

- Planning Boundary
- Existing highway boundary based on Oxfordshire County Council records
- Proposed highway boundary based on the revised highway layout (subject to refinement to final detailed design)
- Proposed 30mph speed limit in place of existing 40mph speed limit
- Proposed 30mph speed limit in place of existing 40mph speed limit
- Existing 40mph speed limit to remain

REV	10/07/20	40/30 South of roundabout speed limit is updated	AL	02/05
REV	05/08/20	Updated scale from 1:500 to 1:1000	AL	02/05
REV	20/01/21	Issued for information	AL	02/05
Rev	Date	Details of issue / revision	Rev	Rev

**Issues & Revisions**

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**Client**

**GallifordTry**

**Project Title**

**A4095/B4100 BANBURY ROAD ROUNDABOUT**

**Issued For**

**PROPOSED SPEED LIMITS**

Drawn	A. Linney	Reviewed	G. W. Bennett
Drawn Date	21/07/20	Drawn	29/08/20
Drawn Scale	1:1000	Drawn Scale	1:1000

**FOR INFORMATION**

Project	Original	Date	Rev	Rev	Rev
210758-BWB-HML-XX-SK-CH-0030	82	P03			



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

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

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

A4095

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

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

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

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

BANBURY ROAD

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

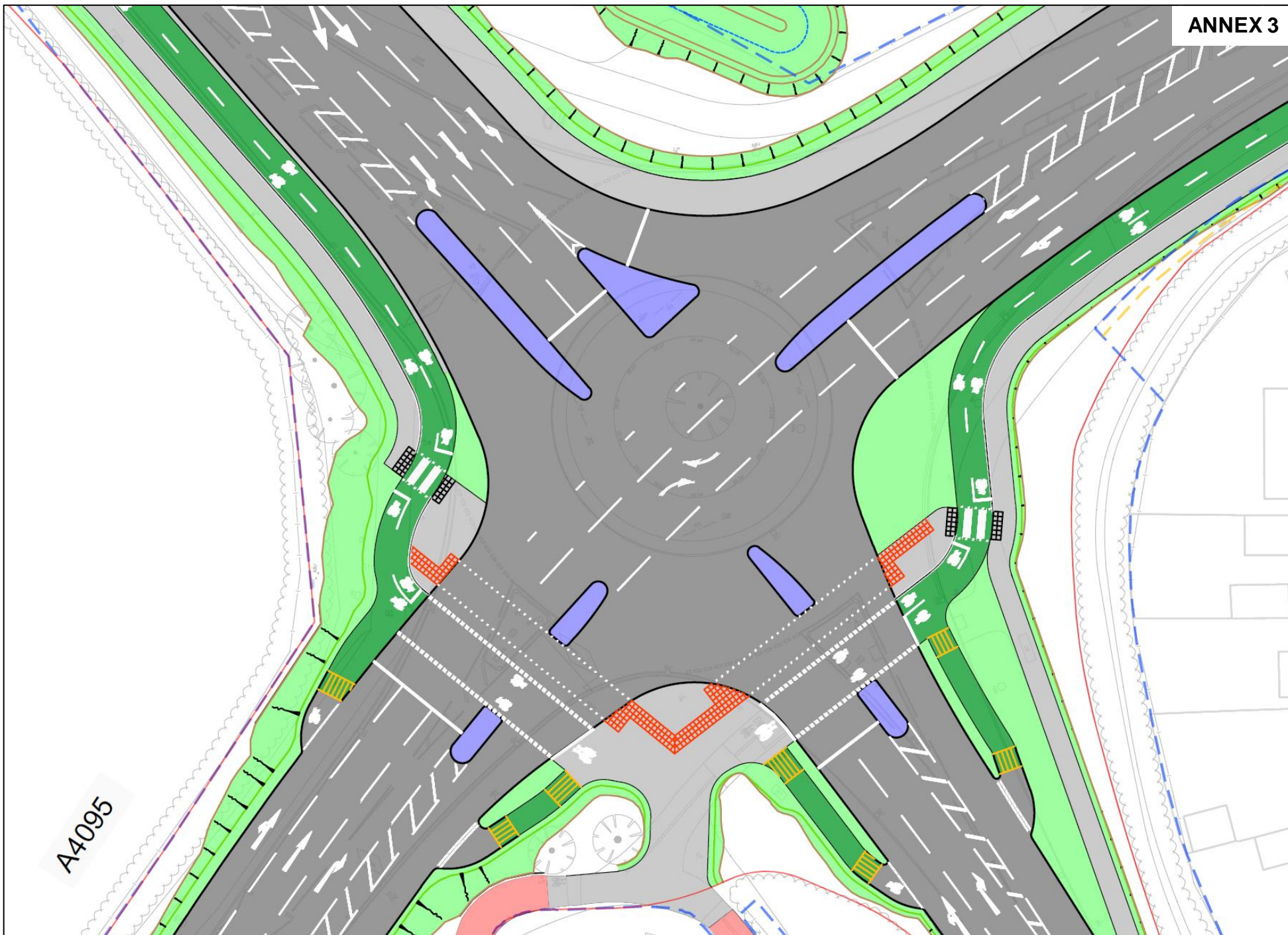
	<p>It might help to reduce noise pollution. Also, it should make it easier to join traffic on Lords Lane when driving out of the estate.</p> <p>30mph on Fringford Road – <b>Support</b> It will be safer</p> <p>Traffic Calming – <b>Support</b> Safety enforcement</p>
(268) Local Resident (Bicester, Oxlip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

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

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

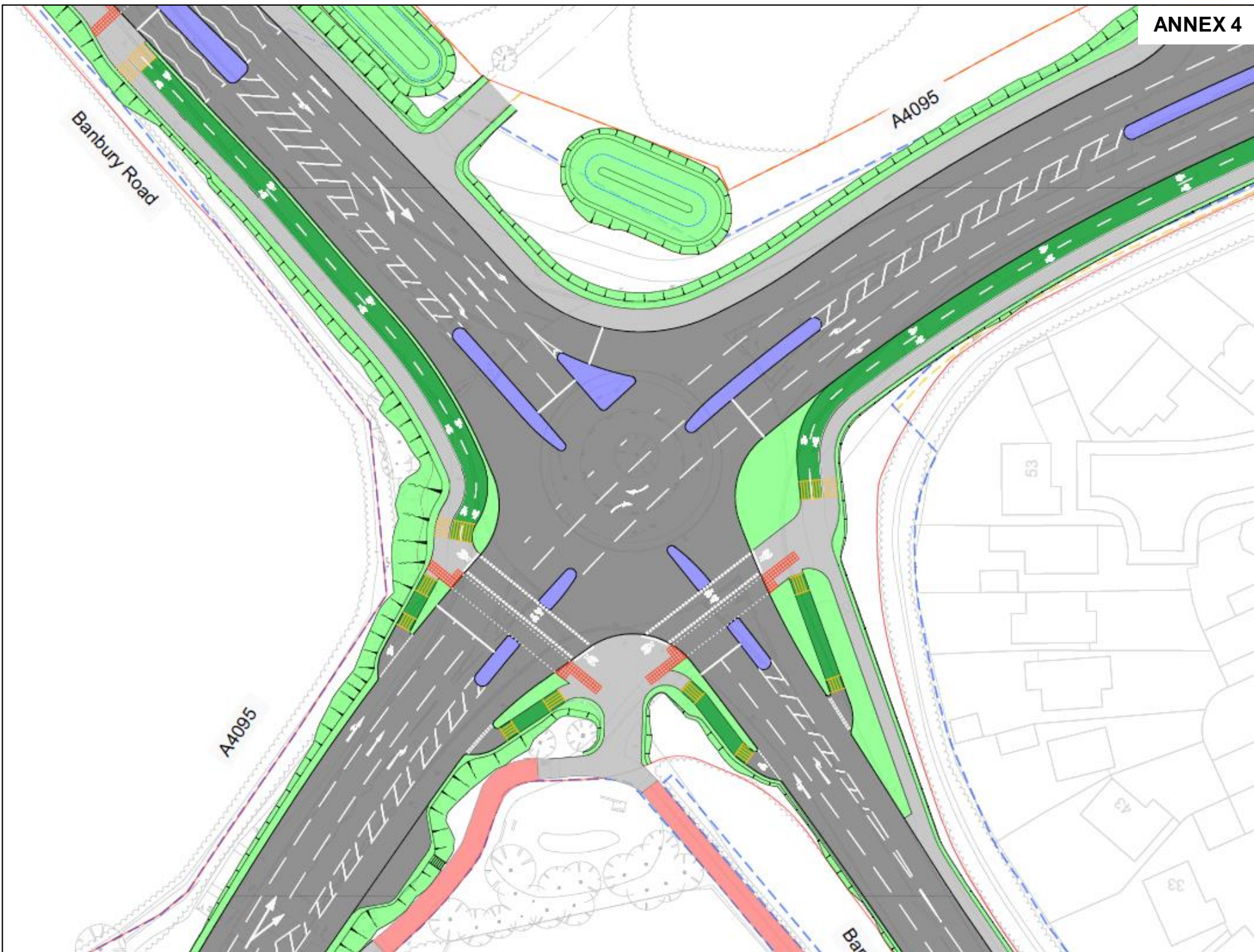
<p>(276) Local Resident (Southwold, Bicester, Spruce drive)</p>	<p>30mph on approaches – <b>Support</b> The slower the safer. Plus less pollution and noise.</p> <p>30mph on Fringford Road – <b>Support</b> The slower the safer. Plus less pollution and noise</p> <p>Traffic Calming – <b>Support</b> Safety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





A4095





Divisions affected: *Kingston & Cumnor*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 07 SEPTEMBER 2023**

### **FRILFORD: A338 OXFORD ROAD – PROPOSED 30MPH & 40MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the following as advertised for the A338 Oxford Road, Frilford
  - a. 30mph speed limit – in place of the existing 40mph, for a distance of 448 metres northwards from its junction with the A415 Kingston Road
  - b. 40mph speed limit – in place of the existing 50mph speed limit, northwards to its junction with the Abingdon Road, at Tubney

#### **Executive summary**

2. This report presents responses to a consultation on a proposal to lower existing speed limits on the A338 Oxford Road as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for the proposals, including consultation will be met from third party funding and the County Councils 'Accessibility and Road Safety' fund.

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

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

#### **Sustainability Implications**

5. The proposals would help facilitate walking and improve road safety in the vicinity.

#### **Formal consultation**

6. Formal consultation was carried out between 07 June and 07 July 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Frilford Parish Meeting, Marcham Parish Council, the Vale of White Horse District Council, local District Cllr's, and the local County Councillor representing the Kingston & Cumnor division.
7. 26 responses were received during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	Total
30mph speed limit	2 (8%)	1	23 (88%)	26
40mph speed limit	3 (12%)	1	22 (85%)	26

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

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

9. Thames Valley Police raised no objection.
10. The objections received relate to added journey times due to the proposed 40mph section, this section is approximately 1400metres in length, a vehicle traversing this at the existing speed limit of 50mph would do so in 58.5 seconds whilst a vehicle traversing this at the proposed 40mph speed limit would do so in 78.11 seconds resulting in an extra journey time of 19.61 seconds – given the concerns raised by the local Parish Council and supported by the local member with regard to road safety at this location the minimal extra journey time is justified.
11. Concerns have been raised with regard to the proposed speed limit reduction not meeting guidance, the Oxfordshire County Council policy for reducing a rural 50mph to a sign only rural 40mph speed limit states that existing mean vehicle speeds must be 46mph or below. Two speed surveys were carried out prior to the proposals being formalised, with the recorded mean vehicle speeds at both locations shown to be below 46mph.

Bill Cotton  
Corporate Director, Environment and Place

Annexes

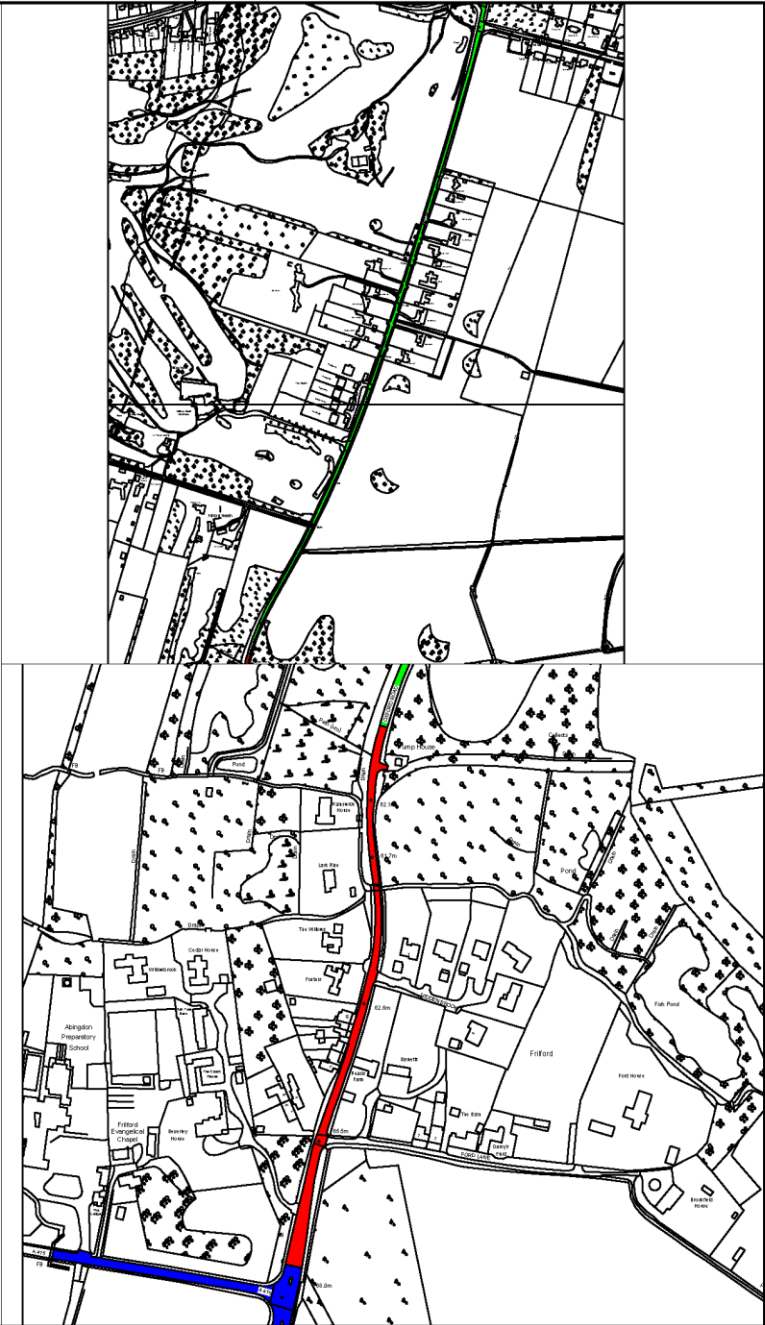
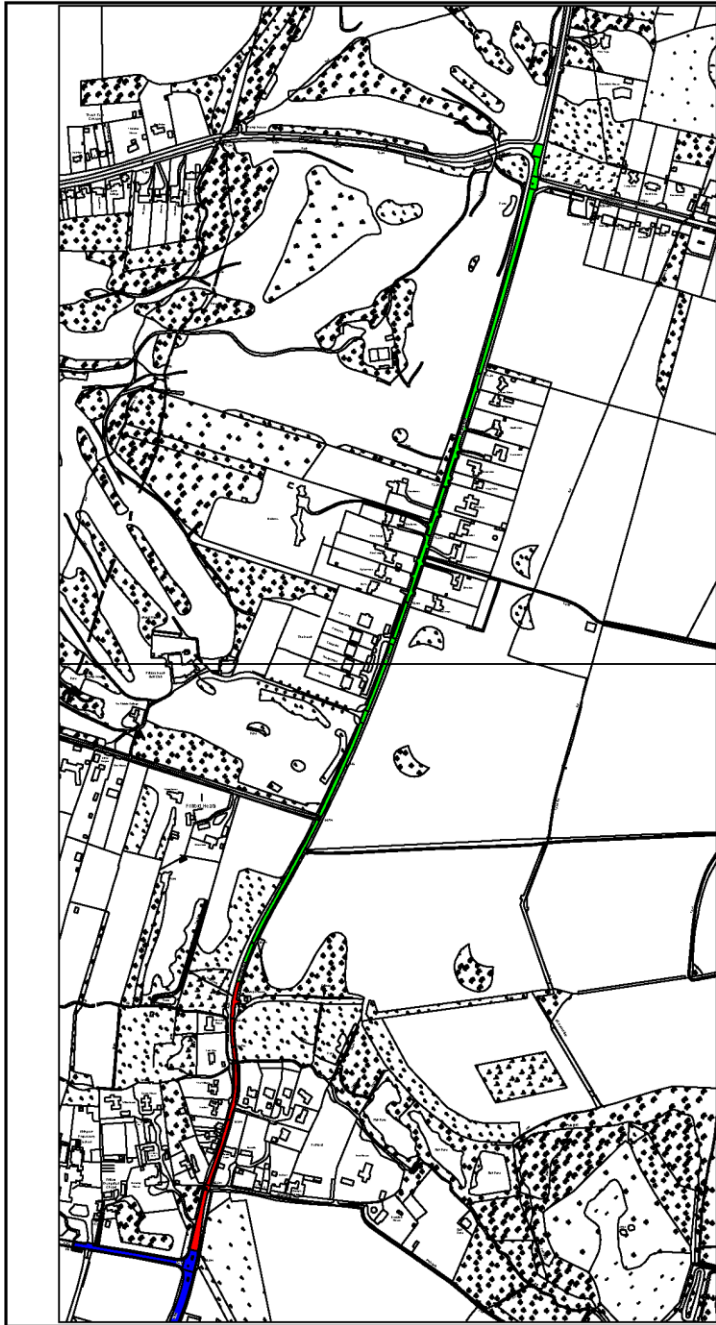
Annexes 1; Consultation plan

## Annex 2: Consultation responses

Contact Officers: Mark Francis

September 2023





Drawing No.		Revision	
<div style="text-align: center;">N ↑</div>			
<div><b>Legend</b> Proposed 30 <span style="color: red;">■</span> Proposed 40 <span style="color: green;">■</span> Existing 40 <span style="color: blue;">■</span></div>			
<small>© Crown Copyright and Database rights 10023343 2017</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<div> <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Bill Cotton Director of Environment &amp; Place Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111</small></div>			
Project title		Frilford Oxford Road	
Drawing title		Proposed 30mph & 40 mph speed limits consultation plan	
Drawing Status			
Scale @ A3	Drawn by MJF	Checked by LJT	Approved by LJT
	Date drawn	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – I am struggling to see justification for reducing the 50 to 40 North of Frilford crossroads and therefore raise serious concern in terms of future compliance .</p> <p>In you covering email you seem to focus on addressing history at Frilford crossroads but no justification for the rest of the A338 apart from concerns from the Parish . To add no speed profiles have been provided to support this lowering and you appear to ignore National Guidance on Setting Speed Limits.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement. .</p> <p>Compliance with new limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> </ul>

	<ul style="list-style-type: none"> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul> <p>I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits, but this did not include other speed limits apart from 20.</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Business Development and Partnerships Manager, (Go-Ahead bus group subsidiaries)	<p>30mph – <b>Support</b> 40mph – <b>Object</b></p> <p>Three Go-Ahead subsidiaries operate through this road junction as follows:</p> <ul style="list-style-type: none"> <li>• Oxford Bus Company X1 between Oxford and Wantage via Abingdon</li> <li>• Pulham and Sons Coaches 15 between Abingdon and Witney</li> <li>• Thames Travel 63S between Longworth, Kingston Bagpuize and Oxford via Tubney</li> </ul> <p>Of these only the Thames Travel service operate to the north of the crossroads where reduced speed limits are proposed. Stagecoach also operate their trunk S9 route between Wantage and Oxford via Cumnor up to every 20 minutes along the affected section on A338.</p> <p>We believe the introduction of a 30mph limit for approximately 450 metres north of the staggered crossroads is justified given the existence of properties directly fronting on to, and not set back from the road. We therefore support this element of the proposal.</p> <p>We object to the proposal to reduce the speed limit to 40mph on section of A338 road approximately 450 metres north of the staggered crossroads to the junction with Abingdon Road at Tubney. We do not see any justification for this</p>



	<p>reduction in speed limit as the road is wide and relatively straight. The few properties that there are (including the golf club), are all set well back from the main road.</p> <p>It is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the Council's policies.</p> <p>The 63S provides home to school transport for entitled scholars to Matthew Arnold School. The current journey time from Longworth to Matthew Arnold School is 70 minutes. Department for Education best practice guidance states “the maximum each way length of journey for a child of primary school age to be 45 minutes and for secondary school age 75 minutes”. Therefore, given a general background of slowing bus speeds, an increase in the running time for the 63S service is likely to result in the County Council needing to procure alternative home to school provision for certain scholars currently using the service in order that the Department for Education best practice can be met.</p>
(3) Local Cllr, (Marcham Vale of White Horse District Council)	<b>Support</b>
(4) Frilford Parish Meeting	<b>Support</b> - At each of our last three Parish Meeting AGMs, the community has reaffirmed its desire to reduce the speed limit on this section of the A338.
(5) Local Resident, (Frilford, A415 Kingston Road)	<b>Object</b> - The road in question is a major existing A-road, which is very wide, relatively straight and has good visibility for most of its length. We have never encountered any safety concerns along this stretch in the years we have lived in Frilford. Reducing the speed limits will significantly increase journey times for local residents.
(6) Member of public, (Witney, Oxford Hill)	<b>Object</b> - No reason to reduce the speed limits here as there is no road safety concerns that are valid in any reports. Data suggests there is no need to change the speed limits so no justification whatsoever reviewing the speed limits of these roads. Data only suggests personnel are not suitable for this job. Even an outside public point of view can see the road is safe enough at the speeds they are currently at.
(7) Local Resident, (Abingdon, Oxford Road)	<b>Support</b> - These speed limits are more appropriate for this section of the road than the present limits. The 40 mph limit in place of the 5pm-has limit is particularly desirable

(8) Local Resident, (Frilford, Hidden Brook)	<b>Support</b> - Dangerous speeds currently through Frilford. I walk my dogs and crossing the road is dangerous as vehicles speed through here
(9) Local Resident, (Frilford, Kingston Road)	<b>Support</b> - Traffic approaching and exiting Frilford in the proposed 30mph zone does not slow down and there is a dangerous bend. At times when walking to the public footpath at the golf club, there is no pavement so I have to walk on the road. I have observed traffic coming round the bend at too fast a speed making it dangerous for pedestrians on the road. Additionally at times there are parked delivery vehicles in Frilford prior to the bend which also makes it dangerous for traffic to pass the parked vehicles facing oncoming traffic. Suggest the lower speed limit should also apply to the A415.
(10) Local Resident, (Frilford, Oxford Road)	<b>Support</b> - It is extremely dangerous to walk around the village due to both inadequate pavements and speedy vehicles.
(11) Local Resident, (Frilford, Oxford Road)	<b>Support</b> - The current speed limit is too high and needs to be reduced to 30mph through Frilford. We have school children walking to Abingdon Prep school, adults walking dogs as well as two bus stops. With exceptionally narrow footpaths a speed limit 30mph is required.
(12) Local Resident, (Frilford, Oxford Road)	<b>Support</b> - 30mph is needed to protect pedestrians on narrow path past junction. Speed limits need to be monitored and enforced or the road will still be hazardous .
(13) Local Resident, (Frilford, Oxford Road)	<b>Support</b> - I fully support this proposal, as a resident of Frilford the current speed limits and lack of speed limit control measures combined with a very narrow footway pose a risk to local residents and a speed limit reduction will greatly aid in a reduction to risk.
(14) Local Resident, (Frilford, Oxford Road)	<b>Support</b> - I agree with the proposal, traffic is too fast currently, and most drivers do not seem to adhere to the existing limit as it is. I even think the limit of 30mph along the first lower section of the road near the staggered Frilford junctions is going to be ignored by most drivers - there are multiple concealed driveway exits of which mine is one - it

	is so dangerous every day for us trying to leave our own driveway, I constantly fear being hit by a speeding vehicle. I think there needs to be speed bumps or a camera in this heavily populated spot which is due more new housing now too. There is going to be an accident, there have been plenty and devastating accidents recently, I do not want to be part of another one.
(15) Local Resident, (Frilford)	<b>Support</b> - Young Children walk to Abingdon prep school from Frilford, hence the speed of cars through the area needs to be reduced to avoid a serious collision
(16) Local Resident, (Frilford, Ford Lane)	<b>Support</b> - I think along most of the road 40mph is OK except at the cross roads with Faringdon Road and the Tubney Junction , this should be a 30mph section with the dog leg junction. And 30mph from the Frilford lights until Frilford Golf Course , there are blind bends, road junctions and is more built up. This would balance residents concerns with effective traffic management,
(17) Local Resident, (Frilford, Oxford Road)	<b>Support</b> - There are lots animals like pet dogs and deers being hit by car, quite dangerous for people as well.
(18) Local Resident, (Frilford Heath, A338)	<p><b>Support</b> - I would support these changes because the drivers regularly speed on this road.</p> <p>The current limit of 50 is too fast for the number of driveways to homes/golf course along the road - especially the south of the Tubney cross-roads down to the Shell garage. A limit of 50 is far too fast for local children and indeed adults using buses, to cross the road safely.</p> <p>The 50 limit is also too fast for the staggered crossroads at Tubney where there are near misses every day during rush hour and regular crashes both minor and more serious. I would support a limit of 30mph all the way from Tubney cross roads to the Shell garage in a similar way to Boars Hill and Cumnor Hill.</p> <p>I would also like to see a reduction beyond the Tubney crossroads to 40mph because it the vehicles driving fast into the southerly direction into the crossroads who are the most dangerous. Cars drive far too fast into the crossroads and putting a stop to that would be a huge safety boost.</p> <p>Just changing it south of the crossroads won't solve the problem with the crossroads AT ALL because drivers heading</p>

	<p>north are already slowing because they are turning right or waiting to go straight ahead. Cars coming out from Tubney or the Dog House Road are slow because they are turning. The issue with the crossroads is fast vehicles heading south. If that remains 50mph the accidents will continue.</p> <p>Additionally, I would support double white lines along the length of the road (especially crossroads to the garage) as we regularly have to reverse back into our driveway to avoid cars overtaking.</p>
(19) Local Resident, (Frilford Heath, Faringdon Road)	<b>Support</b> - Heavy traffic and hazardous crossing.
(20) Local Resident, (Frilford Heath, Faringdon Road)	<b>Support</b> - We are local residents in Frilford Heath and take our son to school every day in Frilford. We also travel into Oxford on the A338. Vehicles on the A338 are simply driving too fast. It is a long, fairly straight section of road and vehicles have speeds of 50 mph or higher. This is dangerous, especially at the junction of Faringdon Road/Tubney road. We would also support a lower speed on the Faringdon road by the Dog House pub.
(21) Local Resident, (Frilford Heath, Oakley Park)	<b>Support</b> - The volume and speed of traffic makes pedestrian and cycle traffic unrealistically dangerous in an area with, effectively, no alternative route or footpaths.
(22) Local Resident, (Frilford Heath, Oakley Park)	<b>Support</b> - The staggered junction between the dog house and golf course is an area of particular concern. Reducing speed on the road would reduce the risk at this particularly difficult spot
(23) Local Resident, (Frilford Heath, Oxford Road)	<p><b>Support</b> - The access to the A338 from the many residences is very dangerous with vehicles approaching at high speeds.</p> <p>Often overtaking cars and reduced visibility increases this risk. With many residents now using the available public transport on the A338 it is very appropriate to reduce the vehicle speed to respect their safety.</p> <p>Further I would suggest that the 40 mph zone should be extended north of the Tubney junction for a short distance to slow vehicles approaching the staggered junction and reduce the risk to manoeuvring vehicles.</p>

(24) Local Resident, (Frilford Heath, Oxford Road)	<b>Support</b> - Excessive speed of vehicles in an increasing developed area with driveways and entrance to the golf club. Also, high road noise of vehicles travelling 50+ mph on this stretch of the road.
(25) Local Resident, (Frilford Heath, Oxford Road)	<p><b>Support</b> - I express my full support for the proposed reduction of the speed limit on the A338 Oxford Road in Frilford, from 50mph to 40mph. In fact, I believe that a speed limit of 30mph would be even more appropriate, particularly along the stretch leading up to Oxford Instruments. I have several reasons for this viewpoint, which I would like to outline below:</p> <ol style="list-style-type: none"> <li>1. Narrow road: The road itself is relatively narrow, and when buses and lorries pass each other at high speeds, it leaves very little space and poses a significant danger.</li> <li>2. Increased traffic: The golf course located in the area attracts hundreds of visitors every day, resulting in a continuous flow of vehicles entering and exiting the premises.</li> <li>3. Residential area: The road passes through a residential area with houses where families and children reside. Parents and guardians regularly drive in and out with their children, making it crucial to create a safe environment for all road users.</li> <li>4. Absence of Sidewalks: Currently, there are no sidewalks along the road, making it even more crucial to have a lower speed limit. Pedestrians, including school children, are forced to walk on the verge, which can be dangerous if vehicles are traveling at higher speeds.</li> <li>5. Personal Concerns: As a parent, I am deeply concerned about the safety of my children who take the bus to school every day. They also need to cross the road upon their return, and during the winter months when it gets dark early, visibility becomes a major issue. The presence of speeding vehicles and overtaking on Oxford Road poses a significant risk to their safety.</li> </ol> <p>Given these concerns, I strongly urge you to consider implementing a 30mph speed limit throughout Frilford and Frilford Heath. This reduction in speed would significantly contribute to the safety of the community, particularly for schoolchildren who rely on the bus service. Even waiting at a bus stop becomes hazardous due to their small and narrow design, directly connected to the road without any safety distance.</p> <p>In addition to the speed limit adjustment, I kindly request the installation of a solid center line to discourage overtaking</p>

	<p>and the placement of radar speed speed signs indicating the current speed. These measures would serve as important reminders for motorists and further enhance road safety in the area.</p> <p>Thank you for taking the time to consider my input. I appreciate your efforts in ensuring the well-being of our community members and look forward to seeing positive changes on the A338 Oxford Road.</p>
<p>(26) Local Resident, (Frilford Heath, Faringdon Road)</p>	<p><b>Support</b> - The junction between the A338 and the Tubney Abingdon Road and Frilford Heath, Faringdon Road is notoriously dangerous, with A338 south bound traffic in particular traveling often in excess of 50 mph. As importantly, there is a need to reduce the Faringdon Road speed limit between The Doghouse and the A338 junction from 40 mph to 30 mph to prevent excessive speed upon the approach to this junction, which has resulted in a number of accidents in the past ,including crossing the A338 and hitting the fence of the Golf Club. There is also the need to reduce this limit to protect Dog House clientele whilst crossing the Faringdon Road to and from the Dog House car park which is on the opposite side of the road. Traffic leaving the A338 find the urge to suddenly accelerate beyond the current 40 mph, creating a danger to transient pedestrians.</p>

Divisions affected: *Sutton Courtenay & Marcham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

### **MARCHAM: SHEEPSTEAD ROAD – PROPOSED EXTENSION OF 30MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the extension of the 30mph speed limit on Sheepstead Road in Marcham as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on a proposed extension of the existing 30mph speed limit on Sheepstead Road by 115 metres to its junction with the Cow Lane & West Down Lane tracks as a result of adjacent residential development, as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the developer of the adjacent land.

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 28 June and 21 July 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley

Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Marcham Parish Council and the local County Councillor representing the Sutton Courtenay & Marcham division.

7. 26 responses were received during the course of the formal consultation, comprising of; 18 in support (69%), three objecting (11%), four raising concerns (15%), and one non-objection.
8. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

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

9. Thames Valley Police raised concerns about the wider 20mph proposals being consulted on at the same time, however offered no response in relation to these specific proposals.
10. Marcham Parish Council supported the proposals but also suggested that consideration should be given to changing the speed limit on Sheepstead Road from 60mph to 50mph, then from Cow Lane southwards could become 20mph and the 30mph section could be removed. While agreeing that this could have some advantages, overall officers consider the current proposed extension of the 30mph speed limit extension is appropriate and additionally can be implemented by the developer with no further cost to the County Council, which would not be the case in respect of this wider proposal.
11. A local councillor while overall supportive, expressed some concern about the exact siting of the northern terminal sign for the 30mph speed limit; this will be investigated, and some slight adjustment may be possible without the need for further consultation.
12. Three objections were received from members of the public, one citing no grounds, one citing that there was no need for the lower limit, and the final objection being on the grounds that the entire length of the proposed 30mph speed limit should be 20mph.
13. Noting the final comment, the proposal for the 30mph extension is judged to be appropriate taking account of the road environment and will complement the proposed 20mph speed limit. Additionally, the extension of this 30mph speed limit was requested by OCC Traffic department through the section 278 technical audit process.
14. The majority of the remaining responses from members of the public were supportive of the proposal, noting new development will increase pedestrian activity, and that by reducing the speed limit for this section of road for the full length of the footway will help create a safer environment for more vulnerable road-users.

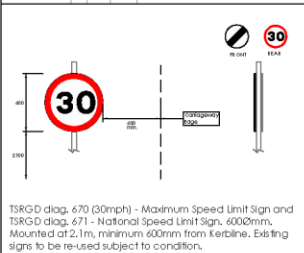


Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Jacob Mowlem
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September 2023



## NOTES

1. All dimensions and levels are in metres unless otherwise noted
2. This drawing is to be read in conjunction with the relevant Architect's/Engineer's drawings, specifications and CDM documentation
3. This drawings has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
4. This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
5. Digital copies of this plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.

P01	NJ	TST	Initial Issue	30/08/22
REV	DRAWN	CHECK	REVISION COMMENTS	ISSUE DATE
DRAWING TITLE S278 Works Plan TRO Plan				SHEET NO. 12
PROJECT Kings Field Marcham Oxon				
CLIENT <b>PYE</b>		 Infrastruct CS Ltd		
SCALE @ A3 1:500 @ A3			DESIGN TST	
PROJECT NUMBER ICS-4532		DATE August 22		DRAFTED SNN
DRAWING NUMBER MARC-ICS-01-XX-DR-C-0612			STATUS S4	REVISION P01

## ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(26) Marcham Parish Council	<p><b>Support</b> – Marcham Parish Council fully supports the proposal. It would, however ask for consideration to be given to the following:</p> <p>Consideration should be given to changing the speed limit on Sheepstead Road from 60mph to 50mph, then from Cow Lane southwards could become 20mph and the 30mph section could be removed.</p>
(2) Local group/organisation, (Unlimited Oxfordshire)	<b>Support</b> – This is an excellent proposition. Along the A415 through the village there is no footway for a considerable length. Also, some drivers use the residential street Howard Cornish Road to bypass most of this difficult length of the A415. Therefore Unlimited Oxfordshire strongly supports these proposed speed limits.
(3) Local Cllr, (Marcham, Harding Way)	<p><b>Concerns</b> - With the building of a new houses at Davies Edge, including a footpath through to Sheepstead Road to the north of the existing junction between Sheepstead Rd and Harding Way, we should expect more pedestrians, etc, to use this section of the road. Vehicular access to the Cow Lane allotments is via Cow Lane and farm vehicles use the track also. I therefore support the overall aim of extending the 30mph zone to the north along Sheepstead Rd.</p> <p>I would, however, argue that the exact positioning of the start of the 30 mph zone (as one drives into the village from the north) is not quite right: the verges on the Sheepstead Road - Cow Lane junction are often overgrown, which limits visibility for drivers trying to pull out from Cow Lane onto Sheepstead Road. Extending the 30 mph zone further to the north would therefore make it more likely that vehicles travelling south are actually obeying the speed limit by the time they reach Cow Lane, thereby reducing the likelihood of a serious collision at this junction.</p>
(4) Local Cllr, (Abingdon, Thurston Close)	<b>Support</b> - Safer streets

(5) Local Cllr, (Frilford , Ford Lane)	<b>Support</b> - The road out of Marcham up to Cothill doesn't have a footpath but does have frequent pedestrians using the road. In addition, traffic approaching Marcham are arriving too fast . This would encourage safer roads into and leaving Marcham.
(6) Local Resident, (Marcham, Duffield Place)	<b>Object</b>
(7) Local Resident, (Marcham, Leas Lane)	<b>Object</b> - If pedestrians follow the 'Highway Code' guidance and drivers comply with the 30mph speed limit, then there isn't a problem which needs an oppressive solution.
(8) Local Resident, (Marcham, Packhorse Lane)	<b>Object</b> - The extension needs to be 20mph and not 30mph. Drivers tend to enter the village from this road at excess speed....20mph earlier may force them to reduce their speed earlier.
(9) Local Resident, (Marcham, Packhorse Lane)	<b>Concerns</b> - I live on Packhorse and my wife suffers from asthma so im concerned if a 20mph limit increases emissions with cars being on the road longer.
(10) Local Resident, (Marcham, Pointer Place)	<b>Concerns</b> - I do not think it goes far enough, the National speed limit from the sheephead crossroads should be reduced down to 40 and then from cow lane 20
(11) Local Resident, (Marcham, Packhorse Lane)	<b>Concerns</b> - We live on Packhorse Lane and worry that this will slow traffic down and cause more emissions . I'm asthmatic so particularly worried.
(12) Member of public, (Abingdon, Bailie Close)	<b>Support</b> - I would like to see traffic in built up areas move more steadily, with fewer incentives to accelerate fast in/out of 20mph zones
(13) Local Resident, (Abingdon, Bostock Road)	<b>Support</b> - This road is becoming more residential so it is appropriate to have the 30mph speed limit extended for safety.

(14) Local Resident, (Abingdon, Darrell Way)	<b>Support</b> - Extending the 30mph section will phase in the 20mph limits within the village and make the residential roads safer.
(15) As part of a group/organisation, (Abingdon, Winsmore Lane)	<b>Support</b> - To make our streets safer
(16) Local Resident, (Marcham, Farthings)	<b>Support</b> - 30 is Ok
(17) Local Resident, (Marcham, Frilford Road)	<b>Support</b> - This is a sensible move to protect the new development
(18) Local Resident, (Marcham, Howard Cornish Road)	<b>Support</b> - Yes this would be a brilliant thing to do as that road is dangerous and approaching Marcham.
(19) Local Resident, (Marcham, Howard Cornish Road)	<b>Support</b> - The speed limit needs to reflect the expansion of the village.
(20) Local Resident, (Marcham, Monks Walk)	<b>Support</b> - Residential area needs traffic calming
(21) Local Resident, (Marcham, Packhorse Lane)	<b>Support</b> - we should protect residents who are in danger of speeding traffic
(22) Local Resident, (Marcham, Parkside)	<b>Support</b> - I have lived in the village for 22 years and only know of 2 or 3 crashes, the speed of the road does not affect anything it is purely drivers choice to speed so reducing the speed limit is a waste of time and money
(23) Local Resident, (Marcham, The Croft)	<b>Support</b> - I regularly have to walk dogs up sheepstead road where there is no pavement - up to reach Cow lane. Even at 30mph occasional cars have only seconds to change course to give me space but many cars are running more speedily.

(24) Local Resident, (Marcham, Chancel Way)	<b>Support</b> - We live in Chancel Way and noone is below 30 on or junction. Getting more and more dangerous with the increase of residents with the new builds
(25) Local Resident, (Marcham, Frilford Road)	<b>Support</b> - Sheepstead road is too fast at the moment so support a reduction.

Divisions affected: *Wheatley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Waterstock as shown in **Annex 1**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 06 July and 28 July 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Waterstock Parish Meeting, and the local County Councillor representing the Wheatley division.

### **Statutory Consultee Responses:**

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

### **Other Responses:**

8. A single objection was received from a member of the public from Witney who responded at great length including citing *"20mph propaganda imposed by unelected and unwanted bureaucracy that seems to be a delegation full of personnel that seem to hate cars and people . . . . . it creates further hidden hypocrisy of politicians the obsession with 20mph signs that are like Zs you see in a Russian street? . . . . . it will be seen as totalitarian propaganda"*.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds, this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

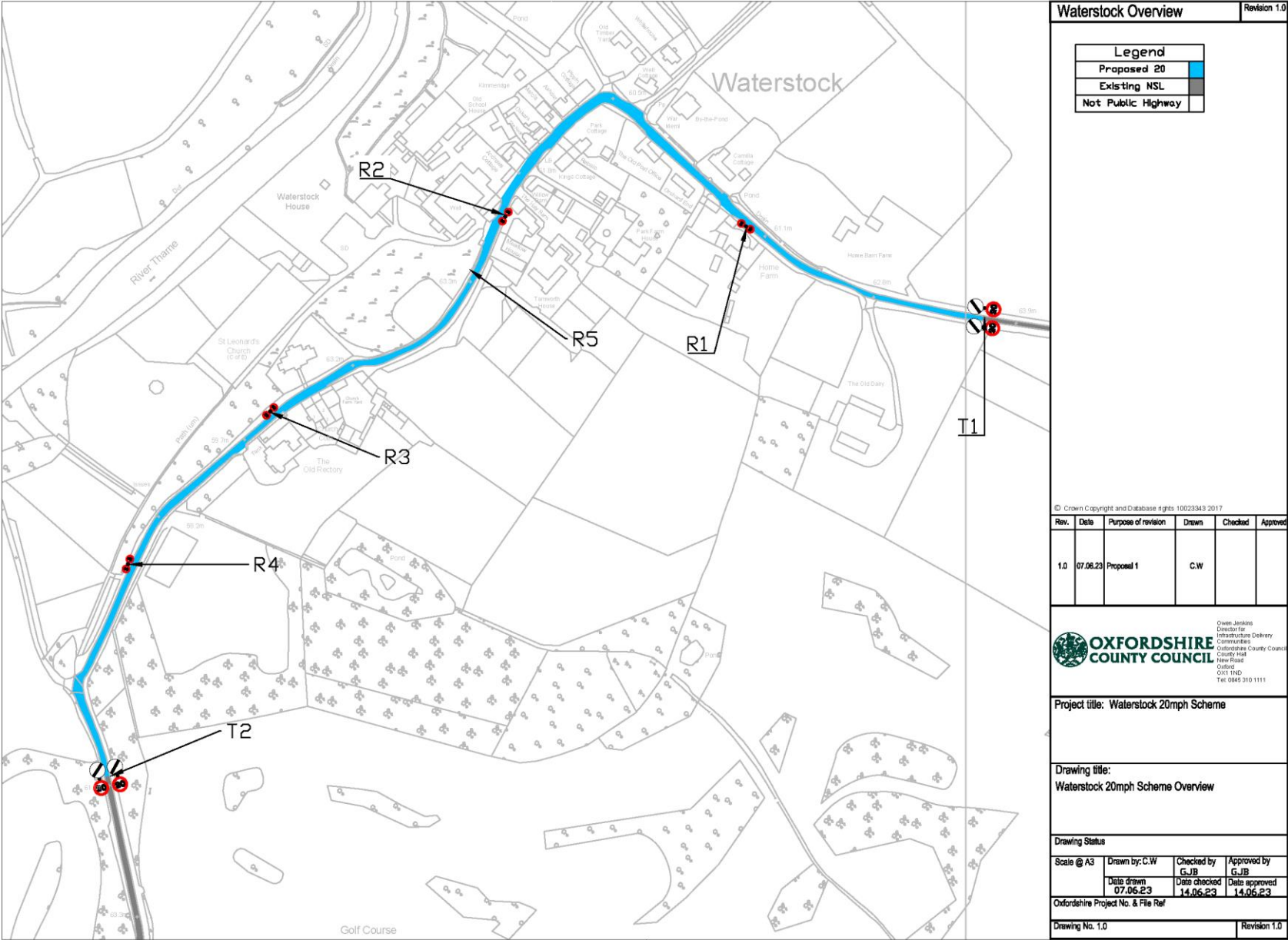
Bill Cotton  
Corporate Director, Environment and Place

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





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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> – Pleasure to drive through and visit the Village on a regular basis to not only enjoy the local nature, Golf course and area but also escape from the depressing 20mph propaganda imposed by unelected and unwanted bureaucracy that seems to be a delegation full of personnel that seem to hate cars and people. This is a waste to Council tax payers money that only want to see the roads surfaced and prioritise potholes. It is unacceptable that road surfacing has not been prioritised, leaving this wonderful County a depressing place to live ruined by activists that refuse to accept 30s plenty and allow personal responsibility where mainly pedestrians don't care or check speed limits of those driving past them. All inspired by Covid Lockdowns as per usual. Looking at the data of the Village in question, there has not been any accidents or incidents in the Village and has been no increase a risk so don't understand the rationale behind attacking yet another peaceful Village/Town. Concerns on the main roads going through as well which has no explanation why they cannot remain at 30mph.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda. Signs will be ignored by a significant majority driving through the village and is a main road that has 0 risk to the public. A real waste of my time here writing this why bother a consultation when it is ignored all the time?</p>

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Divisions affected: *Grove & Wantage*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Wantage as shown in **Annex 1**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 28 June and 28 July 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Wantage Town Council, Grove

Parish Council, and the local County Councillors representing the Grove & Wantage division.

### **Statutory Consultee Responses:**

7. Three statutory consultees replied: Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. The Town Council are supportive. The Business Development and Partnerships Manager from the Go-Ahead Group Bus subsidiaries (which includes Oxford Bus Company & Thames Travel) noted that sections of the main movement corridors would remain as 30mph limits, and therefore is supportive of the proposals.

### **Other Responses:**

8. 243 responses (including the Town Council) were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Concerns</b>	<b>Support</b>	<b>No opinion/ objection</b>	<b>Total</b>
20mph speed limit	126 (52%)	39 (16%)	74 (30%)	4 (2%)	243

9. An additional email was also received from a member of the public.
10. Responses stating concern or no opinion were analysed suggesting six were neutral and seven sought more restricted 20mph limits. Others were categorised as support or objection as appropriate. This gave support from 74 local residents, six groups or organisations, and two councillors - a total of 82. Objections were registered by one group, six members of the public and 140 local residents.
11. The following table is a synopsis of the points made by objectors with most citing several.

<b>View/Opinion</b>	<b>Number of responses</b>
Not Needed / Won't Work / A Waste of Money	147 (all)
Driver Frustration / Overtaking Will Create More Accidents	38
Pollution Increase	34
Congestion / Increased Journey Time / Poor for Economy	32
Spend on Highway Maintenance Instead	29
Increase Enforcement Instead	19
Limit To Just Certain Roads (21 cited schools specifically)	23

No Accident Justification	19
Increased Danger from Drivers Concentrating on Speedometer	11
Political Decision / Not Democratic / Will Not Heed Responses	10
Better To Enforce Existing Limits	6
No Real Public Transport Alternative	6
All About Fines Revenue	5
Adverse Effect on Fire & Rescue Response Times	3
Additional Sign Clutter	2
Reduces Respect for Limit	1
Adverse Effect on Bus Services	1

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

Travel Change	Number
Yes – walk/wheel more	18 (7%)
Yes - cycle more	27 (11%)
Yes – scoot more	2 (1%)
No	185 (76%)
Other	11 (5%)

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

## Officer response to objections/concerns

14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
15. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

16. The cancelled initial consultation received 19 online responses; this one received 243 so clearly engagement has improved enormously albeit with objector numbers almost double those of supporters.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses

Contact Officers:          Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

September 2023



## Wantage Overview

Legend	
Proposed 20	
Existing 20	
Existing 30	
Existing NSL	
Prive Rd	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
3.0	19.04.23	Consultation Plan	C.R		

**OXFORDSHIRE COUNTY COUNCIL**  
 Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1HD  
 Tel: 0845 310 1111

Project title: Wantage 20mph Scheme

Drawing title: Wantage 20mph Scheme Overview

## Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: GJB	Approved by: GJB
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Revision 1.0

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Wantage Town Council	<p><b>Support</b> – The streets in the town will feel much safer if there is a general reduction of speed and will help make the town feel a safer and friendly environment.</p>
(3) Business Development and Partnerships Manager, (Go-Ahead Group Bus subsidiaries)	<p><b>Support</b> – Wantage is a market town in the Vale of White Horse District. It is a significant local centre and is well served by bus services, in terms of service frequency, timetable coverage and destination connectivity. Buses bring people into Wantage from a wide catchment area with the main focal point being the Market Place in the centre of the town.</p> <p>Buses are operated by Go-Ahead (Oxford Bus Company and Thames Travel) and Stagecoach. Neighbouring towns served by these buses include Didcot (for the nearest railway station), Abingdon and Faringdon as well as up to five buses an hour operating to and from the city of Oxford. Additionally the major employment sites at Harwell Campus and Milton Park are also directly served.</p> <p>Buses therefore operate along the main movement corridors of the A417 Reading Road/Charlton Road, A417 Challow Road, A417 Denchworth Road, A338 Grove Road and A417 Mabley Way. It is noted that sections of these roads will remain as 30mph limits. This is important for buses to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and serves to encourage negative modal shift from public transport to private motor vehicles. Not only is this contrary to the Council's policies, but increased motor traffic is detrimental to other active travel modes such as walking and cycling.</p>

	We therefore support the proposed changes to speed limits in Wantage.
(4) Local Cllr, (East Lockinge, East Lockinge)	<p><b>Support</b> - Especially aronud the MArket Place</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(5) Local Cllr, (Wantage, Wallingford Street)	<p><b>Support</b> - Safety of the public. Increase in vehicle use due to increase in population. five thousand houses being build in Wantage and Grove.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(6) Local Resident, (Wantage, Westcot)	<p><b>Object</b> – I think it is a huge waste of tax payers' money and council workers' time, as are the village speed limits that have been imposed. The ugly white marks on the road are ridiculous, making it look, when you are approaching the villages, as if you're coming off a motorway.</p> <p>Could you please tell me how many crashes, or other incidents, there have been in the Wantage area in the last, say, 5 years, which have resulted in death or injury? (I have tried to look at the information on the Crash Map website, but as far as I can see it does not tell you how to access the free information. Perhaps you can tell me.) I do not recall even one, which doesn't mean there haven't been any, but it does mean that there can't have been many, because, being a cyclist myself, it's the sort of thing I would remember. Actually I've just remembered one - it was at night and the young man in question had been drinking.</p> <p>I cycle regularly into Wantage to go shopping, and what annoys me, and sometimes, though not often, scares me, is UNSAFE OVERTAKING. The present 30 mph speed limit does not cause me any problems as long as people drive as they should. In my opinion, those that don't will still not do so even if the limit is reduced to 20.</p> <p>I would also like to suggest that the 30mph speed limit on the A417 be extended to just beyond the East Challow industrial estate and the Silver Lane turning, rather than finishing at Haynes of Challow. This would make sense. Drivers, including many lorries, regularly overtake me on that section too fast and where they cannot see far enough ahead. I did write to the two parish councils involved a few years ago about this but apart from an initial acknowledgement of my email I heard nothing more.</p>

	I would also like to suggest that this £8 million would be far better spent on repairing the potholes.
(7) Local Resident, (unknown)	<p><b>Object</b> - Traffic already slow would be unusual to reach 20mph money should be spent on repairing potholes putting road markings back and improving visa omitting of mini roundabouts where paint has faded . 20mph signage should only be needed outside schools</p> <p>Travel change: <b>No</b></p>
(8) Local Resident, (Charlton, Harcourt Green)	<p><b>Object</b> - This is completely unnecessary, it is also counterproductive for the environment i</p> <p>Travel change: <b>No</b></p>
(9) Local Resident, (Childrey, Stowhill)	<p><b>Object</b> - With so many 20 mph restrictions in place they will be more likely to be ignored than if they are in areas which specifically need them ie near schools playgrounds villages etc</p> <p>Travel change: <b>No</b></p>
(10) Member of public, (Denchworth, Cow Lane)	<p><b>Object</b> - 1. Because at 20 mph or less all non-electric vehicles will have to use 3rd gear, not 4th gear and that will increase fuel consumption and exhaust emissions. 2. At 20 mph as opposed to 30 mph a driver's attention is more likely to wonder and thus they will be more likely to be invoved in an accident, albeit a less serious one.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (East Challow)	<p><b>Object</b> - The amount of traffic, buses, parking in the town centre never gives anyone the opportunity to go above 20mph anyway. Money could be better spent elsewhere</p> <p>Travel change: <b>No</b></p>

(12) Local Resident, (East Challow, Hedge Hill Road)	<p><b>Object</b> - 20 mph is too slow and in my opinion cause more accidents when impatient drivers overtake slow moving traffic.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident, (East Challow, Vale View)	<p><b>Object</b> - Just not needed it's crazy</p> <p>Travel change: <b>No</b></p>
(14) Local Resident, (Grove, A338)	<p><b>Object</b> - Emissions, practicality, reasonability.</p> <p>Majority of proposed 20 zones are small residential roads where speeds will already be at or below 20. The other proposed changes are on main roads which all have good visibility for drivers and pedestrians, which can busy and slow moving in rush hours, and not dangerous when they are clear at other times of day. I don't see any real benefits of changing the main roads to 20, and I don't see much reason to spend money and time changing already slow areas and side roads to 20 for the sake of designation (although I don't object to a 20 limit on these smaller roads, they aren't necessary when careless drivers will continue to drive over 20mph irrespective of the signs, and careful drivers are already at or below 20mph).</p> <p>I think the emissions increases are an issue. In busier times, the 20 zones won't make a difference to queueing traffic, and in quieter times, overly slow cars, or cars stuck in a lower gear travelling slowly (10-20mph), will be creating far more pollution than vehicles in 30 zones in quiet conditions (20-30mph).</p> <p>Travel change: <b>No</b></p>
(151) Local Resident, (Grove, Churchward Close)	<p><b>Object</b> - 1. Drivers will be looking at speedometer instead of concentrating on road and market place.</p> <p>3. Cars struggle to stay at twenty too much gear changing distracting driver.</p> <p>4. So many pot holes need fixing properly and the money spent on signs etc could be used for this.</p> <p>5. Start charging cyclists to use the road which could then be put towards maintaining cycle lanes.</p>

	<p>6. Try travelling by bus from Steventon to Hanney it shakes you to death. Spend money fixing that! People might use buses instead of cars.</p> <p>7. Probably more accidents on pavements that are overrun with weeds to trip over. Clean pathways instead.</p> <p>8. You assume everyone can walk, bus or cycle more I am over 70 and rely on car to get about and Carry shopping . The roads and pathways are diabolical. Huge lorries coming through village need to reduce that first.</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (Grove, Churchward Close)	<p><b>Object</b> - Waste of money that could be used elsewhere. We dont have a problem that needs fixing.</p> <p>Travel change: <b>No</b></p>
(17) Local Resident, (Grove, Collinsmith Drive)	<p><b>Object</b> - Because I will be impacted by the proposed change and I've been presented with no evidence to suggest it will improve things and indeed evidence I've gained suggests it will make emissions and pollution worse.</p> <p>Travel change: <b>No</b></p>
(18) Local Resident, (Grove, Denchworth Road)	<p><b>Object</b> - Cars are safer now than ever , the reasons for changing the speed is to make it safer for children but now a days children are out less and less and this takes responsibility of the parents and schools to teach them good road safety</p> <p>Instead of reducing the speed to make things safer why not invest that money into filling all the potholes around Wantage and grove</p> <p>Travel change: <b>No</b></p>
(19) Local Resident, (Grove, Edington Place)	<p><b>Object</b> - A thorough and in-depth transport engineering study is definitely needed before a possible speed limit reduction measure can be introduced, followed by professional and social discussion and then consensus - has this engineering study been carried out ? The introduction of a speed limit reduction can be particularly beneficial on some roads and controversial on others. The modal shift and other externalises induced by it require further discussion and the involvement of additional data sources and more stakeholders. Accurate microscopic traffic simulation for example</p>

	<p>is a necessary tool to evaluate the effect of speed limit reduction, however on its own it is not sufficient - again has any form of simulation been carried out? Reduced traffic speeds are a known major contributor to structural damage &amp; deformation of road surfaces in particular by heavier vehicles (in hotter conditions ) eg: HGV's &amp; buses has - this been considered ? - reduced speeds will cause frustration to drivers with unintended behavioural responses, increase congestion @ peak times as traffic will occupy the same space for longer periods assuming that the bottlenecks now constant &amp; consistent in Wantage continue unabated as before. The social &amp; economic impact of the introduction of blanket 20mph speed limits such as longer travel times, public transport delays, damage to existing infrastructure additional signing need all to be properly understood &amp; debated before this is implemented. It is not beyond the wit of competent traffic engineers to identify precisely where the introduction of 20mph speed limits would have a benefit to the local community. I would however support a 25mph limit in an urban environment but not on through routes &amp; all main traffic corridors in &amp; around Wantage.</p> <p>Travel change: <b>No</b></p>
(20) Local Resident, (Grove)	<p><b>Object</b> - Roads are horrible, pot holes, speed bumps they damage car suspensions, elderly drivers who do 10mph in a 30. No wonder people speed its furstration that causes most drivers to drive fast they want to get home by the council slowing them down will cause more furstration more people speeding.</p> <p>Travel change: <b>No</b></p>
(21) Local Resident, (Grove, Lancaster Crescent)	<p><b>Object</b> - It is unnecessary apart from near schools and hospitals. The traffic flow is terrible, and I will avoid Wantage and shop on line, making it another town</p> <p>Travel change: <b>No</b></p>
(22) Local Resident, (Grove, Main)	<p><b>Object</b> - Add more double yellow lines to stop parking and add more zebra crossings but leave the speed limit at 30</p> <p>Travel change: <b>No</b></p>
(23) Local Resident, (Grove, Mandarin Place)	



	<p><b>Object</b> - Absolutely ridiculous. The condition of roads around Wantage and grove are dreadful and cause more of a danger than a 30 limit as people are having to swerve and dodge potholes. Spend the money elsewhere instead of on signs for a speedlimit Thames valley police have said they won't enforce</p> <p>Travel change: <b>No</b></p>
(24) Local Resident, (Grove, Mandhill Close)	<p><b>Object</b> - 30mph has always been an acceptable speed around houses &amp; schools. To reduce to 20mph is unnecessary and will cause more accidents when drivers reduce from 50mph zone into 20mph. The volume of cars has increased considerably around Wantage and this will only cause more congestion and frustrated drivers trying to get to their destination.</p> <p>Travel change: <b>No</b></p>
(25) Local Resident, (Grove, Mandhill Close)	<p><b>Object</b> - With volume of traffic, roadworks and potholes it's difficult to get above 20mph anyway so why waste the money. Also this who ignore 30mph will just ignore 20mph and they are the people making roads unsafe.</p> <p>Travel change: <b>No</b></p>
(26) Local Resident, (Grove, Massey Road)	<p><b>Object</b> - The Impact on journey times, unreasonably restricting the flow of traffic in a non-congested small town, there is not a large number of vehicles and consequently not the same level of vehicle emitted pollutants that need to be reduced, and lastly only a small minority of residents (I believe) would want this proposal implemented.</p> <p>Travel change: <b>No</b></p>
(27) Local Resident, (Grove, Meadow Close)	<p><b>Object</b> - Issue with 20mph is without traffic calming measures in place statistically people are less likely to stick to it causing issues of road rage and people making bad decisions when stressed. Having looked at crashmap.co.uk I can see certain areas that may require lower speed limits however changing the entirety is perhaps a bad idea especially if speeding wasn't the cause of the incidents. Maybe try traffic calming measures before changing the speed or maybe advisory speed limit signs. Since that has not happened 20mph zone will probably not change the statistics.</p> <p>Travel change: <b>Other</b></p>

	Far more likely to go to Abingdon than to go into Wantage town centre.
(28) Local Resident, (Grove, Newlands Drive)	<p><b>Object</b> - Only beneficial near schools, otherwise unnecessary. Money better spent fixing potholes and poor road quality.</p> <p>Travel change: <b>No</b></p>
(29) Local Resident, (Grove, Oxford Lane)	<p><b>Object</b> - It amazes me how not all that many years ago speed limits went down to 30mph as it was proven to be a safe speed, more chance of surviving if a pedestrian was hit by a car, yet all of a sudden it's not anymore ?? I spent a fortune on getting a licence to drive legally on the roads I pay a fortune on tax and repairs due to the state of the roads yet I'm forced to go slower than alot of pedal bikes. My work involves driving alot around the area delivering which already takes way longer than it needs to but I will now have to slow down even more which will inturn reduce the amount I can do and therefore reduce the profits in which the business I work for makes ultimately closing yet another local family business, Wantage and grove have been given a death sentence by our local authority. Stop building so many houses and increasing the amount of people having to use our roads and they will continue to be as safe as they have been up until now.</p> <p>Travel change: <b>No</b></p>
(30) Local Resident, (Grove, Princess Gardens)	<p><b>Object</b> - After seeing it in other areas I feel like it doesn't work and it's a waste of time and money.</p> <p>Travel change: <b>No</b></p>
(31) Local Resident, (Grove, Tubes Close)	<p><b>Object</b> - Over congested areas with increased volume does not require speed limit drops quite the opposite for example a new housing site built on a 50 road... do not drop it to 30 built a slight slip lane in order to merge in and not slow the flow!</p> <p>Travel change: <b>No</b></p>

(32) Local Resident, (Grove, Vale Avenue)	<p><b>Object</b> - There has been no scientific evidence provided by this council to support the ideology that 20mph is any safer than 30mph. What statistics and what source of statistics is used to arrive at the conclusion that 20 is somehow safer? How many accidents and injuries and deaths have been recorded due explicitly to cars travelling at more than 20mph? This sort of decision should be based on science and evidence, not on theoretical concepts. Of course if you get hit at 20mph you will sustain less injuries than 30mph, but this is only one side of a proper risk assessment - the other side must be the assessment of probability, which must be based on historic data to be considered applicable in the real world. Without evidence to support why a reduction is needed, this is an ideological concept which is a very incompetent basis for taking speed limit decisions. Note, 20mph will likely increase CO2 as well, but I don't have scientific proof to support that.</p> <p>Travel change: <b>No</b></p>
(33) Local Resident, (Grove, Wolage Drive)	<p><b>Object</b> - It is unnecessary</p> <p>Travel change: <b>No</b></p>
(34) Local Resident, (Grove, Woodhill Drive)	<p><b>Object</b> - This is designed as a way to "promote other forms of local transport" other than cars. If that is the goal, look at Hanney. It has the same volume of cars every morning and afternoon, except they're all travelling slower and spending more time in front of each residents house/driveway - but most modern motor vehicles travel the most efficiently at 40-60mph - surely we should be doing the opposite and making the peripheral roads faster to get cars through and on their journey as quickly and efficiently as possible?</p> <p>20mph makes it more difficult to overtake cyclists, putting them at risk as many car drivers will do it anyway. I won't be letting my son cycle to Wantage centre if the speed limits drop to 20! I'm sure people that currently use their cars would still rather sit in traffic in their own cars in a 20mph zone than cycle or rely on the bus (unless we get e-scooter hire, or they're legalised for private use, but that's another issue).</p> <p>If you're trying to stop the stupid drivers doing 40+ around the town centre, why not spend the money on better enforcement of the 30mph zones? I don't have a problem with the market Square itself being 20 (or even 10) due to the increased footfall, but that begs the question of how exactly will the speed limits be enforced? Current speed cameras are well known to be poor at detecting speeding at 20mph, will a new 20 zone mean more police on our roads? If not the money is really better spent elsewhere.</p>

	<p>Travel change: <b>Other</b></p> <p>Cycle less, it would be more dangerous. - Why is scoot more an option if it's currently illegal to use them privately??</p>
<p>(353) Local Resident, (Grove, Woodhill Drive)</p>	<p><b>Object</b> - I would rather the roads be fixed and maintained to a standard with appropriate safety measures in place than a blanket 20 mph everywhere. What is the statistical basis - on incidents in this area - for this?</p> <p>Travel change: <b>No</b></p>
<p>(36) Local Resident, (Grove, Mandarin Place)</p>	<p><b>Object</b> - Absolutely ridiculous to continue supporting 20 mph speed limits. Rather than wasting money on speed limits feel free to pay for my tracking and suspension to fixed from the pot holes you fail to deal with .</p> <p>Daily drives to work have turned into reaction speed test to see if my car will be totalled today.</p> <p>Travel change: <b>No</b></p>
<p>(37) Local Resident, (Grove, Hangar lane)</p>	<p><b>Object</b> - There no need to lower the speed on a road that is perfectly safe. This doesn't makes the road any safer. It's just increases the traffic and make the drivers frustrated causing them to drive unsafe.</p> <p>I have seen this in Bampton and Aston on my way to work each day.</p> <p>Travel change: <b>No</b></p>
<p>(38) Local Resident, (Grove, Mandhill close)</p>	<p><b>Object</b> - No need for this there is much traffic it's not needed all it's for is to penalise the motorist with fines</p> <p>Travel change: <b>No</b></p>
<p>(39) Local Resident, (Grove, Station Road)</p>	<p><b>Object</b> - Reduced speed limits in areas with schools etc fine. Blanket reductions are not helpful and just cause resentment and law breaking</p> <p>Travel change: <b>No</b></p>

(40) Local Resident, (Grove)	<p><b>Object</b> - A report for the Department for Transport has concluded that 20mph zones have made no impact on road safety and that drivers have reduced their speed by just 0.7mph within those zones. The study has been carried out over four years, in twelve different areas. One of the main findings is that up to 94% of drivers break the speed limit if they usually drove above 24mph before the 20mph zone was introduced. It's a joke!!!!</p> <p>Travel change: <b>No</b></p>
(41) Local Resident, (Wantage, Priory Orchard)	<p><b>Object</b> - I agree with 20mph around schools and possibly through the market square, but I do not feel making the more roads 20mph solves anything. The bigger issue that is endangering lives around wantage is the lack of parking enforcement, allowing people to park in dangerous conditions, opposite junctions, on crossings, around corners, outside takeaways. This causes drivers to concentrate on manoeuvring round these illegal parked cars and not looking for pedestrians, that may be walking between the cars to cross the road. Mill street, Newbury Street, Portway, Church Street, Ormond Road and Gaston lane come to mind. Put the effort and money into stopping the illegal parking first</p> <p>Travel change: <b>No</b></p>
(42) Member of public, (Oxford, Lye Valley)	<p><b>Object</b> - Unnecessary change</p> <p>Travel change: <b>No</b></p>
(43) Local Resident, (Stanford in the vale, Chapel Road)	<p><b>Object</b> - The 30mph limit is not inforced properly, it would be better to spend the money in forcing the current limits, also most car will need to be in a lower gear using more fuel, how is that good for the planet</p> <p>Travel change: <b>No</b></p>
(44) Local Resident, (Stanford in the Vale, Huntersfield)	<p><b>Object</b> - 20mph is not a LEGAL speed limit and therefore, CANNOT be enforced. The council would be better off spending the money on sorting out the pot holes on the roads</p>

	<p>Travel change: <b>Other</b></p> <p>As I live in a village outside of Wantage, along with the majority of local people, we HAVE to use vehicles to shop, and support the businesses of Wantage</p>
(45) Member of public, (Tubney, Abingdon Road)	<p><b>Object</b> - I support 20 mph past schools at peak arrival/leaving times, but a blanket 20 across the whole town is overkill. Most drivers already drive slowly through the housing estates without the need and expense of signage that would inevitable clutter our streets.</p> <p>Travel change: <b>No</b></p>
(46) Local Resident, (Wantage, Adkin Way)	<p><b>Object</b> - 20mph is too low on many roads, 25mph would be more acceptable. Having driven in many 20mph areas it is difficult to stick to 20mph and concentrating on that distracts you from the road and makes you less safe. It feels like an excuse for a cash cow for the council. Your time and our money would be better spent dealing with the antisocial noisy drivers that are plaguing our area.</p> <p>Travel change: <b>No</b></p>
(47) Local Resident, (Wantage, Adkin Way)	<p><b>Object</b> - An unnecessary speed restriction that I think is more dangerous, due to having to look down more at your speedometer than up at the road, as it's more difficult to stay at such a low speed.</p> <p>Travel change: <b>No</b></p>
(48) Local Resident, (Wantage, Adkin Way)	<p><b>Object</b> - Have you tried to drive at this speed? Has it been proved beyond reasonable doubt that it woks?</p> <p>Travel change: <b>No</b></p>
(49) Local Resident, (Wantage, Adkin Way)	<p><b>Object</b> - There appears to be no consideration of the disadvantages of the proposal.</p> <p>Travel change: <b>No</b></p>

(50) Local Resident, (Wantage, Adkin Way)	<p><b>Object</b> - Having lived in Wantage for over 30 years I see no reason for 20mph speed limits. The traffic in town (Mill Street, Market Place, Wallingford Street, Newbury Street) is naturally slowed by the road layout, traffic lights, buses etc. It is almost impossible to reach 30mph in these locations where pedestrians and cyclists are most vulnerable. I am also troubled by the apparent lack of consideration of the disadvantages of these schemes ( Cost, journey times, potential economic impact on businesses, delivery drivers, distracting roadside furniture, people concentrating on their speedometer rather than what is going on around them etc etc). The Oxfordshire County Council website talks extensively about the benefits but no mention of the disadvantages. It gives me no faith that a 20mph scheme has been properly thought through and debated. The roads in the town are in a dreadful condition. I believe that the money would be better spent repairing potholes which are far more dangerous to all road users, especially cyclists.</p> <p>Travel change: <b>No</b></p>
(51) Local Resident, (Wantage, Appletons)	<p><b>Object</b> - Wantage fire station is already struggling to recruit staff members, this proposal will decrease the catchment area in which we can recruit from. This will ultimately mean that we would not be able to staff the appliance and therefore be unavailable to respond to incidents.</p> <p>Travel change: <b>No</b></p>
(52) Local Resident, (Wantage, Blackthorn Road)	<p><b>Object</b> - Happy for 20mph in certain small areas around schools and play areas, however a blanket 20mph is not needed</p> <p>Travel change: <b>No</b></p>
(53) Local Resident, (Wantage, Chapel Close)	<p><b>Object</b> - As a local resident and based on report that existing 20mph zones have no impact on safety <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf</a></p> <p>Travel change: <b>No</b></p>

(54) Local Resident, (Wantage, Chapel Close)	<p><b>Object</b> - The reduced speed limits will result in congestion in and out of town, while it will not increase the safety of more vulnerable road users, such as cyclists and pedestrians. Fixing potholes and improving road surface or building wider pavements (on both sides of a road) would have far greater impact on safe travel. Completing the bypass road to divert through-traffic out of town centre or offering better public transport options (including reopening the railway connection) could potentially reduce the number of cars on the road.</p> <p>Travel change: <b>No</b></p>
(55) Local Resident, (Wantage, Charlton Road)	<p><b>Object</b> - I strongly object. This will increase traffic problems on already congested roads, will encourage tailgating and do nothing to stop the people who speed anyway, people driving dangerously and using mobile phones, and do nothing to stop "boy racers" who use the town as a racetrack. How would you enforce it, as many drivers ignore the 30 limit as it is? Put in speed cameras or speed humps, measures that actually make a difference. Don't penalise ordinary residents and stop killing towns with traffic measures that don't work. If the speed limit decreases people will be sat in traffic for longer, thus increasing emissions.</p> <p>Btw, the ridiculous new 30mph speed limit in place along the A4130 between the Milton Interchange and Didcot is ludicrous. There are no houses along there and when you reach the new housing developments the limit increases to 40!</p> <p>Travel change: <b>No</b></p>
(56) Local Resident, (Wantage, Charlton Road)	<p><b>Object</b> - Objection 1: Cost vs Benefit: The Department of Transport report (<a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf</a>) shows that 20mph speed limits do not have any significant impact on the speed of vehicles in the 20mph zones (0.8mph median speed on important road and 0.6mph on inner towns). Therefore the cost of implementation would not have a benefit to the local community. In times of already increasing council taxes further exacerbating the cost of living crisis, limited funds should be focussed on issues that would impact the local community.</p> <p>Wantage does not have accident blackspots where person vs vehicle collisions are resulting in numerous fatalities. The survivability statistics of person vs vehicle collisions at 20mph and 30mph cannot therefore be measured whilst taking into account statistical noise.</p> <p>Objection 2: Environmental:</p>



	<p>Cars powered by internal combustion engines (diesel &amp; petrol) are less efficient at 20mph than at 30mph. My car will maintain 43mpg at 30mph on a flat road. This drops to 27mpg at 20mph on the same road. Driving through a populated area at 20mph will pollute more CO<sub>2</sub> into the air than driving through the same zone at 30mph. Furthermore, the argument of the fuel used to accelerate the vehicle to 20mph vs 30mph does not carry significant weight as you will commonly be dropping from a higher speed when entering the reduced speed zone (0 further fuel saving) and have a greater delta when accelerating from 20mph to 50mph than from 30mph to 50mph; this further increases fuel consumption and therefore pollution.</p> <p>Objection 3: Impact of blue light services:  Wantage fire station is served by oncall staff that must live within 5 minutes. At 30mph, that's 2.5 miles away. Under a 20mph zone, this drops to 1.67 miles. The recruitment area would drop to 44.6% of its current size. This would, in all likelihood cause the Wantage fire station to close. Wantage, Grove and surrounding villages would then need to be served by crews from Abingdon and Didcot stations. The potential increase in deaths due to the increased response times would be a direct result of the implementation of the 20mph zones in Wantage and be forever on the conscience of all those who approve this scheme.</p> <p>Travel change: <b>No</b></p>
(57) Local Resident, (Wantage, Charlton Road)	<p><b>Object</b> - I object on the basis that the only people this will impact are the existing residents. We are pretty much the only people that obey the 30mph speed limit currently in force. We already drive carefully, and with respect for other road users that are on foot, on cycles or in other vehicles. That doesn't mean we are perfect, never even a little bit over the limit, but we obey the spirit of the law.</p> <p>Making the limit 20 will not make a bit of difference to those that flaunt the speed limits presently in force. They will carry on as usual. I can hear a motorcycle on Charlton Road soon after 4am most mornings. The speed is 60-70. I can still hear it pretty much all the way to Hendred. That won't change if the limit is lowered.</p> <p>I also object because nearly every vehicle will need to drive in a lower gear, with more emissions into the atmosphere to drive the same distance. That must be taken into account too. I'm not an eco-warrior, but surely a low-revving engine is greener than a higher-revving one?</p> <p>I was an acquaintance of the man that lost his life crossing the road near the garden centre, and I'm sad it happened. However, that was caused by stepping out from behind a bus while trying to cross the road. I very much doubt it could have been avoided. There should be lower traffic volumes along the road once the bypass opens soon, and that will be good for the residents.</p> <p>Travel change: <b>No</b></p>

(58) Local Resident, (Wantage, Charlton Village Road)	<p><b>Object</b> - I object because I do not understand why the 30mph areas go so far into the built up areas - on Charlton Road (it could be 20mph from the Kingsgrove Roundabout), - on Denchworth Road (it could be from the Aeroplane Roundabout), and on Challow Road (it could be from the other side of King Alfred's School). If you are going to introduce a 20mph speed limit throughout Wantage town then make it apply to everywhere in the town.</p> <p>Travel change: <b>No</b></p>
(59) Local Resident, (Wantage, Cherry Croft)	<p><b>Object</b> - 30mph is fine. It would be confusing when trying to figure out if you are in a 20 or 30 zone - at least if you're unsure then 30 is a countrywide default. You should drive to the road conditions/obstructions when deciding speed - which is naturally slower in built up areas due to more obstructions anyway. You shouldn't be penalised for doing over 20mph when it's clear and 30mph is perfectly feasible.</p> <p>Travel change: <b>No</b></p>
(60) Local Resident, (Wantage, Church Street)	<p><b>Object</b> - Our roads budget is stretched, roads are in a terrible condition and yet we are prioritising low impact projects such as this. The same has recently been done in Witney in the most awful way. Roads with no pavement/ houses reduced to 20mph. 40 limits reduced to 30 with no justification. It leads to road rage and criminalises large portions of the population. The areas in Wantage that should be reduced to 20mph are already effectively 20 because the built up nature and over used roads make it impossible to travel at any greater speed. Those who do will continue to do so anyway, so it is a waste of resources to change limits.</p> <p>Travel change: <b>No</b></p>
(61) Local Resident, (Wantage, Coates Close)	<p><b>Object</b> - Fully object. There is insufficient evidence that this makes any difference, it is merely part of this councils hatred towards all drivers. Forcing 20mph limits punishes drivers without having the benefits the council claim it brings, it increases frustration among road users and causes longer journeys and congestion. Also a poor use of council funds, which could be much better spent improving quality of roads or providing actually useful, separate cycle pathways to encourage cycling in a way that is safe to all. Council misusing council tax for something with little benefit</p>

	Travel change: <b>No</b>
(62) Local Resident, (Wantage, Coates Close)	<p><b>Object</b> - The proposal is excessive and unnecessary. There is no rationale given for the proposal but the environmental impact will be minimal and does not justify the cost of new signage.</p> <p>Travel change: <b>No</b></p>
(63) Local Resident, (Wantage, Crown Close)	<p><b>Object</b> - 20mph limits are not useful at all. I already have a longer commute than it should be due to various obstructions such as slow buses, cyclists who refuse to use cycle lanes and HGVs (mainly Earthline) who quite frankly shouldn't be using Wantage as a cut through to the M4, this is going to cause much more congestion in Wantage and make commuting more stressful. Lots of roads have had reduced speed limits over the years and it just annoys the majority of drivers that I have spoken to. Also, for me in my car to do 20mph means that I have to use a lower gear and higher revs, therefore producing more emissions. I do not want to get an electric car for my own personal reasons and doing 20mph will cost me more in petrol and harm the environment more. Please also consider commuting drivers before making such a silly decision.</p> <p>Travel change: <b>No</b></p>
(64) Local Resident, (Wantage, Crown Close)	<p><b>Object</b> - Other than the market place there is no need for this at all. As a driver of a petrol car I will need to be in a lower gear at higher revs, which increases pollution and will make the maintenance on my car more frequent and costly. More emphasis should be placed on pointing out cycle paths so cyclists actually use them and also fixing potholes which are much more of a concern than the speed limit. As a resident and a regular commuter I feel that there is already enough delay in the mornings without changing the speed limit, it's not a case of "leave earlier" as schools only open at a certain times. I hope the council really considers the majority of road users over a minority in this instance.</p> <p>Travel change: <b>No</b></p>

(65) Local Resident, (Wantage, Denchworth Road)	<p><b>Object</b> - No necessary on larger roads with good pavement and crossing points. Would agree to it being only in the market place.</p> <p>Travel change: <b>No</b></p>
(66) Local Resident, (Wantage, Denchworth Road)	<p><b>Object</b> - It covers most of the town, including significant areas for which a 20mph is not appropriate (20mph would be too slow - no major safety risks if 30mph speed limit observed). 20mph in the wrong areas will inconvenience drivers and increase congestion and pollution in those areas unnecessarily.</p> <p>There are a limited number of areas where 20mph would be appropriate, e.g., outside schools, town centre, Church Street, Priory Road, etc.</p> <p>The plans as drawn up are far too broad - it looks like someone's simply coloured in the whole of the town as a 20 zone without any thought.</p> <p>The main problem the town has is that the existing speed limits are not enforced. Night after night we get boy racers doing 50, 60 and 70 mph around the town and never any police in sight. There have been multiple related crashes and this dangerous driving has been going on for years. Not to mention that they keep thousands of people awake each night with their over revving and loud custom exhausts.</p> <p>Travel change: <b>No</b></p>
(67) Local Resident, (Wantage, Denchworth Road)	<p><b>Object</b> - 20mph presents a danger to cyclists when cars need to overtake, nevermind impatient drivers who overtake other cars. Focus on enforcing the current speed limit more instead of making journies more miserable!</p> <p>Travel change: <b>No</b></p>
(68) Local Resident, (Wantage, Denchworth Road)	<p><b>Object</b> - There is no traffic related need for a reduction in the 30 mph limit to 20 mph. Wantage does not have an elevated accident rate amongst pedestrians, quite the reverse. Traffic speeds around town are not excessive and the one-size-fits all 20 mph everywhere dogma from the county council is ill-judged. There will also be increased air pollution at 20mph in the urban area due to vehicles running in lower gears. This is contrary to the air quality improvements expected as a response to climate change and conveniently not considered by the council members who voted for this 20mph blanket approach to the county. In addition, there is no logic to placing 20 mph limits on the arterial roads through and around the town such as Denchworth Road. This measure will only increase congestion</p>

	<p>and thereby increase the risk of accidents, not reduce them. Placing 20 mph limits on main A roads such as in East Hanney, the very roads the transport policy is encouraging drivers to use, is counterproductive and increasing the danger for all road users. Alas, I fear the entrenched policy position of the council on reducing the ability to travel round Wantage, and everywhere else, to a crawl means this consultation will be cherry-picked for views and opinions that justify their predetermined decision, without an impartial reflection on the absence of any realistic need for 20 mph limits to be introduced. This policy appears to be an example of political dogma over practical common sense and an £8m waste of precious council funds.</p> <p>Travel change: <b>No</b></p>
(69) Local Resident, (Wantage, Douglas)	<p><b>Object</b> - The roads are in such poor condition that 20mph is barely achievable without damaging your car. A blanket speed limit is not appropriate for anywhere. A proper risk assessment should be carried out and limits reduced where the risk is too high. Cyclists and pedestrians also have some responsibility to staying on pavements and crossing roads only at crossings where motorists expect there to be a hazard. Removing on street parking in some of the town would be a much better way of reducing risk.</p> <p>Travel change: <b>No</b></p>
(70) Local Resident, (Wantage, Eagle Close)	<p><b>Object</b> - There is already to much traffic it will create more</p> <p>Travel change: <b>No</b></p>
(71) Local Resident, (Wantage, Elizabeth Drive)	<p><b>Object</b> - As a vulnerable road user, being a motorcyclist, my experience of regularly riding in communities which have already implemented 20mph limits has negatively impacted my safety. Even in communities where the limit has been established for a long period of time, other road users become frustrated and aggressive and attempt unsafe overtakes, and being tailgated is extremely distracting to a vulnerable user on two wheels. Both of these put me and other road users at increased risk. In addition, maintaining a speed of 20mph or below for extended distances (in some cases over 1 or 2 miles) requires being in first gear and revving highly the full distance to maintain stability on a 250Kg motorcycle. Second gear only becomes practical at around 24/25mph on this type of road, and at that point lower revs mean less stability. Stability is compromised at 20mph, in addition to more wear on the vehicle, increased pollution and increased noise. It should also be mentioned that, contrary to expectation, avoiding potholes and unforeseen vehicles pulling out at these lower speeds on two wheels can be more difficult, as the bike has less</p>

	<p>stability and manoeuvrability may be compromised if the speed falls below the level where natural countersteering is practical and safe. Although the argument concerning the distraction caused by having to regularly check the speedo is constantly cited by motorists, this does actually become a real issue on a motorcycle. An experienced motorcyclist can usually gauge a steady speed of, say, 30mph, by dropping a gear and listening to the engine tone. However, revving highly in first gear this technique cannot be used, and a slight change in the level of the road, or a small twitch on the right hand can increase the speed by 4 or 5mph without any detectable change in noise. This means that a motorcyclist, at these speeds, will need to keep a close eye on the speedo to avoid tickets. This is contrary to safety. My personal view is that we all need to take responsibility for the safety of ourselves and others, regardless of whether we are cyclists, motorcyclists and motorists. Rather than implementing further costly restrictions, which many reputable studies have shown to have little, if any, impact on casualties, driver speed, or crashes, more emphasis should be placed on road safety education.</p> <p>Travel change: <b>No</b></p>
(72) Local Resident, (Wantage, Elm Road)	<p><b>Object</b> - There has been no evidence presented that there is either a safety problem caused by the existing speed limit, or that lowering the speed limit will reduce accident levels.</p> <p>Travel change: <b>No</b></p>
(73) Local Resident, (Wantage, Foliat Drive)	<p><b>Object</b> - 20mph will increase accidents as a driver has to spend more time looking at his dash to achieve this ridiculous speed limit, it causes an engine to burn more fuel as it runs less efficient.</p> <p>Travel change: <b>No</b></p>
(74) Local Resident, (Wantage, Foliat Drive)	<p><b>Object</b> - Silly speed dangerous trying to keep to this as you spend more time watching your speedo than the road</p> <p>Travel change: <b>No</b></p>
(75) Local Resident, (Wantage, Garston Lane)	<p><b>Object</b> - Can understand a 20 mph limit for the market square and residential roads. But for main routes in and out of Wantage, limits should stay at 30 mph. These roads are wide with wide pavements as well. This gives a reduced level of risk to pedestrians.</p>

	Travel change: <b>No</b>
(76) Local Resident, (Wantage, Ham Road)	<p><b>Object</b> - I don't believe 20 mph is needed. With modern car's technology preventing accidents this seems pointless. I'm aware of one fatal accident with a cyclist and this wouldn't be in the 20mph area anyway. Waste of tax payer money when funds and public services are already stretched.</p> <p>Travel change: <b>No</b></p>
(77) Local Resident, (Wantage, Haywards Close)	<p><b>Object</b> - This is not a "consultation", only a means of complying with your statutory obligations to consult on these proposals. From the 83 previous "consultations" (including deferments) there have only been 2427 responses from the public, representing 0.35% of the population of Oxfordshire (mid 2019 figure of 687,524, quoted by OCC). Irrespective of any objections by the public and concerns raised by Thames Valley Police, who would enforce the new speed limits, all 20mph proposals have been adopted by the Cabinet.</p> <p>Surely there should be a benchmark for the minimum responses before such lifestyle changes can be enacted on? As is so common today, the vociferous minority seem to be driving the agenda. One suggestion might be the percentage of people who voted at the last local elections as a benchmark figure. Also you might consider including comments made on social media since you advertise your consultations there.</p> <p>It is pointless commenting here on costs etc. as you have a standard response made to all the previous consultations: "The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report".</p> <p>Whilst I would be in favour 20mph speed restrictions it is the way it is being imposed irrespective of comments and objections. Better that you went back to basics and fix the broken infrastructure and roads before embarking on these progressive programmes.</p> <p>Your previous consultations have asked "If the 20mph speed limit proposals are implemented, is this likely to influence you to change your mode of travel in the area" The majority of responses have answered "NO".</p> <p>Travel change: <b>No</b></p>

(78) Local Resident, (Wantage, Larkdown)	<p><b>Object</b> - The stated benefits are false. DFT research calling on decades of data shows there is no measurable benefit in safety or air quality outcomes from areas that have been converted to 20 limit areas. The conclusions are that the only significant benefit is a perception of improved safety. That is not sufficient to justify such a change. I therefore object as it will degrade function of the town and waste public money.</p> <p>Travel change: <b>No</b></p>
(79) Local Resident, (Wantage, Lyneham Court)	<p><b>Object</b> - Many people travel much faster than the existing 30 anyway. The money would be much better spent on getting drivers to drive to 30 (speed cameras, speed humps and police speed guns) but I'm guessing this won't be considered as there seems to be a push to get all Oxfordshire drivers to drive at 20. Many evenings along Charlton Road there are cars and motorbikes speeding at 50+, some at even more dangerous speeds (probably closer to 70). I do not support this ludicrous 20mph speed limit but I would welcome efforts to get all traffic to stick to 30. That would make roads safer - much safety than the 20, which no one will stick to, so what is the point of wasting money (except to boast that you have made roads "safer")?</p> <p>Travel change: <b>No</b></p>
(80) Local Resident, (Wantage, Mably Grove)	<p><b>Object</b> - From experience of regularly commuting through other new 20mph zones across Oxfordshire, I have found that this slower speed limit actually seems to encourage more dangerous driving. I am regularly overtaken by drivers doing much higher speeds when I drive at 20mph through a 20 zone, something which rarely occurs where the limit is 30. Furthermore, blanket 20mph zones without a viable alternative route will increase journey times by 50%. I agree there is a time and place for a 20mph speed limit, such as outside schools or in tight town centres, but I believe the costs involved do not outway the benefits as a blanket rule across towns.</p> <p>Travel change: <b>No</b></p>
(81) Local Resident, (Wantage, Manor Road)	<p><b>Object</b> - i feel the scope of the 20 mile limit is too wide, if restricted to the market place and immediate roads entering it would work but to have a permanent reduction on the rest is unnecessary</p> <p>Travel change: <b>No</b></p>



(82) Local Resident, (Wantage, Manor Road)	<p><b>Object</b> - Completely unnecessary and totally unenforceable. I have lived on Manor Road since 1994 and there has never, ever been anything constructive done to slow down the 90% of drivers who regularly break the 30mph speed limit. Just to remind you, within the 30 mph speed limit area of Manor Road there are: a primary school, the Wantage Memorial Park, a children's playground, a tennis club, Wantage Town Football club, The Comrades Club, houses. The footpath is so narrow, due to council neglect, that one has to walk on the road at times. Do something to reduce the speeding on Manor Road and then I will adhere to 20mph speed limits.</p> <p>Travel change: <b>No</b></p>
(83) Local Resident, (Wantage, Mill Street)	<p><b>Object</b> - Totally unnecessary</p> <p>Travel change: <b>No</b></p>
(84) As part of a group/organisation, (Wantage, Ormond Road)	<p><b>Object</b> - Will have a major negative impact on Wantage Fire Station and our ability to staff it.</p> <p>Travel change: <b>No</b></p>
(85) Local Resident, (Wantage, Ormond Road)	<p><b>Object</b> - I feel that the introduction of 20mph speed limits to all 30mph roads in Wantage would have a negative effect. Being a Firefighter at Wantage Fire station which is an On Call station, the introduction of 20mph limits would significantly reduce our 5 minute catchment area around the station for recruitment. It will also reduce the time it takes existing crews to respond to fire calls, they have to drive to the speed limit to attend the fire station before leaving in the fire engine within 5 minutes.</p> <p>I feel it would be far more appropriate in the residential areas. That's is where 20mph would be more effective. People will be more likely to ignore 20mph on the main arterial routes through the town. With little police to enforce the existing speed limits people who speed already will continue to do so.</p> <p>I hope some common sense with regard to the proposal of the 20mph is taken in to consideration.</p> <p>Travel change: <b>No</b></p>

(86) Local Resident, (Wantage, Pike Reach)	<p><b>Object</b> - It's a waste of money and time, it is rare that anyone goes above that because of the traffic. How many deaths have there been?</p> <p>Travel change: <b>No</b></p>
(87) Local Resident, (Wantage, Post Office Lane)	<p><b>Object</b> - Reductions in limits should be reactive to accident hot spots / near miss hotspots. Blanket speed limit reductions are a worsening of our infrastructure. Vehicles have better braking systems than ever before as well as advanced collision detection systems and driver aids. We should be improving the quality of our roads, improving infrastructure for cyclists and pedestrians and trying to increase the speeds on our roads for faster more advanced road networks - not the opposite.</p> <p>Travel change: <b>No</b></p>
(88) Local Resident, (Wantage, Post Office Lane)	<p><b>Object</b> - Unnecessary. Causes traffic build up and more pollution as well as increases road rage</p> <p>Travel change: <b>No</b></p>
(89) Local Resident, (Wantage, Post Office Lane)	<p><b>Object</b> - I could understand this being implemented in the market place and around schools but the drastic expanse of the location is non-practical. You're assuming people have the option for other travel, that everyone travelling through is heading to a Wantage location. It's an attack on motorists. Ultimately vehicles are required for the majority of people's travels, even with something as simple as shopping when they can't carry it themselves. 20mph limit will just build the congestion in the roads further, make greater noise for residents directly on those roads, and disturb the steady flow of traffic that is regularly seen. It isn't practical. Limiting vehicles speed isn't going to have your hoped result of less vehicles on the road, they'll just be kept on the road longer. It'll make everyday activities, particularly for those without option for other transportation, tedious. You can't justifiably restrict vehicles without admitting you're stretching the freedom of motorists. Even if vehicles were then purely used for work travel, you're expecting then for them to pay additional for local transport - for new bikes, buses, anything they might not have available; this may be a small charge but with a current price set for bus tickets £2 everywhere, even a short distance like to Grove, it'll build up when many are already struggling.</p> <p>Travel change: <b>No</b></p>

(90) Local Resident, (Wantage, Post Office Lane)	<p><b>Object</b> - Reductions in speed limits need to be reactive to data from the local area, and the area in which they are to be reduced, that shows the need to do so.</p> <p>There is no obvious need to reduce limits, and any suggestions to should be supported by local accident data. Vehicles have better tyres, suspension and brakes than ever before. The first 30 mph limit was introduced almost 100 years ago. Vehicle now stop from 60 mph in the distance that they once stopped from 30 mph. On top of this vehicles now have self-intervening ADAS systems to reduce the likelihood of accidents while drivers are distracted. Cars even have systems now to minimise the impact on pedestrian impacts.</p> <p>Cars have never been safer. If anything we should be going faster, not slower. This is a step back in infrastructure. Will result in more traffic and more pollution.</p> <p>Travel change: <b>No</b></p>
(91) Local Resident, (Wantage, Primrose Avenue)	<p><b>Object</b> - I recently moved from a main road through a village where the speed limit was reduced to 20mph. The speed reduction impeded traffic flow considerably. Opportunity to pass parked cars was reduced causing drivers to take unnecessary risks.</p> <p>I supported the introduction of 20mph in my previous village. Having then lived with the impact I regretted my support.</p> <p>Travel change: <b>No</b></p>
(92) Local Resident, (Wantage, Roman Way)	<p><b>Object</b> - I'm totally against this, when you learn to drive you do hazard perception this means you become aware of your surroundings and possible hazards so this should be enough Otherwise we'd have endless accidents all day! It seems ludicrous that you're lowering the speed limit. You will only end up with more accidents as people won't stick to them, they'll overtake someone that is doing the limit out of anger and annoyance, then crash or worse hit someone.</p> <p>Your only impacting the people who stick to the current limits, people who already aren't driving at 30mph certainly won't do 20mph!</p> <p>You'll also be causing even more congestion on the roads and make it impossible to drive anywhere in a reasonable time scale.</p> <p>Madness, what does lowering the speed limit solve...?!</p>

	<p>Travel change: <b>Other</b></p> <p>No I already walk as much as I can. I only use my car to go to work out of the area</p>
(93) Local Resident, (Wantage, Roman Way)	<p><b>Object</b> - There is no evidence that this will improve safety however will have a negative impact on local motorists going about their daily business</p> <p>Travel change: <b>No</b></p>
(94) Local Resident, (Wantage, Segsbury Road)	<p><b>Object</b> - This is just another "inconvenient by design" measure introduced by the council to punish motorists and discourage private car ownership. Just like the 'bulges' on Denchworth Road at the crossing points to cause unnecessary swerving, bus stops in the road when there's plenty of room for a lay bay, and the restricted access 'bus gate' at Elder Way.</p> <p>You've decided your solution is to get rid of cars, and you're busy manufacturing a problem to support your desired solution. Quit pretending it's about safety, or caring for the environment, because these measures make the roads more dangerous, cause people a lot of stress, and cause delays, resulting in cars spending more time sat in traffic idling and creating more pollution.</p> <p>Nobody's doing 30 in the town centre anyway, it's too winding, narrow and crowded. All you'll be doing is adding another worry to distract drivers.</p> <p>Travel change: <b>No</b></p>
(95) Local Resident, (Wantage, St Mary's)	<p><b>Object</b> - No need for it as it's busy enough so your never doing 30 and it means that people will be in a lower gear so the engine speed will be higher and it will be polluting more.</p> <p>Travel change: <b>No</b></p>
(96) Local Resident, (Wantage, St Marys)	<p><b>Object</b> - 20mph is fair in places like the town centre and near housing estates, but not on the main roads going through wantage.</p>

	Travel change: <b>No</b>
(97) Local Resident, (Wantage, Stockham Way)	<b>Object</b> - 30 is okay  Travel change: <b>No</b>
(98) Local Resident, (Wantage, Stockham Way)	<p><b>Object</b> - The motion to consider appropriate speed limits where the ordinary behaviour of vehicles and pedestrians may come into conflict is a sensible one. However, the proposed span of reduction to 20MPH encompasses too many arterial routes where safe crossings and wide pavements exist and where no such conflict should frequently occur. I object the plan in its current form for these reasons.</p> <p>Objection 1: Reductions on arterial route connecting Grove and mini roundabouts in the vicinity of BP garage (A338, Grove Street, Wallingford Street) - pavements and multiple crossings fully adequate with limited residences facing directly to carriageway.</p> <p>Objection 2: Reductions at crossroads: B4507 Ormond Road/Newbury Street - crossings are provided; pedestrians currently will cross "blindly" during green light phases; a speed reduction could encourage this with negative consequence. Suggest using funding to reprogram traffic lights with pedestrian priority at school start/finish hours and weekends.</p> <p>Objection 3: B4494 Chain Hill - existing traffic flow problems are caused by residential parking on southbound side of carriageway. Suggest provision of a zebra crossing point instead which will help pedestrians trying to negotiate stopped vehicles exacerbated by this; the approach to the crossing should naturally also reduce speeds. Blind approaches and narrowness are a greater hazard than speeds at this junction.</p> <p>Objection 4: Mill Street and Denchworth Road; these routes continue to be arterial for residents crossing East-West and the reverse. This is due to residential parking creating bottlenecks on the Ham Road in the Northbound direction (i.e. Ham Road would be preferable to connect to Denchworth Road when approaching from the M4, except for the parking problems here which make Mill Street easier today). Adequate pavements and crossings are provided both on Mill Street and on Denchworth Road; additionally the road narrowness discourages speeding. Recommendation: a zebra crossing point between Belmont and Marns Hey will support Stockham Park/Pike Reach residents reaching town centre on foot; this is especially true as weight of traffic grows with Grove Airfield to the north. Such a crossing would match the format provided on Ham Road (footpath opposite Naldertown).</p> <p>SUPPORT: Market Square - there is no benefit to speeds exceeding 20mph. Pedestrians will come into conflict with vehicles despite useful crossing points; reduce the risk of accident.</p>

	<p>SUPPORT: All residential areas, housing estates especially those regularly used as a "cut-through" (i.e. Stockham Park, Charlton Village Road) - this will discourage "rat running" and promote new routes (i.e. upcoming A338 redirection north of Charlton). This model will reduce accident/incident rate especially where children may be playing, cycling (on pavement and on road) or in the vicinity of schools. 20MPH in heavily residential roads has been successfully used in Bristol; especially where double-parking may be commonplace.</p> <p>Travel change: <b>Other</b></p> <p>Family and myself currently walk in Wantage on a regular basis. The only current detriment is the difficulty in crossing arterial routes at areas I describe; at this point I am of the belief that physical permanent crossing points are a materially safer o</p>
(99) Local Resident, (Wantage, Truelocks Way)	<p><b>Object</b> - It's unnecessary, particularly on the main roads through the town. All of the A roads should remain at 30mph apart from where the road passes schools.</p> <p>Information from the council says that 20mph schemes don't work. They don't reduce speeds by 10mph, but typically only 4mph. Most of the roads have had no or very few accidents, so I can't see any likely benefit in reducing injuries. Close to schools and in accident prone areas, I can see a justification, but a blanket speed limit across the town does not have my support.</p> <p>The statement of reasons does not adequately make the case for such an extreme measure. It seems that this is purely a political action not backed by any proper evidence.</p> <p>Travel change: <b>No</b></p>
(100) Local Resident, (Wantage, Truelocks Way)	<p><b>Object</b> - 30mph is fine if it is enforced. The people who currently drive around at 50 is a 30 still will. Every evening they race around town at excessive speed and they still will. 20 just penalises those who follow the limits and makes it take even longer to get anywhere</p> <p>Travel change: <b>No</b></p>
(101) Local Resident, (Wantage, Truelocks Way)	<p><b>Object</b> - Whilst some roads may warrant this speed, such as the town center and roads surrounding schools I think this is massively excessive.</p> <p>Travel change: <b>No</b></p>

(102) Local Resident, (Wantage, Upthorpe Drive)	<p><b>Object</b> - The money should be used to fill in the pot hole and create more cycle lanes (the one on Grove road should be extended all the way to Williams F1 rather than stop at Main Street a that 50mph stretch is so dangerous for cyclist, especially the Earth line lorries who thunder past too close!</p> <p>Travel change: <b>No</b></p>
(103) Local Resident, (Wantage, Vale View)	<p><b>Object</b> - Not needed at all just fix the signage</p> <p>Travel change: <b>No</b></p>
(104) Local Resident, (Wantage)	<p><b>Object</b> - Traffic through the centre of town already flows well with no known serious accidents; road layout itself slows traffic. Further slowing it down would cause more back up on Mill St and on the entrance to town from Didcot.</p> <p>Travel change: <b>No</b></p>
(105) Local Resident, (Wantage)	<p><b>Object</b> - 20mph is unnecessary: it does not actually "save children's lives" (there is a DfT report which shows what little impact 20mph zones have) it's politically motivated ("ooh look at us working for the community") and the money would be better spent on improving the roads - specifically, potholes (to avoid swerving) clean eyelines (mowing verges/greened roundabouts) and putting more than lip service into creating not so much cycle lanes on the roads (which has always been dangerous for cyclists, and annoying for motorists) but to create alternative routes to get cycles off the roads, by upgrading footpaths to create cycle lanes beside them, and by extending the fractured footpath network so that footpaths actually join up, and go somewhere useful, and are adequately surfaced to encourage cyclists to use them, and have greenery cut back so that cycles and pedestrians can pass each other without collision.</p> <p>20mph zones also create huge problems for joining traffic: at 20mph, there is a constant flow of traffic crawling along, so people can't pull out, as there are few gaps. And as motorists are invariably frustrated at going so slowly, they are reluctant to make a gap and let someone in. Also, even an apparent approaching gap can't be trusted, because although the approaching motorist "ought" to be going at 30/20, there is every chance that they will be going faster.</p>

	<p>Dropping the speed limit won't have any effect on driver behaviour: those who ignore the 30 will ignore the 20. The DfT report actually states that the overall reduction in speed by drivers was 0.7mph.</p> <p>Dropping the speed limit means that drivers will spend more time checking their speedometers than in looking out for pedestrians.</p> <p>Dropping the speed limit won't influence people to not use their cars! What idiot thought of that justification? No, it won't make the roads any more pleasant for cyclists: it won't make it any easier for pedestrians to cross: and it increases pollution because drivers are chugging along, stop-start, stop-start, belching out fumes. Lovely.</p> <p>Plus, if traffic is perceived by pedestrians as going "slowly" they are more inclined to step out between parked cars without looking properly.</p> <p>In fact, the money it would cost to implement this scheme would be better spent on forcing the local councils to enforce the yellow lines, to stop the illegal parking which clogs up the roads, forcing motorists to pull out round parked vehicles, slaloming in and out in order to make any progress.</p> <p>And while we're at it, repeal the most ludicrous, dangerous and stupid new Highway Code rule ever invented - encouraging pedestrians to step out into the road without looking because they now have right of way....</p> <p>Travel change: <b>No</b></p>
(106) Local Resident, (Wantage, Warmans Close)	<p><b>Object</b> - No justification other than 'council concerns for road safety' have been provided. What are the accident statistics that back up these proposals. There is flagrant disregard for the current speed limits - using a 20 mph speed limit to reduce the overall speed limit by 4 mph is not the way to go. Enforcing the current limit should be key. I agree with a reduced limit for estate roads, and the market square area, but not for key routes round the town</p> <p>Travel change: <b>No</b></p>
(107) Local Resident, (Wantage, Wasbrough Avenue)	<p><b>Object</b> - I object because petrol driven cars are less efficient [create more pollution per mile travelled] at 20 mph, than they do at 30 mph.</p> <p>Travel change: <b>No</b></p>
(108) Local Resident, (Wantage, Wasbrough Avenue)	<p><b>Object</b> - Cars going slower will cause more traffic jams which in turn will cause more pollution.</p> <p>As far as I know we don't get a lot of accidents in Wantage caused by speeding,</p>



	<p>The only place I have seen dangerous speeding is in residential roads. Some drivers don't stick to the speed limit now so making it even slower won't make any difference. All it will do is make journeys take longer than they need to without improving air quality.</p> <p>Travel change: <b>No</b></p>
(109) Local Resident, (Wantage, Westfield way)	<p><b>Object</b> - Unnecessary for the majority of roads within town. Will only cause driver's frustration causing more erratic driving. Past schools is sensible.</p> <p>Travel change: <b>No</b></p>
(110) Local Resident, (Wantage, Whittington Crescent)	<p><b>Object</b> - Pointless exercise, 30 mph for all of town should suffice Happy for 20mph around schools as this makes sense</p> <p>Travel change: <b>No</b></p>
(111) Local Resident, (Wantage, Whittington Crescent)	<p><b>Object</b> - Unnecessary, focus on fixing the roads so drivers don't have to swerve avoiding potholes</p> <p>Travel change: <b>No</b></p>
(112) Local Resident, (Wantage, Whittington Crescent)	<p><b>Object</b> - I see no reason for it to be 20.</p> <p>Travel change: <b>No</b></p>
(113) Local Resident, (Wantage, Witan Way)	<p><b>Object</b> - I believe that having 20mph speed limits cause more aggression on the roads due to impatience from other drivers. There is very little policing of the current 30mph limit so I don't believe that decreasing the limit will result in many people driving at 20mph. 20mph limits are a good idea in school areas as people are willing to slow down for them.</p> <p>Travel change: <b>No</b></p>

(114) Local Resident, (Wantage, Woodlands Brook)	<b>Object</b> - Complete waste of tax payers money, would be better spent on helping people with the cost of living crisis. Travel change: <b>No</b>
(115) Local Resident, (Wantage, Broadwater)	<b>Object</b> - Not needed Travel change: <b>No</b>
(116) Local Resident, (Wantage, Chandler's Close)	<b>Object</b> - Lucky to do 20mph anyway! Fix potholes first before waisting money on speed limits Travel change: <b>No</b>
(117) Local Resident, (Wantage, Charlton Village)	<b>Object</b> - Working and driving around Oxford where it is already 20mph I am aware you end up spending most of the time looking at your speedometer rather than the condition of the road/ hazards. This is inherently dangerous and rather than using the skill and observations you should do whilst driving. The dangerous drivers who the 20mph would benefit will not abide by it and then creating a false sense of security for pedestrians Travel change: <b>No</b>
(118) Local Resident, (Wantage, Church Street)	<b>Object</b> - Spend every penny you have on fixing the diabolical roads, not wasting it on things that aren't a problem. Travel change: <b>No</b>
(119) Local Resident, (Wantage, Donnington Place)	<b>Object</b> - Not necessary everywhere Travel change: <b>No</b>

(120) Local Resident, (Wantage, Garston Lane)	<p><b>Object</b> - 20 mph is far too slow, will cause frustration and accidents, increase journey times and pollution and the money can be spent much better on the road conditions!</p> <p>Travel change: <b>No</b></p>
(121) Local Resident, (Wantage, Larkdown)	<p><b>Object</b> - It will cause additional traffic as it will take longer for vehicles to pass through town. I have noticed in other areas it makes pedestrians lazy because they pay even less attention because they think cars are going slower and causes more near misses. It really is not necessary unless in front of a school zone. Please consider fixing the roads and updating the road markings before wasting money on slowing everyone down for no reason</p> <p>Travel change: <b>No</b></p>
(122) Local Resident, (Wantage, Little Lane)	<p><b>Object</b> - There is no need to make every road 20mph. I have no objection with the Market place, or minor roads outside primary schools being 20mph, but roads like the A338 and A417 don't need to be reduced.</p> <p>Travel change: <b>No</b></p>
(123) Local Resident, (Wantage, Old Canal View)	<p><b>Object</b> - No need for it.</p> <p>Travel change: <b>No</b></p>
(124) Local Resident, (Wantage, Old Canal View)	<p><b>Object</b> - No need for it.</p> <p>Travel change: <b>No</b></p>

(125) Local Resident, (Wantage, Post Office Lane)	<p><b>Object</b> - Pointless waste of money. The current 30mph would be fine if it was policed. It' will clog things up more, make it harder to turn in / out of side roads. Will mean more cars idling for longer and more frequently. Such a backward step that is not backed by any science.</p> <p>Travel change: <b>No</b></p>
(126) Local Resident, (Wantage, Priory Road)	<p><b>Object</b> - Don't believe it will improve safety. Maintain good roads would be far beneficial</p> <p>Travel change: <b>No</b></p>
(127) Local Resident, (Wantage, Segsbury Road)	<p><b>Object</b> - I agree outside schools and housing estates but main roads would be a complete joke, spend money wisely not wasting it!</p> <p>Travel change: <b>No</b></p>
(128) Local Resident, (Wantage, Springfield)	<p><b>Object</b> - Rediculesds waste of money the roads need fixing</p> <p>Travel change: <b>No</b></p>
(129) Local Resident, (Wantage, Stirlings Close)	<p><b>Object</b> - Unnecessary and costly bureaucracy Which would have very little impact on speeds. Just another way of penalising motorists.</p> <p>Travel change: <b>No</b></p>
(130) Local Resident, (Wantage / Grove, Little Court)	<p><b>Object</b> - Where is the evidence that the reduction in speed limit delivers on any of the provided reasons for doing this? This is a waste of tax payers money and will lead to increased frustration on already very busy sections of road.</p> <p>Travel change: <b>No</b></p>

(131) Local Resident, (West Hendred, Reading Road)	<p><b>Object</b> - I don't see Wantage has a speeding or safety issue. The roads &amp; traffic don't allow it. Reducing it to 20mph just seems a waste of time and money with little or no gain, except opportunity to impose fines.</p> <p>Travel change: <b>No</b></p>
(132) Member of public, (Witney)	<p><b>Object</b> - Taxi companies, Stagecoach and residents have objected to this proposal as seen within the news and whilst unopposed to villages, retirement communities and schools they view this as not needed everywhere and is disproportionate. A pleasure to visit Wantage and sadly the communities will be divided by this and regardless of veto, objection, concerns etc. The Council will ignore and will continue their crusade where they are not prepared to install 20 zones reasonably. I call on the Council to look at this again and reconsider the proposals written.</p> <p>Travel change: <b>No</b></p>
(133) Local Resident, (Charlton, Wantage, Parsonage Close)	<p><b>Concerns</b> - I support the principle of reducing the normal speed limit within the town to 20mph, in the interests of safety and reducing pollution. I should like better explanation of why the reduction will only begin part-way along transit roads such as Charlton Road. I do not think this plan makes sense without inclusion of Crab Hill / Kingsgrove and the Eastern Link Road..</p> <p>Travel change: <b>No</b></p>
(134) Local Resident, (Grove, Albermarle Drive)	<p><b>Concerns</b> - As someone who regularly walks the streets of Wanatge at different times of the day it is clear that a lack of enforcement has led to a mentality in drivers that speed limits do not apply to them. Without robust enforcement it does not matter what the speed limits are drivers will continue to ignore them.</p> <p>As experienced when driving in other areas which have 20mph limits when I drive at that speed I end up with a line of disgruntled drivers behind me, I am not sure that would encourage safer driving and many of these drivers will sped outside of the 20mph area to make up lost time.</p> <p>Similar efforts should be put into ensuring safer driving - I regularly witness cars driving over the top of rounabouts, not slwoing down for roundabouts or driving the wrong way round a roundabout again a lack of enforcement means that there is nothing to stop such unsafe practices.</p> <p>I have seen nothing about the impact on pollution given that cars will be on the road for longer and the possible impact on peoples health, especially the most vulnerable in our society</p>

	Travel change: <b>No</b>
(135) Local Resident, (Grove, Glebe Gardens)	<p><b>Concerns</b> - There are still a lot of petrol cars in use at the moment and there seems to be a reduction in sales of electric cars. Checking my fuel consumption going through the new 20 mph area in Hanney, the consumption is higher which means that it is putting more exhaust fumes into the atmosphere and a larger use of fossil fuels. Also Wales have apparently scrapped their plans of wide scale 20 mph areas, the other main thing is there is no control on people speeding through 30 mph areas now so how do you expect people to obey the 20 mph speed limit?</p> <p>Travel change: <b>No</b></p>
(136) Local Resident, (Grove, Main Street)	<p><b>Concerns</b> - Traffic build up and how do you propose to enforce it.</p> <p>Travel change: <b>No</b></p>
(137) Local Resident, (Grove, Main Street)	<p><b>Concerns</b> - I do not believe there are a high number of accident relating to speed. Having lived here for over 20 years.</p> <p>Travel change: <b>No</b></p>
(138) Local Resident, (Grove, Mandarin Place)	<p><b>Concerns</b> - No need, 30 is fine. Why don't you spend the money on more worthwhile things. Your newest revamped roundabout floods worse than before and the lanes are so badly done it encourages poor lane discipline.</p> <p>Travel change: <b>No</b></p>
(136) Local Resident, (Grove, St John's Court)	<p><b>Concerns</b> - Putting the limit to 20 is not going to help the amount of traffic that is on the roads. Near schools and market place is understandable. but not roads leading out of town. Roads need fixing, schools need money. Think this is a waste of resources.</p> <p>Travel change: <b>No</b></p>

(140) Local Resident, (Grove, Wantage, Station Road)	<p><b>Concerns</b> - I have concerns with regards to the buses mainly, bus companies have already stated that if too many places reduce to 20 mph it will cause issues with their timetables and make it less cost effective for them so services may be cut. Many people refuse to drive at 20 mph and tailgate those that do which is dangerous.</p> <p>Travel change: <b>No</b></p>
(141) Local Resident, (Wantage, Primrose Avenue)	<p><b>Concerns</b> - 20mph speed limit in the vicinity of the market place I agree, the rest of wastage despite side roads should remain 30mph</p> <p>Travel change: <b>No</b></p>
(142) Local Resident, (Letcombe Bassett, Gramp's Hill)	<p><b>Concerns</b> - Traffic flow.</p> <p>Travel change: <b>No</b></p>
(143) Member of public, (Letcombe Bassett, Holborn Hill)	<p><b>Concerns</b> - I am concerned that the limit is not 20 by King Alfred's school west, an area where vehicles are turning by a school entrance.</p> <p>Travel change: <b>Other</b> I already walk and cycle but will feel safer if traffic isn't wizzing past me.</p>
(144) Local Resident, (Letcombe Regis, Anvil Lane)	<p><b>Concerns</b> - Drivers breaking the new speed limit may try and overtake other drivers. As a careful and law abiding driver, I get regularly overtaken.</p> <p>Travel change: <b>No</b></p>

(145) Local Resident, (Wantage, Adkin Way)	<p><b>Concerns</b> - Whilst I support the limit on housing estates the A roads should be kept at 30 to encourage traffic away from rat run estate roads. Also looking at the start points of 20mph zones are half way along many of the A roads meaning drivers will enter them at 30 and probably continue at that speed. If they have to be implemented then at least start them from a point of a major roundabout or traffic lights.</p> <p>Travel change: <b>No</b></p>
(146) Local Resident, (Wantage, Blackthorn Road)	<p><b>Concerns</b> - People can't stick to 30mph let alone 20mph. The police can't even do it. If the people who are supposed to enforce the speed limits don't stick to them OR stop people that break the speed limit what hope do we have?! A lot of road users are incredibly ignorant and put everyone else at risk. The new 20mph in Hanney has been ignored by 95% of drivers. I've been over taken by so many going through. Increase the amount of police actually policing the roads and issuing fines etc then maybe it will work. But at the moment it's a waste of time</p> <p>Travel change: <b>No</b></p>
(147) Local Resident, (Wantage, Charlton Road)	<p><b>Concerns</b> - 20 mph is really very slow, &amp; there are a lot of impatient drivers out there. I suspect that we would see an increase in tailgating and dangerous overtaking.</p> <p>Any competent driver, &amp; you shouldn't be on the road if you are not competent, is able to stop or take evasive action very quickly at 30 mph.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(148) Local Resident, (Wantage, Charlton Road)	<p><b>Concerns</b> - I support the proposal in general, however, I am particularly concerned that the start of the 20 mph zone on the A417 Reading Road is poorly placed. The proposal has the 30 mph zone running from the east through to the junction with Springfield Road. This fails to take account of the zebra crossing by The Lord Nelson pub, which is a main crossing for primary school children on their way to Charlton Primary School on Charlton Village Road. Thus I request that the 20 mph zone commences on the A417 Reading Road to the EAST of the junction with Charlton Village Road / Larkhill.</p>



	Travel change: <b>Yes – walk/wheel more</b>
(149) Local Resident, (Wantage, Coopers Lane)	<p><b>Concerns</b> - The 20 mph on the Reading road should be extended beyond the roundabout with Springfield road. There are frequent accidents where traffic travelling into Wantage fail to stop r to give way to traffic. There has also been a local resident fatally injured outside his house by the garden centre last year! Children have to cross this road to go to the local primary school. The road is heavily used at peak times with cars and also heavy construction lorries. It is difficult to get out of sides roads . The vehicles are exceeding 30 miles per hour! To end the 20 mph limit at Springfield road will worsen the problem because they will then increase the speed along this already dangerous road! Please extend the 20 mph to the roundabout with Charlton road!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(150) Local Resident, (Wantage, Fawley Close)	<p><b>Concerns</b> - In a very built-up area, I have no objections 20 miles an hour. In the town, fine, not an issue . also look at younger kids on bikes. That, on many occasions have almost caused an accident because of their inability to use the Rd correctly. Cars at 20mph cause more problems.</p> <p>Travel change: <b>No</b></p>
(151) Local Resident, (Wantage, Hampden Road)	<p><b>Concerns</b> - Won't be enforced</p> <p>Travel change: <b>No</b></p>
(152) Local Resident, (Wantage, Hawkey Road)	<p><b>Concerns</b> - Speaking as a transport planner, pedestrian and cyclist, I support the proposals for a 20mph speed limit within Wantage, both from a road safety and air quality perspective. I do however have concerns as to how such speeds will be enforced when the existing 30mph is neither self enforced by way of geometry/traffic calming or by manual enforcement (speed cameras) on many of the roads subject to the proposed 20mph zone. Evidence shows that reducing speed limits can actually result in faster speeds as there is a greater level of non-compliance. I fear that this could result especially on streets such as Charlton Road (A417) and Seesen Way where</p>

	<p>vehicles can regularly be observed as travelling in excess of 30mph. I expect 85th percentile speeds outside of peak hours to be closer to 40mph at times.</p> <p>To make this successful, an area wide area average speed zone would be required though perhaps this could be considered on the roads where speeding is already an issue due to the costs and complexities of establishing such a system. The existing provision for cyclists between the new development (Kingsgrove) and Wantage town centre is poor and so any efforts to make travelling by cycle to Wantage a safer activity are welcomed.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(153) Local Resident, (Wantage, Hiskins)	<p><b>Concerns</b> - I'll be intrigued as to how it will be enforced and would love to meet anyone who get's to 30 in Wantage</p> <p>Travel change: <b>No</b></p>
(154) Local Resident, (Wantage, Kingsgrove Estate)	<p><b>Concerns</b> - Happy for some roads to be reduced to 20 but after seeing the main route through Hanney reduced (dangerous to go from 50 to 20 on way to Wantage) have some concerns.</p> <p>Travel change: <b>No</b></p>
(155) Local Resident, (Wantage, Mill Street)	<p><b>Concerns</b> - 20mph limits have been rolled out across Oxfordshire and I don't think that they are effective. They are difficult to stick to and when cars do drive at 20mph this causes the cars behind to overtake which causes extra hazards. When speed limits are difficult to stick to because they are so slow this doesn't encourage people to drive slower but rather it causes them to not take speed limits seriously.</p> <p>Travel change: <b>No</b></p>
(156) Local Resident, (Wantage, Moley Gardens)	<p><b>Concerns</b> - Main A roads being dropped to 30 as has happened in Hanney. I agree roads leaving these main roads should be dropped to 30 but they traffic on these A roads need to flow clearly.</p> <p>Travel change: <b>No</b></p>

(157) Local Resident, (Wantage, Newbury Street)	<p><b>Concerns</b> - agree with the speed limit in the main town square but would rather this money is spent on improving road quality which will improve pedestrian safety as we are not having to look at the road surface to avoid holes.</p> <p>Travel change: <b>No</b></p>
(158) Local Resident, (Wantage, Ormond Road)	<p><b>Concerns</b> - 20 mile an hour will be acceptable around the market place and surrounding streets only, otherwise a 30 mile limit is preferable. I use the road through Steventon and Drayton, the 20 mile limit there is irritating, not good for the environment or my car, and not easy to keep steady, having to watch the speedo constantly</p> <p>Travel change: <b>No</b></p>
(159) Local Resident, (Wantage, Stockham Park)	<p><b>Concerns</b> - Not all roads need to be 20 mph.</p> <p>Travel change: <b>No</b></p>
(160) Local Resident, (Wantage, Trinder)	<p><b>Concerns</b> - Total lack of policing of existing laws (esp speeding and parking) Total ignorance of council in not planning in by passes and bus routes when they had the chance. Extremely concerned that we have reached a point where 'government' means putting up signs - no enforcement of laws but lets spend more money on signs. Are there any grants being given for 20 zones by any chance?</p> <p>Travel change: <b>No</b></p>
(161) Local Resident, (Wantage, Upthorpe Drive)	<p><b>Concerns</b> - I think for this to work, there needs to be some level of enforcement, which I can see won't be forthcoming.</p> <p>Travel change: <b>No</b></p>

(162) Local Resident, (Wantage, Westfield Way)	<p><b>Concerns</b> - There is no need to reduce the speed limit to 20 in any areas of wantage apart from outside schools play areas etc. and possibly the town centre. The new 20 along the A338 at Hanney is ridiculous. Please use the £8,000,000 to fix the potholes that are making the roads dangerous and clean out the storm water drains that are causing localised flooding.</p> <p>Travel change: <b>No</b></p>
(163) Local Resident, (Wantage, Whittington Crescent)	<p><b>Concerns</b> - I think this is a waste of money, most roads because of the way people park, the volume of traffic etc people don't reach 30mph on them, the ones you're leaving at 30 don't even move that fast most of the time. Save the sign money and improve crossing areas for pedestrians instead otherwise you're wasting public money</p> <p>Travel change: <b>No</b></p>
(164) Member of public, (Wantage, Willow Walk)	<p><b>Concerns</b> - There is no point in new infrastructure if you do not maintain what is already there. Most street marking have completely worn away. The Zebra crossing on Limborough Rd is almost invisible, meaning cars do not stop. The marking at the Market Sq end of Grove street which presumably are meant to show pedestrian priority are also almost gone</p> <p>Travel change: <b>No</b></p>
(165) Local Resident, (Wantage, Witan Way)	<p><b>Concerns</b> - I support the proposal, but am concerned that it fails to protect parts of Denchworth Road and Challow Road used by children to access local schools. Denchworth Road is residential and should never have been made part of the A417. Traffic levels and emergency services noise is unacceptable along this route and a Western relief road is essential. Both roads should be 20mph from the Downsview roundabout to beyond KA west site.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(166) Local Resident, (Wantage, Charlton Village Road)	<p><b>Concerns</b> - I currently live on a 30mph road and people often speed by; what's the point of costly effort to change speed limit when the current one is not enforced.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(167) Local Resident, (Wantage, Courtenay Road)	<p><b>Concerns</b> - I agree with 20mph in residential and school areas, but believe the volume of traffic on more primary routes will not benefit from reduced speed. Indeed more effort should be applied to promoting path routes and cycle ways through and around Wantage</p> <p>Travel change: <b>No</b></p>
(168) Local Resident, (Wantage)	<p><b>Concerns</b> - Local resident</p> <p>Travel change: <b>No</b></p>
(169) Local Resident, (Wantage, Newbury Street)	<p><b>Concerns</b> - I would like 20mph imposed. 30 mph is never obliged by the motorists . Having 20 mph probably will get us to 30 mph anyway</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(170) Local Resident, (Wantage, St Mary's Way)	<p><b>Concerns</b> - Too many roads are being proposed with a lower limit. Some of these are fine with a 30mins limit. Lowering the speed limit to 20 will just increase congestion and noise pollution from the cars taking longer to pass through.</p> <p>Travel change: <b>No</b></p>
(171) Member of public, (Wantage, Wantage Road)	<p><b>Concerns</b> - In general, I support 20 mph limits in residential areas. However, on wide roads ie A-roads with pavements used as main traffic thoroughfares I did not see the requirement for 20 mph limits here. It holds up traffic</p>

	<p>trying to get through towns and villages. As a cyclist, my view/experience is that it increases the interactions between cyclists and motorised vehicles.</p> <p>Travel change: <b>No</b></p>
(172) Local Resident, (unknown)	<p><b>Support</b> - a</p> <p>Travel change: <b>Yes – scoot more</b></p>
(173) Local Resident, (Charlton, Aldworth Avenue)	<p><b>Support</b> - Many children use the roads to get to school. 20 mph is far safer than 30 mph in the event of collision.</p> <p>Travel change: <b>No</b></p>
(174) Local Resident, (Charlton, Wantage, Aldworth Avenue)	<p><b>Support</b> - As a resident of Wantage for over forty years, having witnessed the increase in drivers in the area over the past few years, I do feel that many people drive too fast in the built up areas, often creeping up above the 30 or 40 signs. If the limit was reduced to 20mph it would hopefully make drivers more aware/considerate of their surroundings.</p> <p>Travel change: <b>No</b></p>
(175) Local Resident, (Childrey, West Street)	<p><b>Support</b> - Vehicles are driving much too fast in and through the town</p> <p>Travel change: <b>No</b></p>
(176) Local Resident, (East Hendred, Orchard Close)	<p><b>Support</b> - Safety as streets become more congested</p> <p>Travel change: <b>No</b></p>
(177) Local Resident, (Grove, Blenheim Gardens)	<p><b>Support</b> - Reduce pollution, make roads more friendly to cycling. Increase road safety for pedestrians</p>

	Travel change: <b>Yes - cycle more</b>
(178) Local Resident, (Grove, Churchward Close)	<b>Support</b> - Safer roads. Calmer driving experience  Travel change: <b>Yes - cycle more</b>
(179) Local Resident, (Grove, Glebe Gardens)	<p><b>Support</b> - Reducing the speed limit to 20mph through the town will reduce the risk of accidents both to pedestrians (and especially children) as well as cyclists and users of mobility scooters. It may well encourage more people to walk or cycle too. A consistent 20mph limit is easier to follow rather than mixing up speed limits across the town. I have some concerns about areas left as having 30mph limits. Specifically:</p> <p>1) The 20mph limit on the A417 heading west from Wantage should be extended to include the entrances to King Alfred's School West Site. This stretch of road has a very narrow pavement and yet has schoolchildren walking along it (and in part the narrow pavement is also marked as a cycle route). This is currently a dangerous spot and I see extending the 20mph here as very important.</p> <p>2) The eastern end of Charlton Road as far as the double mini-roundabout at the bottom of Lark Hill. This is a residential road, with minor roads joining. I would like to see this included in the 20mph scheme. This would both encourage more cycling in from the development on the eastern edge of Wantage as well as discouraging through traffic once the eastern link road is completed.</p> <p>3) The northern part of Denchworth Road towards the roundabout with Mably May. Again, this has residential roads joining, and although there is a cycle path alongside it is of very poor quality.</p> <p>4) Ickleton Road from its junction with Priory Road as far as the junction with the minor road to Letcombe Regis: This section of road is narrow with high banks and is dangerous for cyclists. Again, reducing the speed of cars along here would improve safety and encourage cycling.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(180) Local Resident, (Grove, Howard Avenue)	<b>Support</b> - Better for the environment, safer for pedestrians and reduces car noise  Travel change: <b>Yes – walk/wheel more</b>

(181) Local Resident, (Grove, Main Street)	<p><b>Support</b> - Speeding cars is a huge problem in both Wantage &amp; Grove, something needs to be done before there is a fatality.</p> <p>Travel change: <b>No</b></p>
(182) Local Resident, (Grove, Main Street)	<p><b>Support</b> - Wantage has many narrow streets, with even narrower pavements or no pavements. Road traffic volumes have significantly increased post-pandemic, as thousands of new homes are built in the area. The town is currently unsafe for active travel - cycling, walking, mobility scooters and other scooters. The evidence from elsewhere is clear that average speeds decrease with 20mph limits vs 30mph. This directly correlates to lower rates of death and serious injury from traffic collisions. This will also help to encourage the use of active travel modes of transport for short journeys as they are perceived as somewhat safer. This is particularly important for school children getting to and from the local schools.</p> <p>I have some concerns about areas left as having 30mph limits. Specifically:</p> <ol style="list-style-type: none"> <li>1) The 20mph limit on the A417 heading west from Wantage should be extended to include the entrances to King Alfred's School West Site. This stretch of road has a very narrow pavement and yet has schoolchildren walking along it (and in part the narrow pavement is also marked as a cycle route). This is currently a dangerous spot and I see extending the 20mph here as very important.</li> <li>2) The eastern end of Charlton Road as far as the double mini-roundabout at the bottom of Lark Hill. This is a residential road, with minor roads joining. I would like to see this included in the 20mph scheme. This would both encourage more cycling in from the Kingsgrove development on the eastern edge of Wantage as well as discouraging through traffic once the eastern link road is completed.</li> <li>3) The northern part of Denchworth Road towards the roundabout with Mably Way. Again, this has residential roads joining, and although there is a cycle path alongside it is of very poor quality.</li> <li>4) Ickleton Road from its junction with Priory Road as far as the junction with the minor road to Letcombe Regis: This section of road is narrow with high banks and is dangerous for cyclists. Again, reducing the speed of cars along here would improve safety and encourage cycling.</li> </ol> <p>Travel change: <b>Yes - cycle more</b></p>
(183) As part of a group/organisation, (Cycling UK Wantage)	<p><b>Support</b> - Cycling UK Wantage (the leading local leisure cycling group) strongly SUPPORTS the proposals to reduce speed limits in Wantage to 20mph. Speed limits are hugely important for Active Travel - cycling, walking, and mobility.</p>



Outcomes of RTCs are significantly less serious at 20mph than at 30mph – often the difference between living or dying. Unsurprisingly, safety is the main reason people cite for choosing NOT to cycle. So a reduction in speed limit correlates strongly with government and council policy to promote and prioritise Active Travel.

We consider that ALL roads within the town should be limited to 20mph, not just the ‘non arterial’ routes. The safety benefits significantly outweigh the negligible increase in car journey times. A car journey between the centres of Grove and Wantage, for example, would take only about one minute longer at 20mph. 20mph speed limits on the main roads within the town will discourage through-traffic from choosing to drive through the Town Centre, particularly when the new Link Road opens. The Town Centre has many narrow streets, with even narrower pavements or no pavements. Road traffic volumes have significantly increased post-pandemic, as thousands of new homes are built in the area. The town is currently unsafe for active travel and our members are regularly put at risk and abused on the roads as a result.

As the proposals stand, we are concerned about where some of the transitions to 30mph have been located. We would like to see the following specific changes:

(i) The stretch of Challow Road (A417) passing King Alfred’s School (West) should be limited to 20mph, not 30mph as shown. The footway in the vicinity of the school is narrow, and signed for shared-use, making this a dangerous area.

(ii) The 20mph limit on Charlton Rd (currently A417) should extend further east, say beyond the ‘Nelson’ mini-roundabouts, rather than as shown at Springfield Rd, where there is no obvious change in the character of the road. This would tie in with the cycleway which the Kingsgrove development was supposed to provide along A417 Reading Road, starting from the ‘Nelson’.

(iii) The 20mph limit on Manor Road (A338) should extend further south, beyond the Park & Recreation Area, which is popular with families and children.

(iv) The 20mph limit on Ickleton Road (B4507) should extend further west, to the Letcombe road junction. Ickleton Road has no footway at all and has very poor visibility under dense tree-cover, making it difficult for drivers to see pedestrians and cyclists in the road.

(v) If the 20mph limits on Denchworth Rd (A417) and Grove Rd (A338) are not to be extended further north towards Mably Way (A417), we would ask that the adjacent shared-use paths are improved (and properly maintained) – in particular to give priority over side roads for people cycling up the hill alongside Denchworth Rd.

At the very least, we would expect that when the Wantage Eastern Link Road opens in 2024, that a 20mph limit will be immediately applied to the entire ex-A417 road through Wantage.

Travel change: **Yes - cycle more**

(184) Local Resident, (Grove, Oxford lane)	<b>Support</b> - The roads around Grove have become a rat race, particularly Oxford Lane where out of Wantage Travel change: <b>No</b>
(185) Local Resident, (Grove, Queens Row)	<b>Support</b> - 20mph does help reduce road noise and impact, which improves enjoyment of public spaces. As a highly sensitive person, particularly impacted by noise, I would benefit from the town centre being less noisy with traffic. I'm not sure how this will impact the new eastern bypass; it would be very helpful to be still able to get across Wantage quickly. Travel change: <b>No</b>
(186) Local Resident, (Grove, Sharland Close)	<b>Support</b> - A 20mph speed limit in residential areas and near schools makes sense Travel change: <b>No</b>
(187) Local Resident, (Grove, St John's Road)	<b>Support</b> - Because safety is of paramount importance to all users of the highway, including pedestrians Travel change: <b>No</b>
(188) Local Resident, (Grove, Vale Avenue)	<b>Support</b> - As a driver and as pedestrian, I strongly support the idea of reducing the speed limit on most urban roads to 20 mph. The safety implications are well-established. It will also encourage lower speeds even amongst those who tend to drive at or just above the limit. My somewhat cynical view is that, even if we can only get folks to drive at 30 in a 20 mph limit, rather than 40 in a 30 mph limit, that's a worthwhile step. Travel change: <b>Yes - cycle more</b>
(189) Local Resident, (Grove, Kennet Close)	<b>Support</b> - Some cars are travelling at high speeds around Grove and Wantage. This needs to be stopped as a matter of urgency

	Travel change: <b>No</b>
(190) Local Resident, (Grove, Wantage, Dakota Drive)	<p><b>Support</b> - People drive so dangerously here. Some roads I dread driving down because it's just an accident waiting to happen.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(191) Local Resident, (Grove, White Horse Crescent)	<p><b>Support</b> - There is clear evidence that a reduction in speed is a significant factor in reducing the risk of serious injury caused by motor vehicles.</p> <p>Travel change: <b>No</b></p>
(192) Local Resident, (Letcombe Bassett, Holborn Hill)	<p><b>Support</b> - I live in Letcombe Bassett and cycle to, or through, Wantage a few times a week. At present Wantage is generally cycle-unfriendly, with narrow busy streets and few marked cycle paths. I therefore support the proposed 20 mph speed limit, which Letcombe Bassett already enjoys, to make cycling in Wantage safer and more attractive to cyclists. I do have concerns that it does not go far enough.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(193) As part of a group/organisation, (Sustainable Wantage)	<p><b>Support</b> - 'Wantage is a small, historic and picturesque town with many narrow, often banked, inclined and cornered streets. It is also growing fast, and with multiple new housing developments to the north and east, the number of people using the streets and pavements is only going to increase.</p> <p>One of the attractions of the town is that essential services such as schools, shops and supermarkets are largely located within the town's perimeter and not on dedicated out-of-town locations. This allows many residents to walk or cycle around the town to go about their daily business, a practice that is becoming increasingly attractive and desired as society comprehends the implications of climate change. The combination of easy access and a growing population offers the prospect of growth and renewal in a town that has suffered a period of stagnation. This is to be welcomed. Equally, for this growth and renewal to happen businesses need efficient transport access in order to provide the necessary services and support.</p>

	<p>For this growth to happen in a safe, sustainable and desirable manner a balance must be struck between the needs of the residents and the needs of those businesses servicing the town and I believe a comprehensive 20 mph restriction is a realistic compromise. Alternatives do exist such as large scale pedestrianisation or blocking off certain streets or whole neighbourhoods at busy times but these can exacerbate community tensions and would be more expensive to implement than simply slowing traffic down. Such proposals would be inappropriate for a small town like Wantage. In summary Sustainable Wantage supports the proposed change in speed limits in Wantage for the following reason;</p> <ul style="list-style-type: none"> <li>- the risk of injury to people is materially lowered,</li> <li>- there is minimal practical inconvenience to drivers as the extension to the length of anyone's journey in and around Wantage on account of driving at 20 rather than 30 mph is very small,</li> <li>- emission levels may be reduced but are certainly not increased, and</li> <li>- a fair balance is attained between lifestyle and commercial activity thereby improving the long-term sustainability and growth prospects of the town of Wantage.</li> </ul> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(194) Local Resident, (Wantage, Bec Close)	<p><b>Support</b> - Traffic is accelerating too much in and around the town. This is a problem for all pedestrians not just school children.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(195) Local Resident, (Wantage, A338 Grove Road)	<p><b>Support</b> - 1. Road safety 2. Environmental 3. Community 4. Quality of life</p> <p>Travel change: <b>Yes - cycle more</b></p>
(196) Local Resident, (Wantage, A338 Grove Road)	<p><b>Support</b> - 1. Road safety 2. Environmental 3. Community quality of life</p>

	Travel change: <b>Yes - cycle more</b>
(197) Local Resident, (Wantage, Adkin Way)	<p><b>Support</b> - There are a huge number of children in the area, and many that cycle to and from school. It can only be of benefit to lower the limit. Traffic is dense in wantage so in reality having a mandatory limit of 20mph around here is unlikely to impact motorists much, but it could make a big difference to child safety.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(198) Local Resident, (Wantage, Bec Close)	<p><b>Support</b> - I want the 20mph to extend further on the A417 challis road between town and King Alfred's west site school</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(199) Local Resident, (Wantage, Bec Close)	<p><b>Support</b> - I like the idea of reducing the dominance of the car in the town. Beyond the town centre the main roads into Wantage suffer from many people driving well above 30mph, despite schools, pedestrians etc. The noise and threat of cars is a negative aspect around town - for pedestrians and cyclists. I think reducing the limit would be positive.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(200) Local Resident, (Wantage, Black Croft)	<p><b>Support</b> - To make walking and cycling safer when travelling through town and encourage residents to favour these modes of transport, reducing avoidable carbon emissions and improving local air quality whilst providing a more enjoyable place to live.</p> <p>Travel change: <b>Other</b> I already favour walking and cycling to/from town but it would make it easier to influence others to do the same</p>
(201) Local Resident, (Wantage, Challow Road)	<p><b>Support</b> - I support the idea of 20mph zones, but have serious concern about not having a 20mph zone on the A417 Challow Road as far as King Alfred West Site during school arrival/departure times</p>

	Travel change: <b>No</b>
(202) Local Resident, (Wantage, Charlton Court)	<p><b>Support</b> - With the additional traffic due to increased housing, reducing speed in built up areas such as Charlton Village will protect bike riders, pedestrians and especially children walking to the primary school.</p> <p>Travel change: <b>No</b></p>
(203) Local Resident, (Wantage, Charlton Road)	<p><b>Support</b> - I live on Charlton Road, and over the past 10 years the road has got busier and busier, with cars regularly going over the 30 mile an hour speed limit. Due to the danger perceived by cyclists, the pavement has now effectively become a cycle route! The new roundabout on the junction with Springfield Road has had little impact on the speed at which motorists drive down Charlton Road. A 20 mile an hour speed limit along the whole length of Charlton Road would hopefully slow down motorists, making it safer for cyclists and pedestrians, who currently take their lives into their hands when trying to cross this busy road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(204) Local Resident, (Wantage, Cherry Croft)	<p><b>Support</b> - I regularly cycle and am put off by dangerous speeds. 20mph makes people think more carefully, even if they don't stick to it.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(205) Local Resident, (Wantage, Ham Road)	<p><b>Support</b> - I wholeheartedly support the 20 mph speed limit this should be applied to all roads around Wantage so as not to confuse the poor drivers. Vehicles already travel at more than 30 mph so at least putting in 20 mph might bring them below 30. Noting they do well over 30 on the peripheral roads of Wantage such as the Mably Way and Ickleton Road where it is not uncommon to see vehicles overtaking cyclists on blind bends. Not sure how you will enforce this 20mph. Therefore may I suggest you include Mably Way and the whole of Ickleton Road on the 20 mph route.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(206) Local Resident, (Wantage, Hiskins)	<p><b>Support</b> - Most of the streets with the proposed 20 are those where given their residential nature, density of parked vehicles and junctions it's not really safe or feasible to drive at 30mph regardless, so this would just be enforcing what is a safe, reasonable speed to use along those routes.</p> <p>Travel change: <b>No</b></p>
(207) Local Resident, (Wantage, Hiskins)	<p><b>Support</b> - On many of these roads, other than the Denchworth and Charlton Road I would normally drive at not much over 20mph anyway. I am a motorist, cyclist and pedestrian. However the area in Wantage where I have had the most problems as a cyclist has been the 'Camel Crossroads' (the double mini-roundabout by the convent) and I don't know if that would be improved much by a 20mph speed limit as most traffic is below that anyway.</p> <p>Travel change: <b>No</b></p>
(208) Local Resident, (Wantage, Ickleton Road)	<p><b>Support</b> - Slow down the traffic which goes well over 30 mph on the periphery roads of Wantage.</p> <p>Travel change: <b>No</b></p>
(209) Local Resident, (Wantage, Lark Hill)	<p><b>Support</b> - Would prefer if the market square could be entirely and permanently pedestrianised. But if that won't happen then at least this. It's a highly mixed-use environment at all times.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(210) Local Resident, (Wantage, Larkdown)	<p><b>Support</b> - The streets in the town will feel much safer if there is a general reduction of speed and will help make the town feel a safer and friendly environment.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(211) As part of a group/organisation, (Wantage, Market Place)	<p><b>Support</b> - Safer around the vicinity leading into the market square. Not supporting for the broader roads on outskirts</p>

	Travel change: <b>No</b>
(212) Local Resident, (Wantage, Mary Shunn Way)	<p><b>Support</b> - Further control speeding traffic and make the WELR (when it opens) more attractive in terms of journey times</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(213) As part of a group/organisation, (Wantage, Maryfield)	<p><b>Support</b> - I am supporting the 20 mph speed within Wantage on behalf of Wantage Mobility Group.</p> <p>Travel change: <b>Other</b> I mainly use a mobility scooter and will continue to do so.</p>
(214) As part of a group/organisation, (Wantage, Maryfield)	<p><b>Support</b> - I am supporting the 20 mph speed in built up areas in Wantage to increase safety for pedestrians and particularly those who use Mobility Aids, including Rollators, mobility scooters and adults pushing baby buggies and escorting small children.</p> <p>However, I would prefer to see all built up areas being included, eg KA West remains on a 30 mph stretch, Fitzwarren School for children with special needs is only just within the 20 mph zone, Ickleton Road at 30mph remains dangerous for pedestrians and cyclists as there is no cycleway. Ham Road may be included in the 20 mph zone, but there are two main crossings for the older generation to shop in the town centre and for children who live in the estates at the West end of Wantage (also East Challow and Childrey); one of which has a pedestrian crossing and the shorter route at the South end of Ham Road, from Naldertown to King Alfred's Centre site and the CoE primary school, which is on a sharp bend and difficult to cross at busy times.</p> <p>Everyone is being encouraged to be more active within the Town Centre, therefore the routes need to be built and maintained by the County Council to enable this to be facilitated. Safety is paramount to encouraging more people to be more active and I very much hope that our County Council will support the local community in this.</p> <p>Travel change: <b>Other</b> I already use my Mobility Scooter to reach other parts of Wantage and Grove and this will not change.</p>



(215) As part of a group/organisation, (Wantage & Grove Active Travel Group)

**Support** - The Wantage & Grove Active Travel Group strongly SUPPORT the proposals to reduce speed limits in Wantage to 20mph. Speed limits are hugely important for Active Travel - cycling, walking, and mobility. Outcomes of RTCs are significantly less serious at 20mph than at 30mph – often the difference between living or dying. Unsurprisingly, safety is the main reason people cite for choosing NOT to cycle. So a reduction in speed limit correlates strongly with government and council policy to promote and prioritise Active Travel.

We consider that ALL roads within the town should be limited to 20mph, not just the ‘non’ arterial routes. The safety benefits significantly outweigh the slight increase in car journey times. A car journey between the centres of Grove and Wantage, for example, would take only about one minute longer at 20mph. 20mph speed limits on the main roads within the town will discourage through-traffic from choosing to drive through the Town Centre, particularly when the new Link Road opens. The Town Centre has many narrow streets, with even narrower pavements or no pavements. Road traffic volumes have significantly increased post-pandemic, as thousands of new homes are built in the area. The town is currently unsafe for active travel.

As the proposals stand, we are concerned about where some of the transitions to 30mph have been located. We would like to see the following specific changes:

(i) The stretch of Challow Road (A417) passing King Alfred’s School (West) should be limited to 20mph, not 30mph as shown. The footway in the vicinity of the school is narrow, and signed for shared-use, making this a dangerous area.

(ii) The 20mph limit on Charlton Rd (currently A417) should extend further east, say beyond the ‘Nelson’ mini-roundabouts, rather than as shown at Springfield Rd, where there is no obvious change in the character of the road. This would tie in with the cycleway which the Kingsgrove development was supposed to provide along A417 Reading Road, starting from the ‘Nelson’.

(iii) The 20mph limit on Manor Road (A338) should extend further south, beyond the Park & Recreation Area, which is popular with families and children.

(iv) The 20mph limit on Ickleton Road (B4507) should extend further west, to the Letcombe road junction. Ickleton Road has no footway at all and has very poor visibility under dense tree-cover, making it difficult for drivers to see pedestrians in the road.

(v) If the 20mph limits on Denchworth Rd (A417) and Grove Rd (A338) are not to be extended further north towards Mably Way (A417), we would ask that the adjacent shared-use paths are improved (and properly maintained) – in particular to give priority over side roads for people cycling up the hill alongside Denchworth Rd.

At the very least, we would expect that when the Wantage Eastern Link Road opens in 2024, that a 20mph limit will be immediately applied to the entire ex-A417 road through Wantage.

	Travel change: <b>Yes - cycle more</b>
(216) Local Resident, (Wantage, Newbury Street)	<p><b>Support</b> - It will improve Wantage for pedestrians and cyclists and, especially, vulnerable and elderly residents. Much of the traffic passing through Wantage exceeds the current limits and reducing speeds will surely improve safety and make the town a more pleasant environment. Even in the market square, and on the roads leading into it, much of the traffic travels far too quickly.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(217) Local Resident, (Wantage, Newbury Street)	<p><b>Support</b> - I live on Newbury Street and cars often speed along these roads, near the town centre.</p> <p>Travel change: <b>No</b></p>
(218) Local Resident, (Wantage, Ogbourne Close)	<p><b>Support</b> - To many speeding cars. Children schools, people in wheelchairs and mobility scooters. 20 is plenty</p> <p>Travel change: <b>No</b></p>
(219) Local Resident, (Wantage, Orchard Way)	<p><b>Support</b> - It is dangerous for children. Ormond road in particular. It is only a matter of time before someone is hurt there walking to school. Cars go so fast I have seen them mount the pavement on several occasions. There needs to be speed bumps and zebra crossings on that road.</p> <p>Travel change: <b>Yes – scoot more</b></p>
(220) Local Resident, (Wantage, Orchard Way)	<p><b>Support</b> - Increasing volume of traffic over the years has not been matched by an increase in considerate/safe motorists. This change is needed for the safety of all road users and pedestrians, especially the elderly, the disabled and cyclists.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(221) Local Resident, (Wantage, Primrose Avenue)	<p><b>Support</b> - I support the proposal. There are many young families with children in our area and the speed at which many residents drive is very dangerous</p> <p>Travel change: <b>No</b></p>
(222) Local Resident, (Wantage, Roman Way)	<p><b>Support</b> - Support as the speeds around Wantage seem to be increasing. BUT the whole of Denchworth Road and Mably Way needs to be 20mph. These are residential areas. A lot of roads feed onto Denchworth and the medical centre is based on Mably. Why wouldn't these roads be included to have the speed limit reduced. At the moment they are a race track at times.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(223) Local Resident, (Wantage, Saxon Place)	<p><b>Support</b> - Because it will make the roads safer</p> <p>Travel change: <b>Yes - cycle more</b></p>
(224) Local Resident, (Wantage, Truelocks Way)	<p><b>Support</b> - Wantage is a small town with lots of young families. It won't take long to travel through even at 20mph. I would extend the plans to all roads on the basis that people passing through the town having come in from the south as part of an onward journey often drive dangerously and at speed through the town. These drivers treat the town as you would a dual carriageway, I have witnessed this on multiple occasions. Furthermore, before having knowledge of this project I would have requested Charlton village road be reduced to 20mph, it's used as a bypass but has an extended blind corner, a primary school, then extends down to Harcourt Road where parked cars often obstruct long sections of road creating a need for reduced speed to ensure safety of vehicles utilising the same stretch which effectively becomes singletrack.</p> <p>Travel change: <b>No</b></p>
(225) Local Resident, (Wantage, Whittington Crescent)	<p><b>Support</b> - In general probably sensible, but would like implementation to be sympathetic to residents</p> <p>Travel change: <b>Yes - cycle more</b></p>

(226) Local Resident, (Wantage, Willow Lane)	<p><b>Support</b> - People drive too fast on certain roads (i.e. in front of KA's centre site), Newbury St. , Charlton road, Ormond road etc</p> <p>Travel change: <b>Yes - cycle more</b></p>
(227) Local Resident, (Wantage, Willow Lane)	<p><b>Support</b> - They are too important to ignore.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(228) Local Resident, (Wantage, Witan Way)	<p><b>Support</b> - I am supporting these proposals because the 30 mph speed limit makes accidents more likely and also much more likely to have serious consequences. I find cycling around Wantage incredibly nerve-wracking, for myself and for my children. I have seen a great many near-misses between cars and bicycles in the 20 years I have lived here. Roads are not wide enough for cars to pass bikes safely, there are hardly any cycle paths (and those that there are start and stop randomly throughout a journey), and the ever increasing size of cars makes traffic much more dangerous to cyclists and pedestrians. Reducing the speed limit to 20 mph would give more time for drivers to see and respond to other road users.</p> <p>I believe that having a 20 mph speed limit in Wantage would also help to change the 'car is king' atmosphere we currently live in. Cars should not have an automatic right to get to their destination 2 minutes faster at a much increased risk to others. Many of us choose to make local journeys on foot or by bike, for environmental reasons, health reasons, or through not owning a car. Having a 20 mph speed limit would help redress the balance between everyone making local journeys.</p> <p>I am particularly concerned for young families and students travelling to and from schools and would urge this consultation to extend the 20mph limit on the A417 westbound to beyond King Alfred's West site. My eldest daughter had her foot run over here when she was 13years old and using the crossing appropriately; a car came through the red light at speed and she didn't have time to get out of the way. As a traffic event this probably only counted as a 'minor' incident, although it had a significant impact on her and her friends confidence and feeling of safety. A 13 year old should not feel that getting to school is dangerous! I would also like to see the 20 mph limit on the A338 extended south beyond the entrance to Manor Road Recreation Ground, anyone who has used this pavement with small children knows the traffic feels too fast and way too close. I would also like to see the northern part of the Denchworth</p>

	<p>Road included in the 20 mph limit as far as the Mably Way roundabout. This stretch is much used at school travel times, particularly by KAs students coming from Grove. I believe it would be easier for drivers to follow a speed limit change after a clear marker such as a roundabout, than a mid-road change where drivers have just accelerated up to 30 following the roundabout. With the latter, realistically cars will not have significantly reduced speed until they are much further along the road, at or beyond Fitzwaryn school crossing.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(229) Local Resident, (Wantage, Woodfield)	<p><b>Support</b> - I have young children who walk to nursery and school. Also noise emissions reasons close to my home. Support the drop in speed limit</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(230) Local Resident, (Wantage, Aldworth Avenue)	<p><b>Support</b> - Better road safety, esp. for children.</p> <p>Travel change: <b>No</b></p>
(231) Local Resident, (Wantage, Blackcroft)	<p><b>Support</b> - Safer for all road users and less pollution</p> <p>Travel change: <b>Other</b> No as walk a lot already</p>
(232) Local Resident, (Wantage, Charlton Village Road)	<p><b>Support</b> - I support the proposed changes in speed limits as there is already a problem in Wantage with people driving far too fast already. My only concern is how this will be enforced.</p> <p>Travel change: <b>No</b></p>
(233) Local Resident, (Wantage, Charlton Village Road)	<p><b>Support</b> - Reduced traffic speeds will reduce risks to other road users and cut traffic noise.</p> <p>Travel change: <b>No</b></p>

(234) Local Resident, (Wantage, Foliat Drive)	<p><b>Support</b> - I feel 30mph is too fast given the number of new houses that have been built in Wantage and Grove and the increase in the volume of traffic. Also, I feel not enough people stick to the current speed limit therefore making the roads extra dangerous for cyclists and pedestrians (especially for children)</p> <p>Travel change: <b>No</b></p>
(235) Local Resident, (Wantage, Larkdown)	<p><b>Support</b> - This will reduce the quantity accidents and the severity of any accidents, whilst having a negligible effect on journey times. It will also encourage passive transport modes.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(236) Local Resident, (Wantage, Newbury Street)	<p><b>Support</b> - Too many speeding drivers</p> <p>Travel change: <b>No</b></p>
(237) Local Resident, (Wantage, Stockham Park)	<p><b>Support</b> - Reduction in pollution, improvement in road safety, easier road crossing</p> <p>Travel change: <b>Yes - cycle more</b></p>
(238) Local Resident, (Wantage, Truelocks Way)	<p><b>Support</b> - If it keeps accidents down and saves people's lives I'm all for it</p> <p>Travel change: <b>No</b></p>
(239) Local Resident, (Wantage, Primrose Avenue)	<p><b>Support</b> - Lots of speeding in roads around our house. speeds of +40MPH. Lots of families living locally with small children so a lower speed limit would make it safer as long as the limit is enforceable. Can we have speed bumps/traffic calming measures/smiley speed faces etc to help deter speeders please</p>

	Travel change: <b>Yes - cycle more</b>
(240) Local Resident, (Wantage, Foliat Drive)	<p><b>Support</b> - Some roads (for instance seesen way) are narrow and have lots of traffic. Either better enforcement of the 30 limit or a 20 limit would make it safer</p> <p>Travel change: <b>No</b></p>
(241) Local Resident, (West Challow, Coppice Lane)	<p><b>Support</b> - Conceptually a good idea but not sure re roads to be covered make complete sense.</p> <p>Travel change: <b>No</b></p>
(242) Local Resident, (unknown)	<p><b>Support</b> - On balance would improve road safety</p> <p>Travel change: <b>No</b></p>
(243) Member of public, (East Garston, A338)	<p><b>No opinion</b> - I think it's a good idea but how will it be enforced?</p> <p>Travel change: <b>Yes - cycle more</b></p>
(244) Rather not say, (Tubney, Abingdon Road)	<p><b>No opinion</b> - I agree that the approaches to the town on the main A roads should remain 30mph. Roads on housing estates and around the town centre will be safer at 20mph, though it will only be effective if there is some enforcement to back up the change.</p> <p>I am interested/concerned whether the likely need to drive in a lower gear (to achieve lower speed) will result in higher levels of vehicle particulate emissions. After reducing danger of serious injury from accidents, the environmental impact is the other major part of changing speed limits and this must be carefully examined.</p> <p>Travel change: <b>No</b></p>

<p>(245) Local Resident, (Wantage, Humphries Green)</p>	<p><b>No opinion</b> - Many of the roads around the town are so narrow that it is already impossible to drive at 30mph; so to officially change the speed limits to 20mph with the costs involved, e.g. new signage, would be a waste of taxpayers money.</p> <p>Travel change: <b>No</b></p>
<p>(246) Local Resident, (West Hendred, The Greenway)</p>	<p><b>No opinion</b> - I'm not convinced imposing a 20mph limit is necessary and I believe will cause more frustration with drivers</p> <p>Travel change: <b>No</b></p>



Divisions affected: *Kennington & Radley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Kennington as shown in **Annexes 1 & 2**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 22 June and 14 July 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Kennington & South Hinksey Parish Councils, and the local County Councillor representing the Kennington & Radley division.

### **Statutory Consultee Responses:**

7. Three statutory consultees responded. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. Oxford Bus Company support and commend the proposals as being appropriate. The Local Member has also expressed support.

### **Other Responses:**

8. 23 online responses were received with 12 local residents, a local councillor, and two members of the public in support of the scheme. Two local residents expressed concerns that the main through road is not proposed for a 20 mph speed limit. Six other residents objected to the proposals, all six suggesting that the proposals were not needed and so a waste of money.
9. Other objections centred around it making driving more difficult (three), driver frustration (two), having no accident justification (two), and single comments were expressed that it brings the law into disrepute, and is detrimental for local business.
10. Seven (30%) of those that responded online stated that they would consider changing their mode of travel in the area by cycling more, and three (13%) by walking/wheeling more if the 20mph speed limit proposals were implemented.
11. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

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

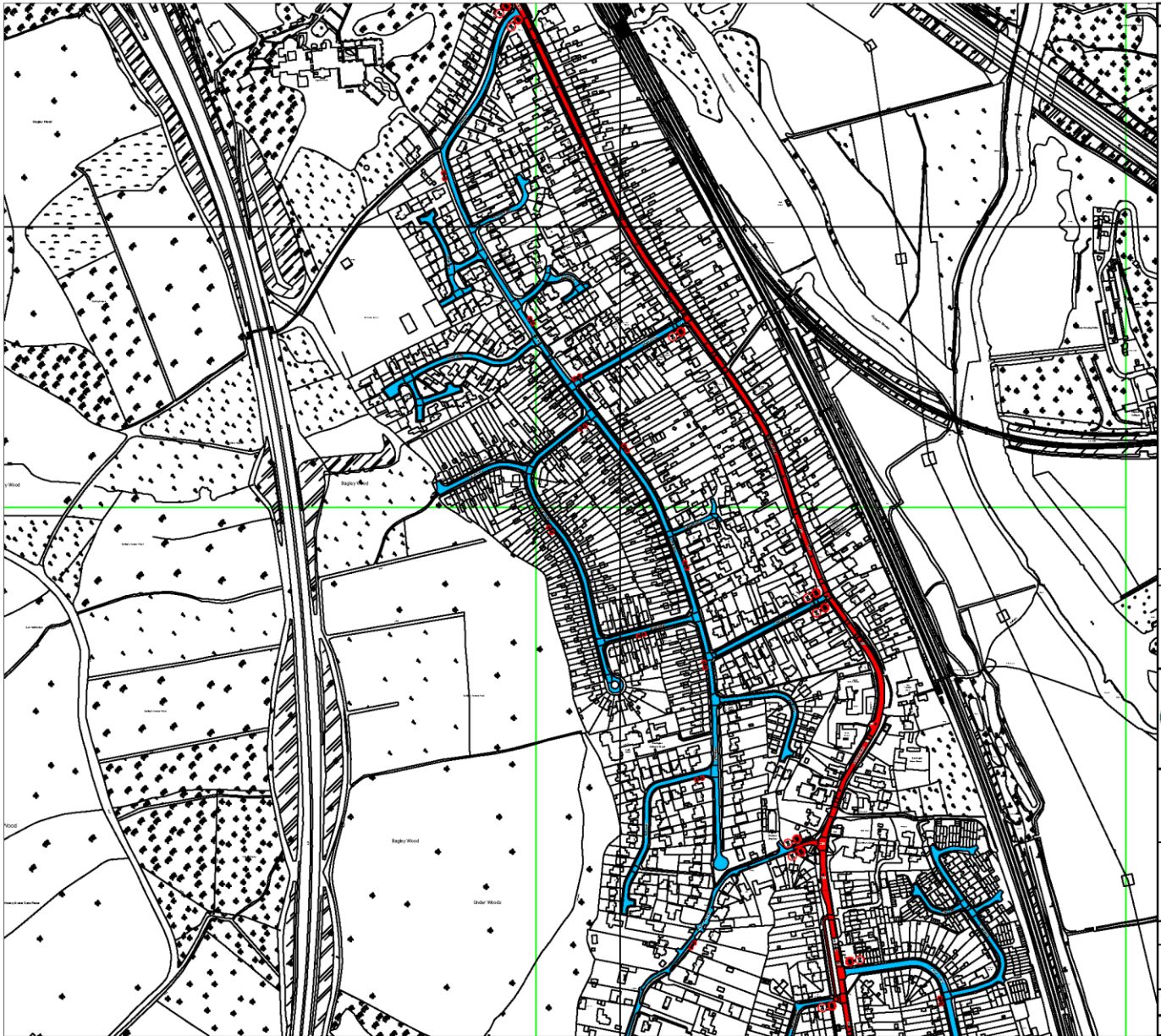
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

### Annex 3: Consultation responses

Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

September 2023



Kennington Overview

Revision 1.0

Legend

Proposed 20	Blue
Existing 30	Red
Existing NSL	Black
Not Public Highway	Grey

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	11.05.23	Consultation	C.R.		

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins  
Director for Infrastructure Delivery  
Communities  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel 0845 310 1111

Project title: Kennington 20mph Scheme

Drawing title:  
Kennington 20mph Scheme Overview Sheet 1

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: G.J.B.	Approved by: G.J.B.
	Date drawn: 11.05.23	Date checked: 12.05.23	Date approved: 12.05.23

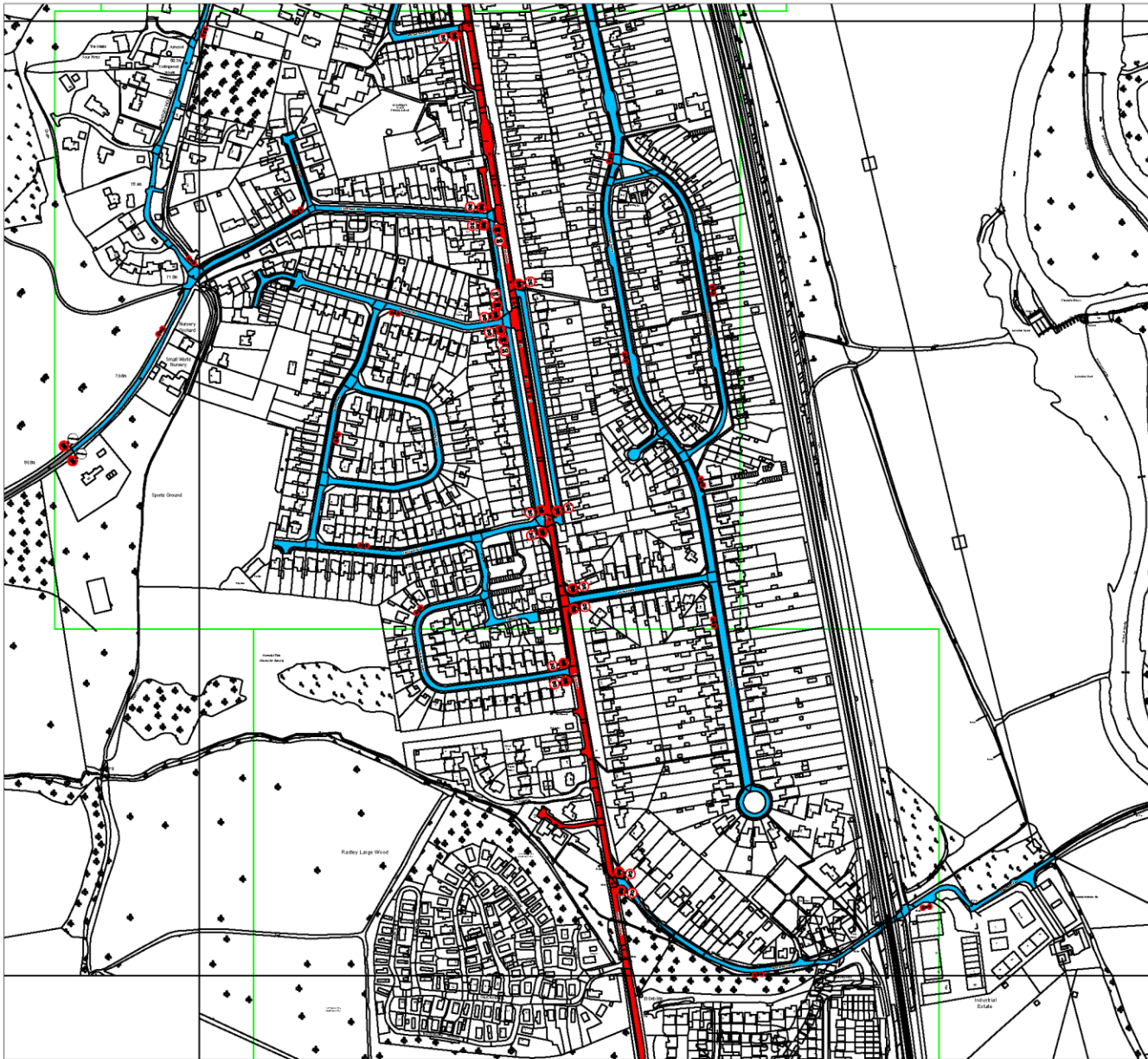
Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0



B



Kennington Overview

Revision 1.0

Legend

Proposed 20	
Existing 30	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	11.05.23	Consultation	C.R.		

OXFORDSHIRE  
COUNTY COUNCIL

Owen Jenkins  
Director for  
Infrastructure Delivery  
Communities  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel 0845 310 1111

Project title: Kennington 20mph Scheme

Drawing title:  
Kennington 20mph Scheme Overview Sheet 2

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by G.J.B.	Approved by G.J.B.
	Date drawn 11.05.23	Date checked 12.05.23	Date approved 12.05.23

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) County Cllr, (Kennington & Radley division)	<p><b>Support</b> – Quite happy with the proposals.</p>
(3) Business Development and Partnerships Manager, (Go-Ahead Group Bus subsidiaries)	<p><b>Support</b> – Two Go-Ahead subsidiaries operate through Kennington as follows: Oxford Bus Company 35 between Oxford and Abingdon via Kennington and Radley Thames Travel BB1A between Rose Hill and Didcot Schools via Abingdon</p> <p>The 35 operates up to every 20 minutes Monday to Saturday with buses up to every 30 minutes on Sundays. The BB1A operates on Didcot Girls' School and St Birinus School days only. Whilst timed to be suitable for pupils attending these schools the service is open to the general public.</p> <p>We wish to commend these balanced proposals which demonstrate a degree of thought has been applied, rather than the simplistic approach we have seen elsewhere of simply replacing all 30mph limits with a 20mph limit. We therefore support these proposals to introduce 20mph speed limits on residential roads whilst retaining the existing 30mph limit on the central spine of Kennington Road and The Avenue.</p> <p>As we have stated in previous consultations it is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and serves to encourage negative modal shift from public transport to private motor vehicles. Not only is this contrary to the Council's policies, but increased motor traffic is detrimental to other active travel modes such as walking and cycling.</p>

(4) Local Resident, (Kennington, Kennington Road)	<p><b>Object</b> - It does not help the traffic or safety and there is no need for it. It just makes driving even more difficult specially for residents.</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Kennington, Poplar Grove)	<p><b>Object</b> - There's so many cars parked down poplar grove and the avenue that you can't go 30 anyway. They are natural obstacles that slow cars down anyway. I'd like you to look into cars that can't be bothered to park the right way on the road</p> <p>Travel change: <b>No</b></p>
(6) Local Resident, (Kennington, The Avenue)	<p><b>Object</b> - I feel that 30mph is an appropriate speed especially with the increase in car safety measures. 20mph is difficult to enforce and can lead to increased driver frustration with some drivers over taking cars sticking to the 20mph. People also find it harder to drive at 20 mph which means they are constantly looking at the speedo and not on the road</p> <p>Travel change: <b>No</b></p>
(7) Local Resident, (Kennington, The Avenue)	<p><b>Object</b> - The speed humps (&amp; potholes) already slow traffic down adequately in Kennington. I've lived here for 2 years &amp; am not aware of any accidents in that time.</p> <p>Travel change: <b>No</b></p>
(8) Local Resident, (Kennington, Upper Road)	<p><b>Object</b> - There are no safety concerns at 30mph. It is safe to travel at that speed. By reducing by 50% the speed limit you impact local businesses and commuters to complete their daily work. It also encourages breaking the law as cyclists go faster than vehicles which then breaks down the ability of the council to govern the area making even people anti-establishment and willing to break other norms within society</p> <p>Travel change: <b>No</b></p>



(9) Local Resident, (Oxford, Hids Copse Road)	<p><b>Object</b> - Not required.</p> <p>Travel change: <b>No</b></p>
(10) Local Resident, (Kennington, The Avenue)	<p><b>Concerns</b> - I support the 20mph proposal but I also think the Avenue and Kennington road should be included in the 20mph zone as these are the most dangerous roads in the village. Reducing side roads will have very little effect</p> <p>Travel change: <b>No</b></p>
(11) Member of public, (Oxford, Howard Street)	<p><b>Concerns</b> - Kennington Rd should be 20mph too.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(12) Local Resident, (Kennington, Poplar Grove)	<p><b>Support</b> - I live in Kennington and I am fed up of the idiots that drive inappropriately fast, endangering the lives of children walking to school and other road users and pedestrians.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident, (Kennington, River View)	<p><b>Support</b> - I am supporting the proposal as I live in the area and none of the side roads are suitable for &gt;20mph, which is evident from most people's driving at the moment as sensible drivers go slowly and carefully on these roads as is. The proposal will just target the proportion of irresponsible drivers on our roads.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(14) Local Resident, (Kennington, River View)	<p><b>Support</b> - It will be safer and only target irresponsible drivers as sensible ones do this already on the side streets. To get a modal shift to cycling/scooting in Kennington however you would need to 20 the main road as this is the only connecting route through, unless more rail crossings are implemented to get across to ncn5 path.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(15) Local Resident, (Kennington, River View)	<p><b>Support</b> - The main road through Kennington is generally quite busy with parked cars and people leaving driveways etc, so 20mph already feels like the safe limit when I am driving through Kennington, especially at peak commuting time and school pick-up/drop off. I often cycle during my commute and do not feel safe at these peak times, so avoid them if possible (which is not always possible for me, and would be impossible if my working hours were not flexible). 20mph would make me feel much safer on my cycle-commute, whilst not adding much time to my driving routes.</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (Kennington, Upper Road)	<p><b>Support</b> - Speeding at far end of Upper Road, two of my cats have been killed due to speeding cars.</p> <p>Travel change: No</p>
(17) Local Resident, (Kennington, Kennington Road )	<p><b>Support</b> - 20 mph is plenty fast enough in residential roads, and allows a much better safe stopping distance.</p> <p>Travel change: <b>No</b></p>
(18) Local Resident, (Kennington, Kenville Road)	<p><b>Support</b> - Traffic too fast even at 30mph</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(19) Local Resident, (Kennington, Upper Road)	<p><b>Support</b> - I am a cyclist and too many vehicles race through Kennington.</p> <p>Travel change: <b>No</b></p>
(20) Member of public, (Kennington, Upper Road)	<p><b>Support</b> - I live in Kennington and have concerns about the speed of some drivers</p> <p>Travel change: <b>No</b></p>

(21) Local Resident, (Oxford, Church Cowley Road)	<b>Support</b> - It's long overdue. These side-roads were not built for fast-moving traffic and shouldn't permit it. Travel change: <b>Yes - cycle more</b>
(22) Local Resident, (Oxford, Bullingdon Road)	<b>Support</b> - I support the proposal because I want the streets to be less dangerous for pedestrians and cyclists Travel change: <b>Yes - cycle more</b>
(23) Local Cllr, (Oxford, Summertown Ward)	<b>Support</b> - To support the implementation of the council's commitment to Vision Zero. Travel change: <b>Yes - cycle more</b>
(24) Local Resident, (South Hinksey, St Lawrence Road)	<b>Support</b> - Pedestrian / children safety concerns Travel change: <b>Yes – walk/wheel more</b>
(25) Member of public, (South Hinksey, St Lawrence Rd)	<b>Support</b> - It's a family area with a school and health centre etc, current speed limit is too fast. The traffic speeds along at 30mph and larger cars can take speed bumps with no need to slow down. Breaking cars emit pollution. A 20mph really keeps speed low and reduces breaking. Travel change: <b>Yes – walk/wheel more</b>
(26) Local Resident, (South Hinksey Village, Manor Rd)	<b>Support</b> - Long straight road through residential area needs slow traffic. Travel change: <b>Yes - cycle more</b>

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Divisions affected: *Kennington & Radley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

### **SOUTH HINKSEY: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in South Hinksey as shown in **Annex 1**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 22 June and 14 July 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, South Hinksey & Kennington Parish Councils, and the local County Councillor representing the Kennington & Radley division.

### **Statutory Consultee Responses:**

7. Four statutory consultees responded. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. The Local Member expressed support. South Hinksey Parish Council (SHPC) welcomes the proposals but has 'deep concerns' that Parker Road is not included in the proposals, instead suggesting that the 20mph limit starts at the chicane immediately off the A34. Oxford Bus Company support and commend the proposals as being appropriate.

### **Other Responses:**

8. 23 online responses were received although six expressed no opinion as they were responding to Kennington proposals which were consulted on at the same time. Of the remaining 17, eleven local residents were supportive so too was a local councillor and two members of the public. The three local residents who objected all believed a lower speed limit was not necessary or helpful.
9. Seven (30%) of those that responded online stated that they would consider changing their mode of travel in the area by cycling more, and three (13%) by walking/wheeling more if the 20mph speed limit proposals were implemented
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. Officers believe a lower limit is not warranted on Parker Road which has no frontages or accesses, and it would compromise the effect of the 20mph limit in the village itself. A derestriction is not an invitation to travel at 60mph, it is informing that a posted speed limit is not considered necessary or beneficial.

Bill Cotton  
Corporate Director, Environment and Place

Annexes  
Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers:

Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

September 2023





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

	<ul style="list-style-type: none"> <li>road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) County Cllr, (Kennington & Radley division)	<b>Support</b> – Quite happy with the proposals.
(3) South Hinksey Parish Council	<p><b>Support</b> – While the Parish Council strongly supports the speed limit change to 20mph in the majority of the village, it has deep concerns that the speed limit on Parker Road remains at 60mph. The national speed limit.</p> <p>Leaving Parker Road as national speed limit, endangers the safety of Pedestrians and Cyclists, who use it on a regular basis, including school children accessing the school bus stop. It has no continuous pavement, forcing pedestrians to cross the road, when the foot path ends on one side of the road and starts on the other.</p> <p>It is part of the village and is used no differently by residents to Manor Road, St Lawrence Rd. or any other road in the village. Parker Rd provides access to the Burial Ground for funerals and has two narrow blind corners. The benefits of 20mph applies to the whole village and it should apply to the whole village which includes Parker Road.</p> <p>It is not the village ring road. South Hinksey Village is a small hamlet and has no need for this. What it needs is the traffic slowed at the entry to the village to protect residents and avoid confusion. Delivery vehicles and others should not be encouraged to drive at 60mph there, while the speed limit on the A34 through Botley is 50mph. The road is narrow and does not have central white lines for most of its length. Cars and vans travel at high speeds along Parker Road and then hit a blind corner with either St Lawrence Road or Manor Road making a differential limit dangerous</p>

	<p>and causes issues with pedestrians and cyclists and even on a few occasions hitting fences. These vehicles need to be slowed to 20mph at the Village only sign.</p> <p>The Parish Council would like to have 20mph speed limit signs at the chicane coming off the A34, where traffic has already been slowed by the roundabout with 20mph repeaters at Manor Road and St Lawrence Rd. There is no benefit to the village keeping Parker Road at the National Speed Limit and no detriment to reducing it to 20mph.</p>
<p>(4) Business Development and Partnerships Manager, (Go-Ahead Group Bus subsidiaries)</p>	<p><b>Support</b> – Two Go-Ahead subsidiaries operate through Kennington as follows: Oxford Bus Company 35 between Oxford and Abingdon via Kennington and Radley Thames Travel BB1A between Rose Hill and Didcot Schools via Abingdon</p> <p>The 35 operates up to every 20 minutes Monday to Saturday with buses up to every 30 minutes on Sundays. The BB1A operates on Didcot Girls' School and St Birinus School days only. Whilst timed to be suitable for pupils attending these schools the service is open to the general public.</p> <p>We wish to commend these balanced proposals which demonstrate a degree of thought has been applied, rather than the simplistic approach we have seen elsewhere of simply replacing all 30mph limits with a 20mph limit. We therefore support these proposals to introduce 20mph speed limits on residential roads whilst retaining the existing 30mph limit on the central spine of Kennington Road and The Avenue.</p> <p>As we have stated in previous consultations it is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and serves to encourage negative modal shift from public transport to private motor vehicles. Not only is this contrary to the Council's policies, but increased motor traffic is detrimental to other active travel modes such as walking and cycling.</p>
<p>(5) Local Resident, (Kennington, Kennington Road)</p>	<p><b>Object</b> - There is no need and it is not helpful at all.</p> <p>Travel change: <b>No</b></p>
<p>(6) Local Resident, (Kennington, Upper Road)</p>	<p><b>Object</b> - 30 mph is perfectly safe for pedestrian and cycling, as advertised by governmental approved ad campaigns. With 25% plus of new vehicles being electric in the region and this growing rapidly there is a reduced argument for air quality or noise issues.</p>

	Travel change: <b>No</b>
(7) Local Resident, (Oxford, Hids Copse Road)	<b>Object</b> - Not required. Travel change: <b>No</b>
(8) Local Resident, (Kennington, River View)	<b>Support</b> - I occasionally cycle through the area, and slower car speeds are safer for all Travel change: <b>Yes - cycle more</b>
(9) Local Resident, (Kennington, River View)	<b>Support</b> - Safer for cycling Travel change: <b>Yes - cycle more</b>
(10) Local Resident, (Kennington, The Avenue)	<b>Support</b> - Support Travel change: No
(11) Local Resident, (Kennington, Kennington Road)	<b>Support</b> - 20 mph is a much safer stopping distance Travel change: <b>No</b>
(12) Local Resident, (Kennington, Kenville Road)	<b>Support</b> - 30mph too fast Travel change: <b>Yes – walk/wheel more</b>
(13) Local Resident, (Kennington, The Avenue)	

	<p><b>Support</b> - It's a small village with narrow roads that have many blind spots. There's also areas without adequate pavements</p> <p>Travel change: <b>No</b></p>
(14) Local Resident, (Kennington, Upper Road)	<p><b>Support</b> - Vehicles do not respect cyclists.</p> <p>Travel change: <b>No</b></p>
(15) Local Resident, (Oxford, Church Cowley Road)	<p><b>Support</b> - these roads are too narrow and windy to be going that fast</p> <p>Travel change: <b>Yes - cycle more</b></p>
(16) Member of public, (Oxford, Howard Street)	<p><b>Support</b> - Obvious speed limit (until 15mph limits are allowed).</p> <p>Travel change: <b>Yes - cycle more</b></p>
(17) Local Resident, (Oxford, Bullingdon Road)	<p><b>Support</b> - I support the proposal because I want the streets to be less dangerous for pedestrians and cyclists</p> <p>Travel change: <b>Yes - cycle more</b></p>
(18) Local Cllr, (Oxford, Summertown Ward)	<p><b>Support</b> - So support the implementation of the council's commitment to Vision Zero.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(19) Local Resident, (South Hinksey, St Lawrence Road)	<p><b>Support</b> - Very supportive. I live in South Hinksey and the current situation is completely unacceptable. The national speed limit on Parker Rd is far too high as is the 30 limit on a sharp bend into St Lawrence Rd where there is no pavement and there are often dog walkers and pedestrians including children.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(20) Member of public, (South Hinksey, St Lawrence Road)	<p><b>Support</b> - South Hinksey as an historic village with few pavements and a number of blind road bends. Villagers often have to walk in the road. Visitors and delivery drivers are a significant danger to our community if driving up to 30 mph through the village. There are 2 blind bends from Parker Rd (for some absurd reason this is National speed limit), to St Lawrence (with a 30mph) sign. Cars speed around both bends and we have had a number of near misses. 20mph should be the max speed anyone can take those bends. Cars shouldn't really be driving above 10mph to be safe.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(21) Local Resident, (South Hinksey Village, Manor Road)	<p><b>Support</b> - I am the mother of a 12 year old boy who walks to bus stop looking at his mobile! Some residents and many delivery drivers drive dangerously fast in the village. There is a blind corner in the village with a very thin pavement. If drivers are going fast, it is dangerous for cyclists and pedestrians. It is very important that Parker Rd is included in the 20 mile an hour zone as I know of at least two occasions when cyclists have nearly been knocked off their bikes at the junction with Manor Rd. There are lots of children and elderly people in the village who need this new limit. Thank you - resident of 19 years.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(22) Local Resident, (Kennington, Poplar Grove)	<p><b>No opinion</b> - I do not live in South Hinksey so cannot give an informed opinion about the proposal ( although I suspect that a 20mph speed limit would probably be a good thing!)</p> <p>Travel change: <b>No</b></p>
(23) Local Resident, (Kennington, Poplar Grove)	<p><b>No opinion</b> - Na</p> <p>Travel change: <b>No</b></p>
(24) Local Resident, (Kennington, River View)	<p><b>No opinion</b> - I do not travel through this area on a regular basis and so cannot have an opinion.</p>

	Travel change: <b>No</b>
(25) Local Resident, (Kennington, Upper Road)	<b>No opinion</b> - I do not live in South Hinksey so have no opinion one way or the other. Travel change: <b>No</b>
(26) Local Resident, (Kennington, The Avenue)	<b>No opinion</b> - I don't drive there often & never walk there Travel change: <b>No</b>
(27) Member of public, (Kennington, Upper Road)	<b>No opinion</b> - I don't know South Hinksey Travel change: <b>No</b>

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Divisions affected: *Ploughley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of the following proposals as advertised:
  - a. New 20mph speed limits in Lower Heyford (including Caulcott),
  - b. 60 metre extension to the existing 30mph speed limit on the B4030 Bicester Road.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Lower Heyford & Caulcott, and a minor extension to the existing 30mph speed limit on the B4030 Bicester Road as shown in **Annexes 1 to 3**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

## **Formal consultation**

6. Formal consultation was carried out between 13 July and 04 August 2023. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Lower Heyford Parish Council, and the local County Councillor representing the Ploughley division.

### **Statutory Consultee Responses:**

7. Thames Valley Police were the only statutory consultee respondent; they reiterated views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection.
8. The Parish Council supported the majority of the proposals welcoming the 20mph limits in Lower Heyford and Caulcott. However it believed the proposals missed two significant safety concerns and sought lower limits at 1) the crossroad junction between Freehold Street/Station Road/B4030, and 2) on the B4030 through Caulcott Village, as shown in **Annex 5**.

### **Other Responses:**

9. Five online responses were received, two local residents supported the proposals, and two objected on the grounds it was unnecessary and unjustified in accident reduction terms. A Witney resident objected stating that they could find no evidence of anyone who supported the intrusion of 20mph speed limits.
10. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

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

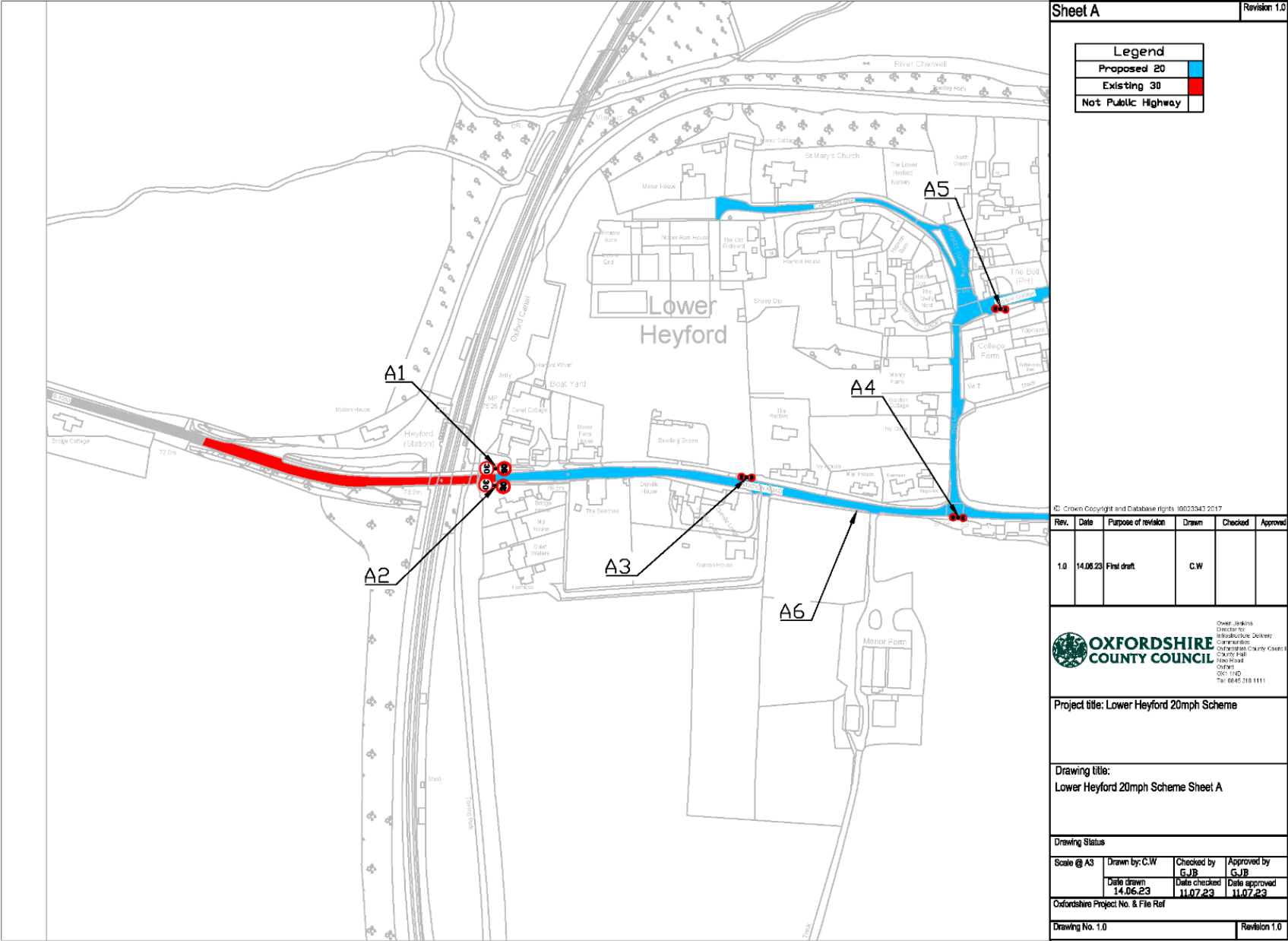
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. Officers were previously aware of the Parish Council's aspirations and had made it known that their ambitions for lower speed limits outside core residential areas were inappropriate to the highway environment. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

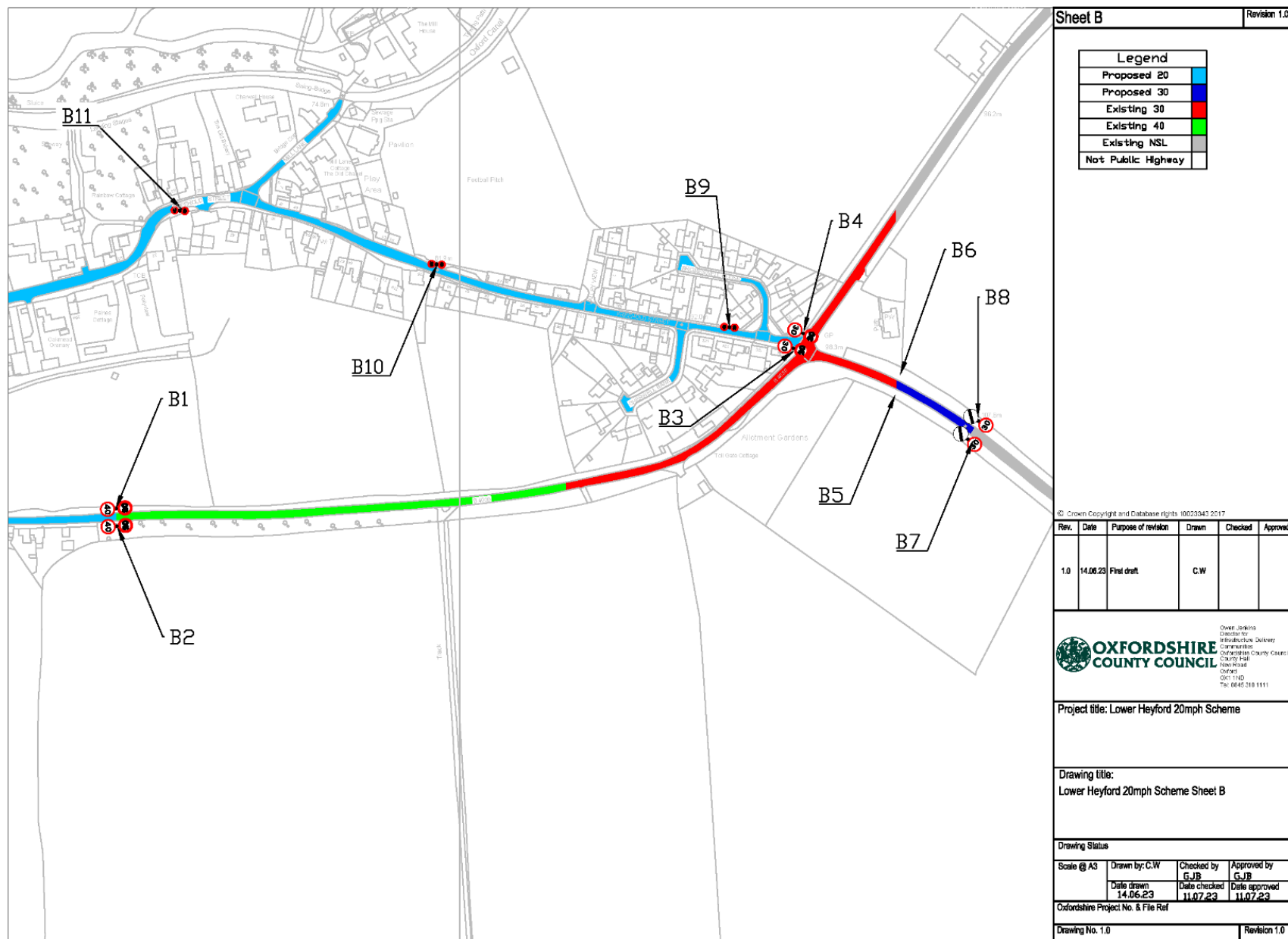
Bill Cotton  
Corporate Director, Environment and Place

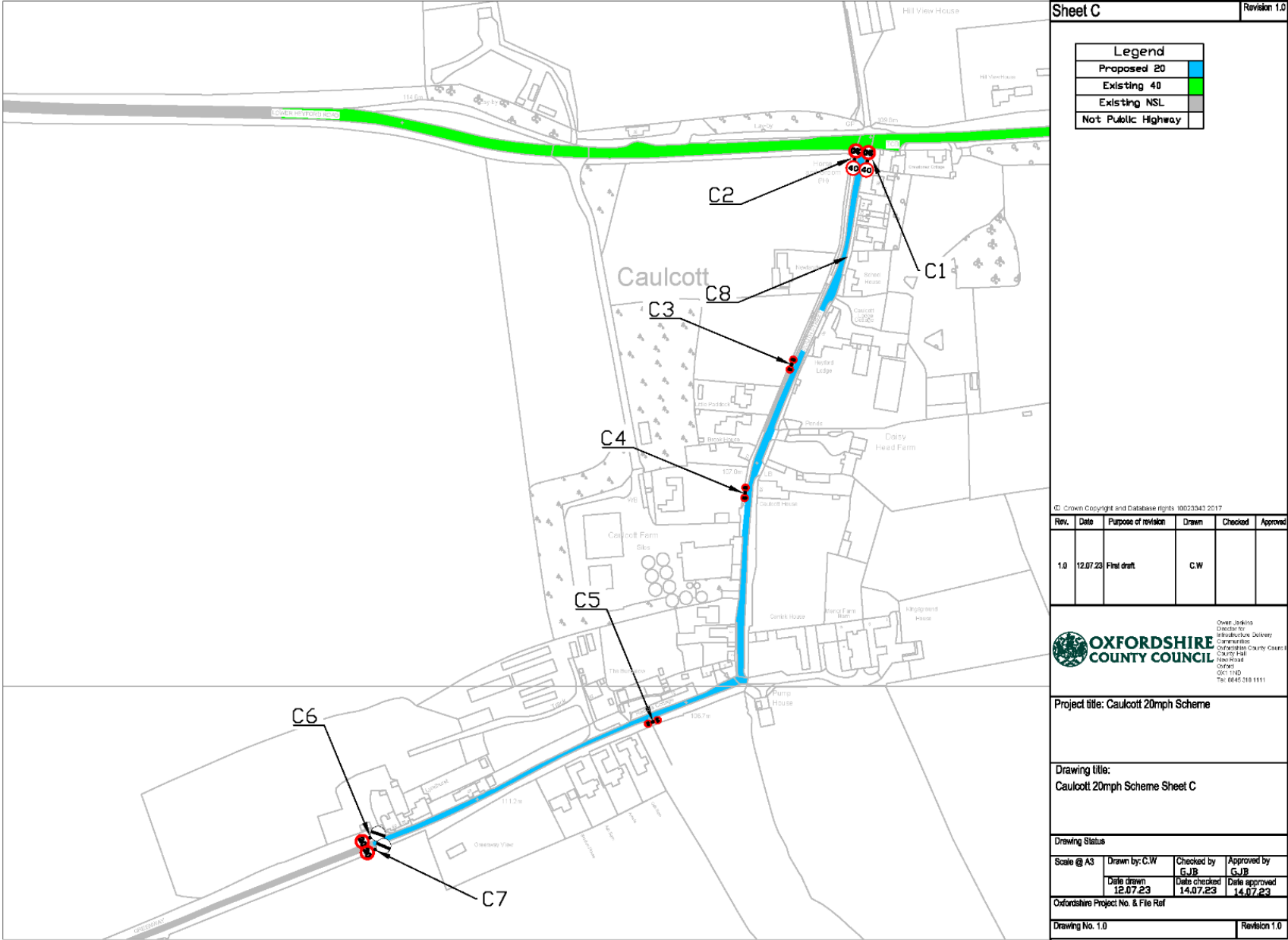
Annexes                      Annex 1-3: Consultation plans  
                                    Annex 4: Consultation responses  
                                    Annex 5: Parish council full response

Contact Officers:           Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

September 2023







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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local Resident, (Caulcott, Kirtlington Road)	<p>Lower Heyford – <b>Object</b> Waste of money through Lower Heyford village you should not be getting up to 20</p> <p>Caulcott – <b>Object</b> Again who gets up to 20</p> <p>B4030 30mph – <b>Concerns</b> Over taking will increase on bends with people not staying behind those keeping to speed limit, happens elsewhere</p>
(3) Local Resident, (Kirtlington, Portway)	<p>Lower Heyford – <b>Object</b> There is no need to reduce the present limit on safety grounds as there has not been any serious injury collisions along this road</p> <p>Caulcott – <b>Support</b> This is a village off the main road so would be safer with limit reduction due to width of road and no pavement</p> <p>B4030 30mph – <b>Object</b> 30 is fine along this route there are no reports of serious collisions to warrant reduction</p>



(4) Member of public, (Witney Oxford Hill)	<p>Lower Heyford – <b>Object</b> No data showing support of needing this intrusion as nobody in the community I spoken to are in support of this and as ever demoralised and depressed that this will be bulldozed through with nothing they can do about it.</p> <p>Caulcott – <b>Object</b> Looking at the data of the Village in question, there has not been any accidents or incidents in the Village and has been no increase a risk so don't understand the rationale behind attacking yet another peaceful Village/Town. There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda. Signs will be ignored by a significant majority driving through the village and is a main road that has 0 risk to the public. A real waste of my time here writing this why bother a consultation when it is ignored all the time? This is going to affect tourism of our communities and put travellers off visiting and using our businesses.</p> <p>B4030 30mph – <b>Object</b> No need to change at all.</p>
(5) Local Resident, (Lower Heyford, Freehold Street)	<p>Lower Heyford – <b>Support</b> For the safety of residents.</p> <p>Caulcott – <b>Support</b> For the safety of residents.</p> <p>B4030 30mph – <b>Support</b> For the safety of residents.</p>
(6) Local Resident, (Lower Heyford, Station Road)	<p>Lower Heyford – <b>Object</b> The traffic very rarely keeps to the 30mph on the B4030.</p> <p>Caulcott – <b>Object</b></p>

	<p>I only support this if it includes the B4030 through Caulcott where traffic goes at an alarming speed.</p> <p><b>B4030 30mph – Support</b> It makes no sense having such a small 40 mph section in the middle of the 30 mph. The traffic hurtles through at an alarming rate ignoring the speed limit</p>
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## OXFORDSHIRE COUNTY COUNCIL (LOWER HEYFORD PARISH) (SPEED LIMITS) ORDER

Lower Heyford Parish Council wishes to submit the following comments and amendments to the proposed *Oxfordshire County Council (Lower Heyford Parish) (Speed Limits) Order*.

The Parish Council is content with the majority of the proposals and welcomes the 20mph limits in the villages of Lower Heyford and Caulcott. We feel that the current proposal misses two key opportunities to address significant safety concerns within the Parish that could be resolved through minor amendments to the plan where the benefits far outweigh any costs. If these amendments are made at this point, the costs are likely to be insignificant.

### **Amendment 1: Crossroad junction between Freehold Street/Station Road/B4030.**

- **Current Proposal.** Sheet B of the proposal highlights the maintenance of the existing 30mph limit and extend on B4030 (Bicester Road) and the existing 40mph limit on Station Road
- **Requested Amendment.**
  - 1.1 Convert the existing 30mph limit around the crossroads of Freehold Street and Station Road (inc proposed extension on B4030 Bicester Road) into a 20mph limit.
  - 1.2 Convert the existing 40mph limit on Station Road (West of the junction) to a 30mph limit.
  - 1.3 Introduce a 40mph buffer between the NSL on Station Road (East of the junction) and the start of the 20mph limit.
- **Rationale and Evidence.** The junction in question has experienced no less than 4 significant vehicle accidents within the last 12 months. There is little to no paved area at that junction, yet a bus stop exists on both sides of the road (opposite and adjacent to Kingdom Hall), which is used by school children and the elderly. In addition, vehicles approaching the junction from the West have limited visibility of vehicles and pedestrians at the junction. Vehicles entering the junction from Freehold Street are at significant risk of a collision due to limited visibility at the junction. The data collected from the Speed Identification Devices since May 21 identifies that approximately 76% of traffic is exceeding the 30mph limit when travelling from NW to SE. Approximately 46% of traffic over the same period is exceeding the 30mph limit when travelling SE to NW around this junction. A reduction in speed limits in and around this junction is likely to reduce the risk of a serious collision between vehicles or with a pedestrian. The introduction of buffers (Amendments 1.2 and 1.3) are viewed as essential to assist the reduction of speed before this high-risk junction.

### **Amendment 2: B4030 through Caulcott Village.**

- **Current Proposal.** Sheet C of the proposal highlights that there is no planned amendment to the speed limit on the B4030 through Caulcott Village.
- **Requested Amendment.**
  - 2.1 Convert the existing 40mph limit into a 20mph limit.
  - 2.2 Introduce a 40mph buffer between the NSL and the start of the 20mph limit.
- **Rationale and Evidence.** The speeds through this part of Caulcott are the most excessive in the Parish. SID data highlights that 70% of vehicles travelling West and 49% travelling East are exceeding the current 40mph limit, with speeds of over 90mph

being recorded. This stretch of road passes close to residential property and also the Horse and Groom public house. Car parking for the pub is on the opposite side of the road and there is no safe crossing between the parking and the pub. The persistent excessive speeds present a real risk of a fatality or serious collision, and the Parish Council feels that a reduction in speed limit to 20mph is essential for sending a message to all drivers about the nature of this location. The reduction in limit now would also be congruent with other traffic calming measures being investigated for this location.

Divisions affected: *Shrivenham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Longcot as shown in **Annex 1**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 13 July and 04 August 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Longcot Parish Council, and the local County Councillor representing the Shrivenham division.

### **Statutory Consultee Responses:**

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

### **Other Responses:**

8. One online and two email responses were received. A local resident objected considering the limit to be unnecessary and also expressed strong concerns believing the consultation was underhanded and woefully inadequate at engaging with those most affected. Another local resident raised road safety concerns for vulnerable road-users including pedestrians & horse-riders, and wanted the proposals to include the residential houses on Majors Road.
9. A Witney resident also objected on the basis the proposals were not required and would jeopardise the economy by deterring travel.
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. Majors Road is considered unsuitable for a 20 limit given the open alignment with minimal frontages and its function as a distributor road and bus route with bus operators indicating they would object strongly to a lower limit given its adverse effect on timetabling. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
13. Regarding concerns over poor engagement with residents, it should be noted the consultation was conducted in accordance with regulations governing proposed changes in speed limits including publishing a notice in the local press, a consultation page set up on OCCs 'Let's Talk' website and engagement with statutory consultees & key-stakeholders; including Parish/Town councils, local County Cllrs, and local District Cllrs.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses

Contact Officers:           Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

September 2023



Longcot Overview

1.0

Legend

Proposed 20	Blue
Existing 30	Red
Existing 40	Green
Existing NSL	Grey
Not Public Highway	Black

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	26.06.23	Second Draft	C.R		

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins  
Director for Infrastructure Delivery  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

Project title: Longcot 20mph Scheme

Drawing title: Longcot 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: GJB	Approved by: GJB
	Date drawn: 26.06.23	Date checked: 26.06.23	Date approved: 26.06.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0



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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Member of public, (unknown)	<p><b>Object</b> – I have problem and that is the consultation on the 20mph speed limit proposed for Longcot. This has been done in a totally underhanded way by putting the consultation into the hidden recesses of the OCC website, rather than a letter through the door. Whenever we have been requested to say or do something to change the situation here in Longcot, it has always come via the post. On this occasion, it is being done by stealth and simply put on the website, difficult to find with a very short consultation period.</p> <p>There has, to my knowledge, never been an accident in Longcot in the 20 years I have lived here. The "concerns of the parish" are a sham and it is simply a way of getting the 20mph limit in across the county, just like reducing the speed limit from 60mph to 50mph on the major roads. This is not how democracy is supposed to work. Somebody is getting the lower speed limits through the requirements of legislation by acting in a seemingly proper way but being totally underhanded about this.</p> <p>For your added information, I most certainly disagree with the proposal and I bet many other people would also disagree if they had been informed of such a proposal by post.</p>
(3) Member of public, (Witney)	<p><b>Object</b> – Village does not need blanket 20mph signs and no cost analysis has been done as to what damage will this cause to the local economy when outsiders won't visit because they won't travel through 20 zones.</p>

<p>(4) Local resident, (Longcot, Majors Road)</p>	<p><b>Concerns</b> – I am v keen to request the scheme is extended to outside the residential houses on Majors Road, Longcot (just outside the village boundary).</p> <ul style="list-style-type: none"> <li>• All the houses have equestrian facilities, and we all ride horses along the road.</li> <li>• There are also often walkers with dogs and children on this part of the road.</li> <li>• Currently the road is straight and has a speed limit of 50 mph, cars race down it at speed which makes riding and walking very stressful/frightening.</li> <li>• It is only a question of time before a serious accident occurs. Already there have been a number of near misses (spooked horses and a dog run over).</li> <li>• Being included in the 20 mph zone would massively reduce these risks.</li> </ul>
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Divisions affected: *Faringdon*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

### **GREAT COXWELL: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Great Coxwell as shown in **Annex 1**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 06 July and 28 July 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Great Coxwell & Little Coxwell Parish Councils, and the local County Councillor representing the Faringdon division.

### **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection.

### **Other Responses:**

8. 18 online responses were received with 12 local residents and a local councillor in support of the scheme. A local resident expressed concerns that the proposals didn't include a 20mph limit along the A420 link road. Three residents objected to the proposals, all suggesting that they were not needed and a waste of money. Two objectors considered calming a better option and one questioned the enforcement it might receive. A Witney resident objected in principle at length suggesting it was a complete waste of money, would be hugely detrimental for motorists and business and would cover the county in signing akin to the 'Z' signs displayed universally across Russia.
9. Three of those that responded online stated that they would consider changing their mode of travel in the area by cycling more, and two by walking/wheeling more if the 20mph speed limit proposals were implemented.
10. The statutory consultee responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes

Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

September 2023

## Great Coxwell Overview

## Legend

Proposed 20	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	25.05.23	First Draft	C.R		

Owen Jenkins  
Director for  
Infrastructure Delivery  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 01845 310 1111

Project title: Great Coxwell 20mph Scheme

Drawing title: Great Coxwell 20mph Scheme Overview

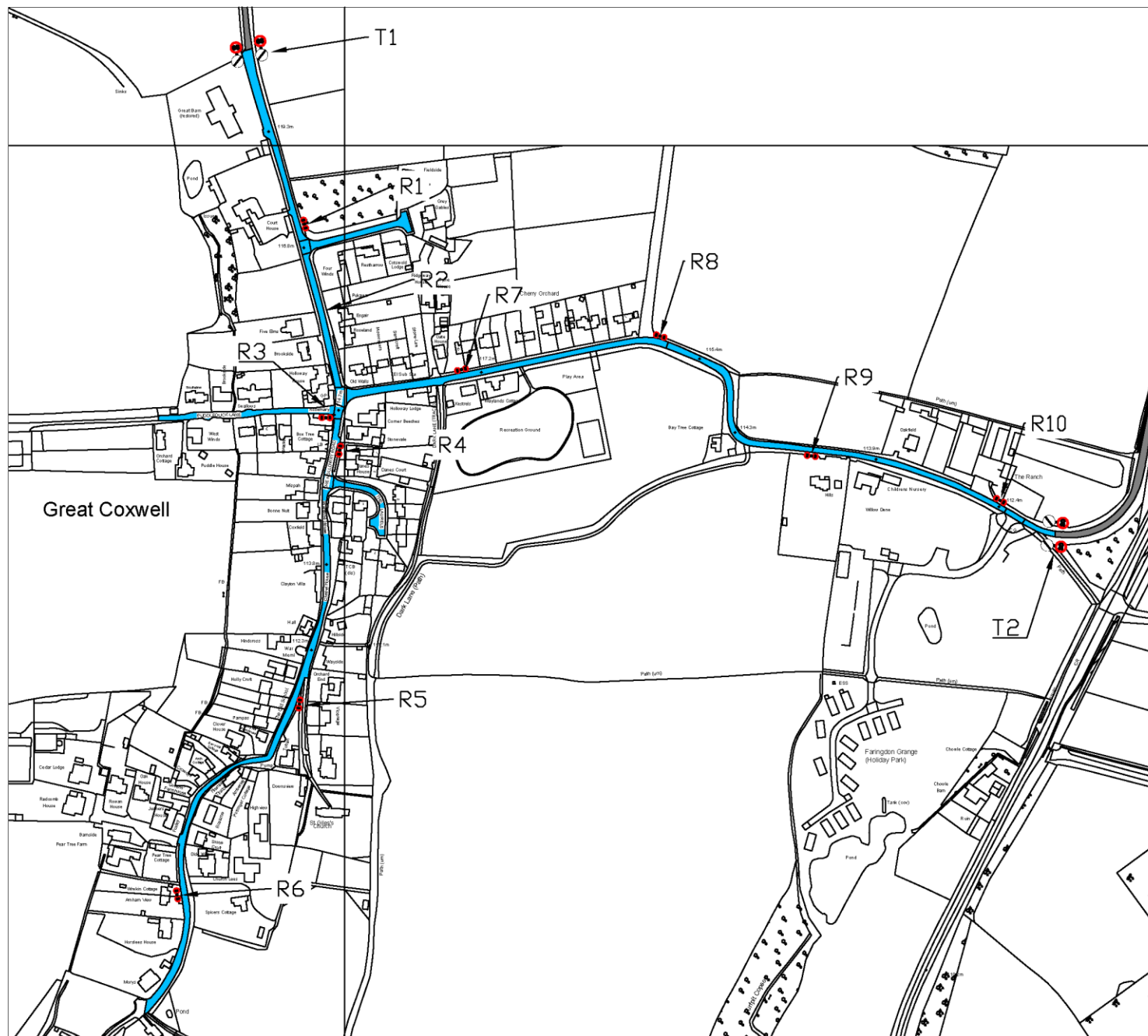
## Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: GJB	Approved by: GJB
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Oxfordshire Project No. &amp; File Ref

Drawing No. 1.0

Revision 1.0





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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Great Coxwell Parish Council	<p><b>Support</b> – Concerns about speed and road safety have been raised by parishioners to the Parish Council on several occasions.</p> <p>An online survey was distributed via the village e-newsletter which is emailed to 157 email addresses. The question posed was ""Would you support a 20mph zone in the village?"" Yes/No</p> <p>Total number of responses: 99 Total voting yes: 95 (96%) Total voting no: 4 (4%)</p>
(3) Local Resident, (Great Coxwell)	<p><b>Object</b> - We should be seeking an alternative to the expense of replacing existing speed restriction signs in all areas of the village on the basis of cost and in these times of economic crisis where money could best be spent elsewhere. Also the existing speed limits are not monitored or enforced and neither are the 20 mph limits in order to provide for any monitoring or penalty for speeding in rural areas such as Great Coxwell. Speed ramps and 'sleeping policemen' would best be utilised in areas where speed needs to be reduced and to force vehicles to slow. Reactive speed cameras would also act as a better deterrent to those who drive too fast as a real-time indication of speed is registered and fed back on screen to the motorist. There is also no enforcement of speeding motorists by Police so that for those who choose to ignore the limits have no deterrent presented to them.</p> <p>Travel change: <b>No</b></p>

(4) Local Resident, (Great Coxwell, The Holloway Road)	<p><b>Object</b> - It's already difficult to travel much over 20 in most of the village. Plus there's too many 20's already in other villages and this encourages people to ignore the speed limit altogether. Traffic calming is the way forward over all of oxfordshire. 20's will not get policed and is a waste of public money.</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Great Coxwell, Puddleduck Lane)	<p><b>Object</b> - I don't see that it necessary, some drivers ought to recognise the normal highway code and things would then be fine!</p> <p>Travel change: <b>No</b></p>
(6) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> - Pleasure to drive through and visit the Village, Great Coxwell Barn and Faringdon on a regular basis to not only enjoy the local nature and area. Has been one of my favourite places to visit and am saddened the Council are set to attack such a place that does not need speed intervention. Great Coxwell is away from the busy streets and is a quiet area that does not need speed restrictions in place as vast majority of cars seen when I have visited and according to residents have had no cause of concern. This is again a personal witch hunt on car owners and residents that cannot cycle from Tesco's in Faringdon and bring the weekly shop over.</p> <p>Consultation a farce and whoever said it was a road safety concern is clearly a member of the ideological group that runs the Council. It is extremely regrettable this is going ahead even when 90% object. If Witney with a 70% objection for example objected to the intrusion and still had it ignored what chance does the small community I know well have to stand up against this ruling by edict?</p> <p>Looking at the data of the Village in question, there has not been any accidents or incidents in the Village and has been no increase a risk so don't understand the rationale behind attacking yet another peaceful Village/Town. There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public.</p> <p>This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian</p>

	<p>propaganda. Signs will be ignored by a significant majority driving through the village and is a main road that has 0 risk to the public. A real waste of my time here writing this why bother a consultation when it is ignored all the time? This is going to affect tourism of our communities and put travellers off visiting and using our businesses.</p> <p>Travel change: <b>No</b></p>
(7) Local Resident, (Great Coxwell, Main Street)	<p><b>Concerns</b> - One of the most dangerous places for pedestrians starts from "The Ranch" and extends right the way round the bend to the Junction with footpath 231/10, a distance of some 150m. For this distance there is no footpath and in wet weather pedestrians often with children in tow are forced onto the roadway. If you are so interested in safety for goodness sake start the 20mph restriction as you come off the roundabout not at the end of this potentially dangerous bend.</p> <p>As usual the proposal is so short sighted please take the opportunity to make a good job. Even better if you put a pavement round this bend and really address the problem.</p> <p>Travel change: <b>No</b></p>
(8) Local Resident, (Great Coxwell, Holloway)	<p><b>Support</b> - Safety is the primary reason. A 20mph speed limit may also discourage some drivers from using the village as a short cut which is unpleasant and at times dangerous.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(9) Local Resident, (Great Coxwell, Holloway Road)	<p><b>Support</b> - Given that the road through the village is access only and is, in places very narrow the implementation of a 20 mph limit is not only desirable but absolutely essential</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(10) Local Resident, (Great Coxwell, Holloway Road)	<p><b>Support</b> - The main road through the village is, at certain places, narrow. There are children, animals, pets and horses on the road regularly and so reducing the speed limit will help in the overall safety for all residents and visitors alike. Will there be any radar speed indicators?</p>

	Travel change: <b>Yes – walk/wheel more</b>
(11) Local Resident, (Great Coxwell, Hollowway Road)	<p><b>Support</b> - Increasing number of young families moving to Great Coxwell with small children, Quieter Vehicles are not always heard, particularly the older generation</p> <p>Travel change: <b>No</b></p>
(12) Local Resident, (Great Coxwell, Main Village Road)	<p><b>Support</b> - The village is a rural location with narrow roads, horses and pedestrians - a 20 mph speed limit will improve the quality of life for residents and visitors alike.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident, (Great Coxwell, The Holloway)	<p><b>Support</b> - We suffer constantly from speeding traffic, and even if they stuck to 30mph, that is still not appropriate for these roads.</p> <p>Travel change: <b>No</b></p>
(14) Local Resident, (Great Coxwell, The Holloway)	<p><b>Support</b> - Road safety</p> <p>Travel change: <b>No</b></p>
(15) Local Resident, (Great Coxwell, The Laurels)	<p><b>Support</b> - I feel 20mph will make the village safer and do not see why 30mph is needed for the short journeys that the village presents for passers through or visitors.</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (Great Coxwell, Main Village Road)	<p><b>Support</b> - Village roads are narrow, tortuous, poorly surfaced; pavements are narrow or non-existent; some houses have only the street to park on; a number of houses have front doors opening onto or very close to the main street; the entry and exit roads to the village are either partly or wholly single carriageway, or hilly or curving or blind; children, dog-walkers and elderly people (some of whom are hard of hearing) use the roads to socialise.</p>

	Travel change: <b>Other</b>
(17) Local Resident, (Great Coxwell, The Hollow Road)	<b>Support</b> - Safety  Travel change: <b>No</b>
(18) Local Cllr, (Uffington, High Street)	<b>Support</b> - 20mph substantially reduces the likelihood of pedestrians and other vulnerable road users being injured or killed in a collision. As a small rural village, Great Coxwell would benefit from this.  Travel change: <b>Yes - cycle more</b>
(19) Local Resident, (unknown)	<b>Support</b> - Most of the village roads are small and winding, thus making 20mph a good match. The entry road is slightly wider but still poses a hazard at higher speeds due to either the bend or the low visibility.  Travel change: <b>Yes - cycle more</b>

Divisions affected: *Kingston & Cumnor*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Shellingford as shown in **Annex 1**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 13 July and 04 August 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Shellingford Parish Meeting, and the local County Councillor representing the Kingston & Cumnor division.

### **Statutory Consultee Responses:**

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

### **Other Responses:**

8. Three online responses were received, all objections. Two appeared from the same person but may have been from the same household, both believing the 30mph limit to be adequate but needing to be enforced. A resident of Witney suggests Shellingford is being attacked by the anti-motorist coalition with no interest in what residents want. They believe that there is no risk to road users or pedestrians but the Council limits their freedoms to disagree.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

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





Shellingford Overview

1:10000

Legend

Proposed 20	Blue
Existing 30	Red
Existing 40	Green
Existing 50	Purple
Existing NSL	Grey
Not Public Highway	White

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	18.05.23	First Draft	C.R		

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins  
Director for  
Infrastructure Delivery  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 01845 310 1111

Project title: Shellingford 20mph Scheme

Drawing title: Shellingford 20mph Scheme Overview

Drawing Status

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

Oxfordshire Project No. & File Ref

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local resident, (Shellingford, Fernham Road)	<b>Object</b> – I feel 30mph is perfectly fine - it just needs enforcing properly.
(3) Local resident, (Shellingford, Fernham Road)	<b>Object</b> – I feel 30mph is sufficient but needs to be enforced
(4) Member of public, (Witney)	<p><b>Object</b> – Depressing Shellingford is being attacked by the anti motorist coalition that has no interest in what members of the public including locals want. The roads need surfacing there and yet all you care about is your 20 mph crusade without cost benefit analysis, without the backing data justified. Even without the backing of locals and 0 respect for what they want.</p> <p>Has Boris Johnson not signed away the devolution to Councils, Councils would not care about this at all and would prioritise what they were voted for. There is no risk to road users or pedestrians in Shellingford but again no voice allowed to disagree.</p>

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Divisions affected: *Sutton Courtenay & Marcham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Marcham as shown in **Annex 1**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 28 June and 21 July 2023. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Marcham Parish Council, and the local County Councillor representing the Sutton Courtenay & Marcham division.

### **Statutory Consultee Responses:**

7. Three statutory consultees responded. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. Oxford Bus Company do not object, but believe the lower limit will not be self-enforcing and its only effect will be to slow bus services down. Marcham Parish Council support the proposals but feel consideration should be given to amendments at the A415 West of the village (Frilford Road), the point in Sheepstead Road where 20mph becomes 30mph, the A415 (Marcham Road), at the eastern side of Marcham, and on Sheepstead Road.

### **Other Responses:**

8. 26 online responses were received with 16 local residents and a local councillor in support of the scheme. Two local residents expressed concerns and seven others objected to the proposals. The main reasons for objection and concern were that the proposals were not needed and so a waste of money (five) and it would increase pollution (five).
9. The following disadvantages were cited only once: increased journey times / increase rat-running / cause driver frustration / will not be enforced / parish council did not make any real attempt to consult residents. The charity Unlimited Oxfordshire wholly support the proposals.
10. Five (19%) of those that responded online stated that they would consider changing their mode of travel in the area by cycling more, and six (23%) by walking/wheeling more if the 20mph speed limit proposals were implemented.
11. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
13. Officers were previously aware of the Parish Council's views but consider the current proposals provide the best option for lower limits to protect the most vulnerable areas while being best respected by drivers. Extending proposals to new development junctions with no associated frontage will dilute the effect of terminal signs where frontages commence.

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

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses

Contact Officers:           Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

September 2023

## Marcham Overview

Revision 1.0

Legend	
Proposed 20	
Existing 20	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	16.04.23	Proposal 1	C.R.		



**OXFORDSHIRE  
COUNTY COUNCIL**

Owen Jenkins  
Director for  
Infrastructure Delivery  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 01845 310 1111

Project title: Marcham 20mph Scheme

Drawing title:  
Marcham 20mph Scheme Overview

## Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: GJB	Approved by: GJB
	Date drawn: 18.04.23	Date checked: 21.04.23	Date approved: 21.04.23

Oxfordshire Project No. &amp; File Ref

Drawing No. 1.0

Revision 1.0

A





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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Marcham Parish Council	<p><b>Support</b> – Marcham Parish Council fully supports the proposal. It would, however ask for consideration to be given to the following:</p> <ol style="list-style-type: none"> <li>1. A415 West of the village (Frilford Road) - the change from 30 mph to 20 mph is located at a point which is not easily visible when approaching from the West. The Council would like to see the 20 mph limit extended further west, particularly as there is a vehicle exit point from the Frilford Road recreation ground, and also pedestrians cross the A415 to walk the public footpath route in Kiln Copse.</li> <li>2. The point in Sheepstead Road where 20 mph becomes 30 mph should be moved further North to include the junctions of The Farthings, Kings Avenue and Harding Way.</li> <li>3. A415 at the Eastern side of Marcham, the 20 mph should be extended to include the entrance into the new housing development by Bloor Homes, south of the A415.</li> <li>4. Consideration should be given to changing the speed limit on Sheepstead Road from 60 mph to 50 mph, then from Cow Lane southwards could become 20 mph and the 30 mph section could be removed.</li> </ol>
(3) Business Development and Partnerships Manager, (Go-Ahead Group Bus subsidiaries)	<p><b>No objection</b> – Two Go-Ahead subsidiaries operate through Marcham as follows:</p> <ul style="list-style-type: none"> <li>• Oxford Bus Company X1 between Oxford and Wantage via Abingdon</li> </ul>

	<ul style="list-style-type: none"> <li>• Pulhams 15 between Witney and Abingdon via Kingston Bagpuize</li> </ul> <p>The X1 operates up to every 30 minutes Monday to Saturday with buses approximately hourly on Sundays. The 15 operates approximately every two hours Mondays to Saturdays.</p> <p>We have concerns about the 20mph to be applied to the A415 Frilford Road /Packhorse Lane and to Howard Cornish Road. Buses operate along Howard Cornish Road in order to serve bus stops along the road and by so doing reducing the walking distances to a bus service for the residential areas to the north of the village. The road is relatively wide with generally gentle curves and good sight lines. Many of the houses are set back from the road with a wide verge along the northern edge of the road.</p> <p>Therefore we doubt that a 20mph limit will be self-enforcing and that the main effect of the changes will be to slow bus services down making them less attractive to passengers. However, given the nature of the roads we do not object to the proposed 20mph speed limits being introduced.</p> <p>Given the location of Marcham and the distances involved it is unlikely that cycling or walking will make up significant mode share for journeys to/from or through the village. Therefore the council should be seeking to maximise support for public transport on this corridor to help achieve our decarbonisation aims.</p>
(4) Local group/organisation, (Oxfordshire Unlimited)	<p><b>Support</b> – This is an excellent proposition. Along the A415 through the village there is no footway for a considerable length. Also, some drivers use the residential street Howard Cornish Road to bypass most of this difficult length of the A415.</p> <p>Therefore Unlimited Oxfordshire strongly supports these proposed speed limits.</p>
(5) Local Cllr, (Marcham, Harding Way)	<p><b>Concerns</b> - I whole-heartedly support the overall objective of improving road safety in Marcham. The introduction of (more) 20mph zones will contribute towards this but is insufficient without (1) suitable enforcement of speed limits and (2) other measures, e.g. smart traffic lights around the tight chicane on Packhorse Lane</p> <p>The A415 through Marcham in particular has seen a strong increase in traffic over recent years, with recent incidents illustrating this: (1) a fatal single-vehicle collision and (2) residents along Packhorse Lane receiving no post for around 2 weeks, as the postal worker at the time was 'brushed by a vehicle' when trying to deliver in the area. Sections of Packhorse Lane and North Street have narrow or no footpath along the roadside, meaning pedestrians often have to walk on the road and so putting them at heightened risk of being hit by a vehicle.</p>

	<p>Some minor concerns about the details of this proposal:</p> <ul style="list-style-type: none"> <li>* The new 20mph signs on Frilford Rd to the SW of Church St will be seen by drivers heading into the village just after they turn a corner, and so will be easily missed by many. The 20mph zone needs to be extended further west along Frilford Rd towards Frilford, so that drivers approaching from the west see the signs more clearly.</li> <li>* The retention of a 30mph limit along the northern section of North St and the southern section of Sheepstead Rd is illogical. The 20mph should extend further north, past the junctions for The Farthings, Kings Avenue, and Harding Way. I can see the argument for a 30mph 'buffer' zone around the residential areas of the village to be covered by the new 20mph zone, but why are the entrances to The Farthings, Kings Avenue, and Harding Way not treated in the same way as all other residential streets on the periphery of the village?</li> </ul> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(6) Local Cllr, (Abingdon, Thurston Close)	<p><b>Support</b> - Safer streets</p> <p>Travel change: <b>Yes - cycle more</b></p>
(7) Local Cllr, (Frilford, Ford Lane)	<p><b>Support</b> - The proposed 20mph new zones are in residential areas and Marcham is a village with both an elderly population and young families. We want to encourage community and that involves pedestrians and cyclists feeling safe. Due to the A415 being sometimes busy Marcham can at times be a short cut for drivers and excessive speeds are frequently reported through the village. This is of course above the current 30mph. by moving to 20mph in the proposed areas , it will reduce to safer speeds , normal traffic, and encourage those taking short cuts to slow down.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(8) Local Resident, (Marcham, Duffield Place)	<p><b>Object</b> - 20mph limits cause drivers to just overtake eachother, creating more danger, nevermind being undertaken by cyclists! 30mph is slow enough and does not massively increase risk to pedestrians</p> <p>Travel change: <b>No</b></p>
(9) Local Resident, (Marcham, Farthings)	<p><b>Object</b> - Current limits are adequate</p>

	Travel change: <b>No</b>
(10) Local Resident, (Marcham, Frilford Road)	<p><b>Object</b> - 20mph reduces air quality. It increases journey times and driver frustration. It leads to rat running on unsuitable roads.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (Marcham, Howard Cornish Road)	<p><b>Object</b> - I object on the grounds of:</p> <p>1/ There being no evidence that this is democratically what the village is requesting. The proposal was put forward by the Parish council with no consultation.</p> <p>2/ Lack of due process. As a resident of Marcham I found the link for this survey on a Facebook page, which someone has kindly referred to. There appears again to be no effort to ensure all villagers are aware of this survey.</p> <p>3/ Reasons and evidence as to why this is in our best interest have not been provided. Is there evidence that 20 mph limits increase safety? How will it be policed when the existing speed limit is not policed? What alternative options have been considered?</p> <p>4/ With pollution bring a significant issue in the village, where is the independent analysis on the impact of reduced speed limits? Most information I have read suggests they increase pollution.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident, (Marcham, Leas Lane)	<p><b>Object</b> - If pedestrians follow the 'Green Cross Code' and drivers comply with the 30mph speed limit, then there isn't a problem which needs an oppressive solution.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident, (Marcham, Parkside)	<p><b>Object</b> - I have lived in the village for 22 years and have only know 2 or 3 major crashes to happen, the 30 mph speed limit is more than acceptable for this road however I think the state of the road and the curbs around the corners</p>

	<p>should be fixed and rounded off to prevent further issues, reducing the speed limit will only cause more air pollution and for someone who lives by this road I do not want to be around this!!! 30mph is sufficient, driving speed is by choice so making everyone suffer for the sake of a few idiots is a ridiculous waste of money</p> <p>Travel change: <b>No</b></p>
(14) Local Resident, (Marcham, Packhorse Lane)	<p><b>Concerns</b> - I live on Packhorse and my wife suffers from asthma so im concerned if a 20mph limit increases emissions with cars being on the road longer</p> <p>Travel change: No</p>
(15) Local Resident, (Marcham, Parkside)	<p><b>Concerns</b> - I object to 20mph on the A415, it is a main route and will not add any value to the area. The cost is wasteful and this should be spent on repairing the road. 20mph will make no difference because the road is usually busy and has a few bends that naturally slow your speed. As a cyclist It is more dangerous for cyclist because cars are going similar speeds and will get even closer. The road condition is poor and is a higher danger so the money should be used to repair the roads to make it safer for cyclist. Around the housing estates is fine for 20 mph but not A415 .</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (Marcham, Packhorse Lane)	<p><b>Concerns</b> - We live on Packhorse Lane and worry that this will slow traffic down and cause more emissions . I'm asthmatic so particularly worried.</p> <p>Travel change: <b>No</b></p>
(17) Member of public, (Abingdon, Bailie Close)	<p><b>Support</b> - The main road in Marcham is busy, narrow and in places with very tight, blind corners. Decreasing the limit to 20mph will improve the safety of the road for more vulnerable road users, particularly the increasing numbers of residents (pedestrians).</p> <p>Travel change: <b>Yes - cycle more</b></p>

(18) Local Resident, (Abingdon, Bostock Road)	<p><b>Support</b> - Marcham has narrow roads with tight corners. Particularly in the middle it can result in close or dangerous passing. Although I am usually driving through Marcham on my way between Abingdon and Wantage, I would be happy to have my journey a few seconds longer in order to be safer.</p> <p>Travel change: <b>No</b></p>
(19) Member of public, (Abingdon, Caldecott Road)	<p><b>Support</b> - I live in Abingdon. I generally avoid cycling through Marcham because of the narrow streets and heavy traffic and instead prefer to go through Cothill/Frilford/Tubney. Slower traffic will make me more likely to visit Marcham and the surrounding villages.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(20) Local Resident, (Abingdon, Darrell Way)	<p><b>Support</b> - Lower speed limit means a more pleasant environment for locals, less danger on roads, and reduces the dominance of cars and lorries over pedestrians and cyclists.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(21) As part of a group/organisation, (Abingdon, Winsmore Lane)	<p><b>Support</b> - To make our streets safer</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(22) Local Resident, (Marcham, Howard Cornish Road)	<p><b>Support</b> - I am supporting the 20mph speed limit because marcham road is very dangerous with a lot of cars speeding through,the crossing is situated in a bad spot which is scary to use as cars speeding along do not get much chance to stop as the crossing is right after a sharp bend.</p> <p>Travel change: <b>No</b></p>
(23) Local Resident, (Marcham, Monks Walk)	<p><b>Support</b> - High number of fatal accidents on the A415 Too much traffic through the village</p>

	<p>Traffic too fast through the village</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(24) Local Resident, (Marcham, Packhorse Lane)	<p><b>Support</b> - I live in the village, road with speeding traffic goes through residential areas and a blind bend. Only last week we saw a terrible traffic accident with 3 young lives lost. Children and noone are not safe even walking along the road as its so narrow that you never know that a speeding van or lorry or car can swerve slightly and hit the pedestrians. Its just shameful that this has not been resolved!</p> <p>Travel change: <b>No</b></p>
(25) Local Resident, (Marcham, Packhorse Lane)	<p><b>Support</b> - Even with the current 30mph speed limit drivers, for some unknown reason, tend to speed through Marcham at speeds in excess of the current speed limit. The main road has become 'Brands Hatch' - especially late at night during the weekend, with cars driving at high speeds. The village has a high number of children and side roads need to have the extra protection of a lower speed limit to protect them. Would help to reduce pedestrian accidents and near misses, especially on Packhorse Lane.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(26) Local Resident, (Marcham, Pointer Place)	<p><b>Support</b> - As a small village with tight bends, no speed cameras and only one light controlled crossing, reducing the speed would help when trying to cross the roads</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(27) Local Resident, (Marcham, The Croft)	<p><b>Support</b> - To regulate unnecessary speed through our village - where we regularly see inattention even at 30mph leading to near misses and occasional incidents.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(28) Local Resident, (Marcham, Chancel Way)	<p><b>Support</b> - Drivers too fast entering the village</p>



	Travel change: <b>No</b>
(29) Local Resident, (Marcham, Frilford Road)	<p><b>Support</b> - Road is too fast and there have been numerous concerns about the sites into the village and the various pedestrian crossings where cars approach too fast</p> <p>Travel change: <b>No</b></p>
(30) Local Resident, (Marcham, Mill Road)	<p><b>Support</b> - I live by the Marcham crossing and bend, the cars don't even stop most of the time and I have been first on the seen at a pedestrian hit by a car in the last 12 months. We need the bypass, 20mph and 7.5 tonne restriction in the village or someone will be killed.</p> <p>Travel change: <b>No</b></p>

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Divisions affected: *Charlbury & Wychwood*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Spelsbury, Dean, and Taston as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Spelsbury, Dean, and Taston as shown in **Annexes 1 & 2**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

5. The proposals would help encourage walking and cycling within Spelsbury, Dean, and Taston by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 06 July and 28 July 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the

local District Cllrs, Spelsbury Parish Council, and the local County Councillor representing the Charlbury & Wychwood division.

### **Statutory Consultee Responses:**

7. Two statutory consultees responded. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. The Parish Council believe the number of repeater signs proposed is excessive for a small community.

### **Other Responses:**

8. Two online responses were received. A local resident supported the proposals in all three hamlets and a member of the public from Witney objected to all three citing a lack of accident justification and no valid reason for the proposal. They claim it is a huge waste of money and consider it an obsession with 20mph signs akin to the Z symbols seen in Russian streets.
9. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

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

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
12. Signing regulations do not stipulate the spacing of repeater signs but advise a maximum distance which we routinely adhere to. We do use existing posts wherever possible to keep clutter to an absolute minimum.

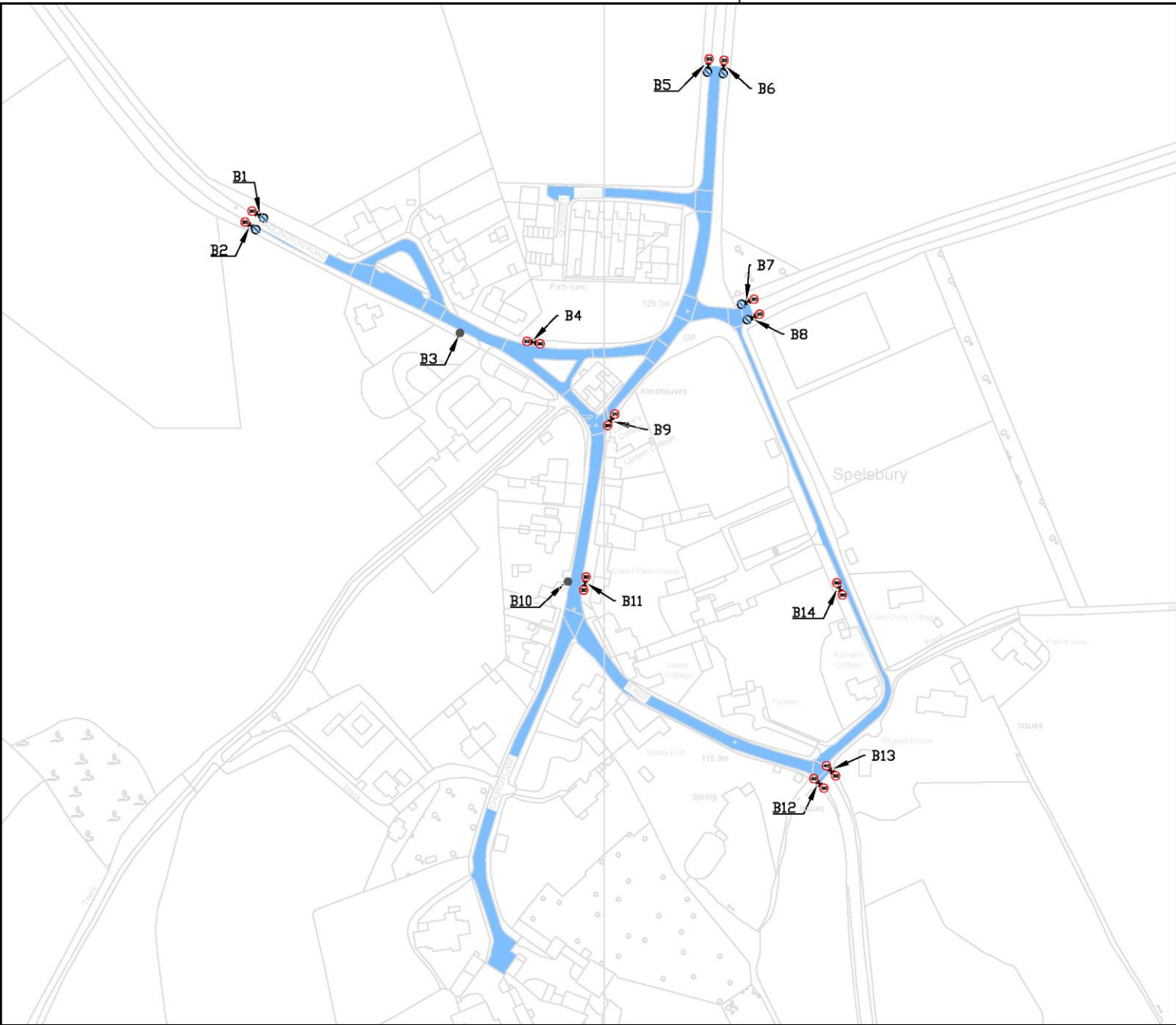
Bill Cotton  
Corporate Director, Environment and Place

Annexes

Annex 1-2: Consultation plans  
Annex 3: Consultation responses


Contact Officers: Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

September 2023




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

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**  
Bill Cotton  
Director of Communities Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

Project title

Spelsbury, Taston & Dean 20mph

Drawing title

Sheet B

Drawing Status

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

Date drawn	Date checked	Date approved
17/05/23	18/05/23	18/05/23

Oxfordshire Project No. & File Ref

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


Drawing No. 1 of 1

Notes:

Proposed 20mph limit

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OXFORDSHIRE  
COUNTY COUNCIL

Bill Cotton  
Director of  
Community Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

Project title  
  
Spelsbury, Taston & Dean 20mph

Drawing title  
  
Sheet A

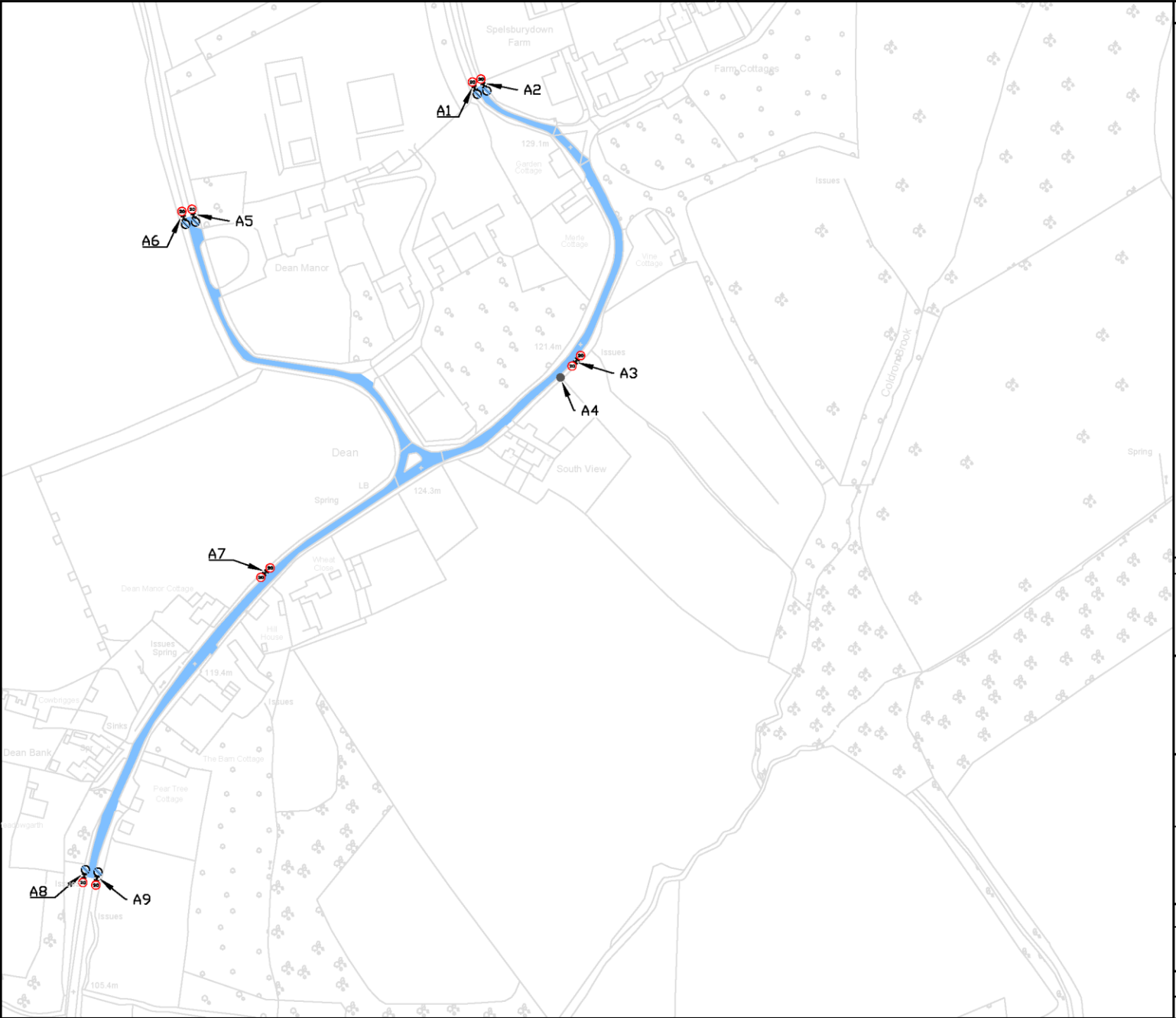
Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 17/05/23	Date checked 18/05/23	Date approved 18/05/23

Oxfordshire Project No. & File Ref

Drawing No.

Revision



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



	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Spelsbury Parish Council	<p><b>Concerns</b> – The Council is concerned about the number of repeater signs proposed for Spelsbury, Dean and Taston, and feels that the number is excessive for these small communities.</p>
(3) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> – Pleasure to drive through and visit these Villages on a regular basis to not only enjoy the local nature and area. But also to get away from the 20 zones implemented from my local town of Witney. Improves mental wellbeing, visit the local community services and helps retain sanity and from the depressing 20 zones littered around that are not fit for purpose and being reminded every 5 yards like Russian Zs in a Russian street (not that anybody cares about putting a stop to it including the highways personnel who seem to frightened to say no to the totalitarianism). This is a waste to Council tax payers money that only want to see the roads surfaced and prioritise potholes. It is unacceptable that road surfacing has not been prioritised, leaving this wonderful County a depressing place to live ruined by activists that refuse to accept 30s plenty and allow personal responsibility. All inspired by Covid Lockdowns as per usual. Looking at the data of the Villages in question, there has not been any accidents or incidents in the Village and has been no increase a risk so don't understand the rationale behind attacking yet another peaceful Village/Town. Concerns on the main roads going through as well which has no explanation why they cannot remain at 30mph. There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda. Signs will be ignored by a significant majority driving through the village and is a main road</p>

	that has 0 risk to the public. A real waste of my time here writing this why bother a consultation when it is ignored all the time?
(4) Local resident, (Taston)	<b>Support</b> – I have lived in Taston for more than 25 years and have noticed a significant increase in both the volume and speed of traffic through the village. I live close to a sharp blind bend in the middle of the village and am really concerned that an accident will happen, there have been several near misses! I fully support the introduction of a 20mph limit, hopefully this will help reduce the chances of accidents in all three of the areas being considered. My only comment on the Taston proposal is that the signs C8 & C9 be positioned approx. 75m further up the hill towards the B4022. At present the 30mph signs are in deep shade so not immediately obvious.

Divisions affected: *Eynsham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Standlake and Brighthampton as shown in **Annexes 1 to 3**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 06 July and 28 July 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the

local District Cllrs, Standlake Parish Council, and the local County Councillor representing the Eynsham division.

### **Statutory Consultee Responses:**

7. Thames Valley Police were the only statutory respondent and re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection.

### **Other Responses:**

8. 60 online replies were received during the course of the formal consultation (with responses for the hamlet of Brighthampton considered separately), and these are summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Concerns</b>	<b>Support</b>	<b>No opinion/ objection</b>	<b>Total</b>
Standlake	16 (27%)	13 (22%)	31 (52%)	-	60
Brighthampton	15 (25%)	2 (3%)	35 (58%)	8 (13%)	60

9. Analysis of responses suggests 37 local residents support both proposals with 13 and a single member of the public from Witney objecting to both, and four objecting to one of the proposals. Six local residents either supported or expressed concerns to one or both proposals. The table below totals the objections; many respondents listed several:

<b>Reason</b>	<b>Number</b>
Not Needed / Will Not Be Effective	12
Should Include All the Village ( <u>8 cited the omission of Downs Rd</u> )	10
Waste of Money / Spend on Other Highway Works	10
Local Views Will Not Influence Outcome / Poor Parish Communication	5
No Accident Justification	4
Driver Frustration / Will Increase Accidents	3
There Will Be No Enforcement	3
Need To Make Progress / Public Transport Not a Realistic Alternative	3
Enforce the 30mph Limit Instead	2
Increased Pollution	1
Additional signing Blight Akin to Z Signs Across Russia	1

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

Travel Change	Number
Yes – walk/wheel more	11 (18%)
Yes - cycle more	7 (12%)
No	39 (65%)
Other	3 (5%)

11. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

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

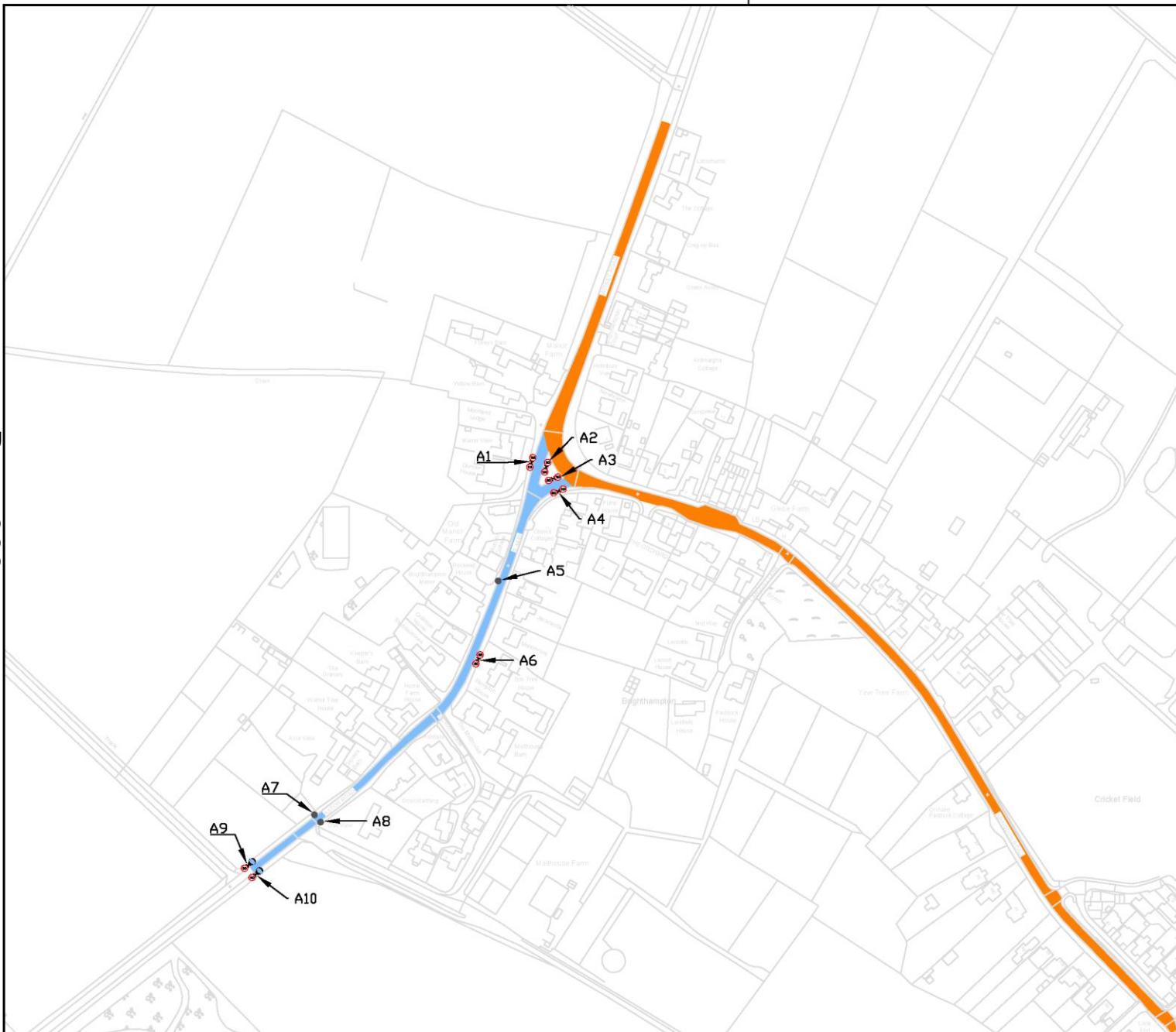
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
14. Several objectors voiced strong calls for the inclusion of Downs Road within the 20 limit proposals. While sections of this route do strictly meet the 20 limit criteria, officers consider the existing 30 limit to be the most effective overall solution, particularly in the face of strong bus operator objections that would arise.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1-3: Consultation plans  
                                    Annex 4: Consultation responses

Contact Officers:           Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

September 2023



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

Notes:

- Proposed 20mph limit
- Existing 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
Bill Cotton  
Director of Communities Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 01845 310 1111

Project title  
Standlake 20mph

Drawing title  
Sheet A

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB
	Date drawn 01/03/23	Date checked 06/03/23	Date approved 06/03/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision

Drawing No.

## Notes:

 Proposed 20mph limit

 Existing 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Bill Cotton  
Director of  
Communications  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

## Project title

Standlake 20mph

## Drawing title

Sheet B

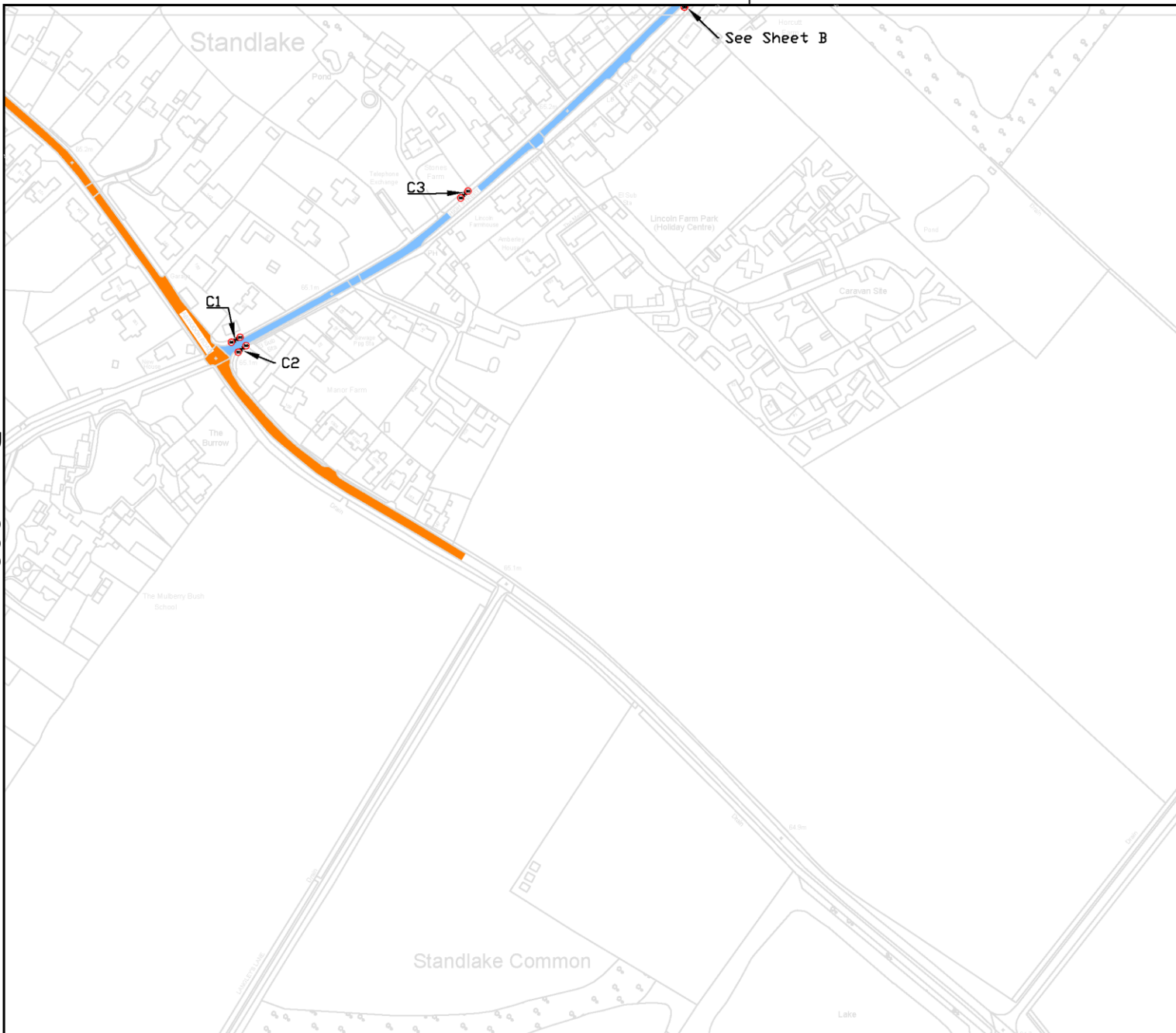
## Drawing Status

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Date drawn 01/03/23	Date checked 06/03/23	Date approved 06/03/23	

Oxfordshire Project No. &amp; File Ref

Drawing No.

Revision



# ANNEX 3

Drawing No.

## Notes:

- Proposed 20mph limit
- Existing 30mph limit

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Bill Cotton  
Director of  
Community Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

## Project title

Standlake 20mph

## Drawing title

Sheet C

## Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 01/03/23	Date checked 06/03/23	Date approved 06/03/23

Oxfordshire Project No. & File Ref

Drawing No.

Revision



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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local Resident (Standlake, Abingdon Road)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>We reject the two proposals put forward on the grounds of safety and not benefitting the whole village.</p> <p>Firstly, we want to say, we totally agree with OCCs 'Vision Zero' to try and eliminate deaths and serious injuries on our roads. We very much want to see a safer environment within our village and would welcome a safer place to walk and cycle within in it. So we would support a 20mph limit throughout ALL of Standlake not just select parts, to make it a 'Safer Place with a Safer Pace'</p> <p>There are many areas of the village that are of a real safety concern for pedestrians and cyclists but most of these have been excluded from these proposals. We are unhappy that Standlake Parish Council (PC) haven't consulted fully with the residents of Standlake and Brighthampton in a thorough and inclusive way.</p> <p>Standlake PC asked for villagers opinions of the village Facebook site 'Standlake People Group'. They gave a relatively short period of time for residents to submit their views (21 days) It was throughout August last year 2022, during the school holidays, when most people could have been away. They made no attempt to repeat this social media consultation and certainly didn't try and reach out to residents in any other way, such as a meeting in the village hall, attend our regular village market or place posters around the village. Unfortunately, it is a fact, that not everyone in the village uses the internet, many of our older/more vulnerable residents do not. If you have an internet connection, you have to sign up for Facebook and the other village email service. Many residents we have spoken to don't sign up to these and didn't know of this proposal. I am in a Book Reading Group within the village and amongst 8 members</p>

present, 6 knew nothing about the 20mph proposal.

We assumed that the next stage of discussion via the parish council would be for them to present a proposal to residents for approval/discussion. Instead what they did, was hold a meeting 6 months later which wasn't broadly advertised to the residents. 6 councillors were present (2 had sent their apologies plus our 2 local district Councillors did not attend) These 6 people discussed and decided the proposals put forward now to OCC. This was despite us emailing the Chairman on two occasions asking for the date when the parish council would be discussing the 20mph proposal. To which he did reply, promising to let us know of the date, but never did.

We are surprised that we didn't get any feedback about the comments we made or any opportunity to discuss this important matter further. The next notification to residents was to say that a proposal had been put forward and invited us to make our comments direct to OCC. Again this was via social media and excluded many residents again. Those that have heard about it are frustrated that they have only just been informed at this late stage and have no opportunity to comment. Many feel it is a waste of time commenting to you as it feels that is it a 'done deal'

We are also aware as stated on the OCC consultation webpage, that schemes will only be considered if backed by the local parish council. We sadly feel that our parish council has blocked us from benefitting from safer roads throughout the village.

Unfortunately, the proposals and the way they have been submitted feels very divisive and caused a lot of bad feeling within the village and division amongst residents, as it appears as if the only areas being proposed for speed reduction/safer roads are in the more affluent areas where the majority of the parish councillors happen to live! It is felt that because they have stopped the proposed 20mph zone halfway along The Downs, they have deliberately excluded the Social Housing and Travellers site where many of the families with children and vulnerable adults live.

As for the Exclusion of the whole of the Abingdon Road from both proposals, when asked for their reasons for this decision, they said that 'it is felt it will lead to more aggressive driving' This appears to go against everything that the OCC scheme/trials would suggest. One would have to argue, if they believe this to be true, why would they want a 20mph limit in the areas that they have included in their proposal?

Therefore, we feel that the parish council should be withdrawing its proposal and then resubmit it once it has carried out a thorough and fair consultation with a higher proportion of village residents, as the current proposal received feedback/comments from only 8% of dwellings.

#### SAFETY CONCERNS

We put forward to the parish council in August 2022 these safety points.

Abingdon Road:

This road is lined with houses and driveways on both sides of the road but it only has one narrow footpath which

alternates from one side to the other, and is directly by the road edge. When walking along this very busy road, you feel very vulnerable especially with children and pets. Wing mirrors brush passed very close to you, especially with large lorries. We know that 649 lorries breeched the nearby weight limit restriction and so must have travelled along this road. Also there is NO pavement at all in Brighthampton going out of the village towards Witney.

The area at the junction of the Abingdon Road/High Street/Shifford Lane is extremely dangerous to cross, as it is on a slow sweeping blind bend. This junction is used by many residents, staff from the Mulberry Bush School and tourists (staying in the local camp sites) to cross to Shifford Lane/High Street. They are following a publicised local walking trail called The Mosaic Trail or walking their dogs or returning back to the school. It is a very difficult place to see the traffic approaching. We have witnessed many near misses with wild animals and cars, it is only a matter of time before a serious accident occurs. A 20mph limit here would go a long way to help minimise this happening.

Currently in Standlake there are NO STREETLIGHTS. This makes walking and cycling in the winter months and at night VERY challenging. Firstly it doesn't prompt drivers that they are entering a village environment. Secondly as traffic is passing so quickly for the darker conditions, drivers may not see walkers crossing or cyclists along the road. Again, a 20mph zone would really help along this busy Abingdon Road and throughout the village.

**THE DOWNS/HEYFORD CLOSE/WINDRUSH WAY**

To not include the whole of The Downs road does not make any sense at all? As previously stated, this area contains the villages social housing and has potentially a lot of families with children, most of which attend the local village school by walking or cycling – which is located on the same road! We do not understand why this area/road has NOT been included? The Downs is a very straight road that leads onto a 50mph limit, so motorists tend to increase their speed along it. We know of many residents who have lost pets along this stretch of road, again it is only a matter of time before it is a child or vulnerable adult.

If ANY area of Standlake should be 20mph, this should.

If Manor Crescent and Woodlands (both located off the High Street) are to become 20mph zones then Heyford Close,( being a through road) and Windrush Way, definitely should too! We have read many comments on social media since the posting of these proposals stating that the residents here, in the social housing, feel that their children are not as important as the children who live in the wealthier parts of the village (High Street etc)

If this proposal is accepted and implemented, it WILL divide our village!

The parish council are regularly trying to recruit volunteers to join the Speedwatch group and have stated on their own website page 'that speeding is a problem THROUGHOUT the whole of Standlake'. So if there is a need for a Speedwatch group, surely we need slower, safer roads THROUGHOUT the whole village, as stated by the parish council.

	<p>We have objected to these proposals because we would like to see a 20mph limit THROUGHOUT the whole village and do not understand why our parish council are not backing this.</p> <p>Travel change: <b>Other</b></p> <p>Under the current proposals we would NOT feel able to walk or cycle. However, we would if our road (Abingdon Road) was reduced to 20mph .</p>
(3) Local Resident (Standlake, Church End)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Most people follow the 30mph speed limit and 20mph would be far too slow. For a lot of people cars are the only viable option to get to work so this change would have absolutely no effect on mode of transport. And the public transport options are not good enough.</p> <p>Travel change: <b>No</b></p>
(4) Local Resident (Standlake, High Street)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>The implementation of 20mph in selected parts of the village is at odds with the implementation of such initiatives elsewhere. Bampton, Aston and Witney to name three have all had limits reduced to 20mph on roads similar or traffic conditions exceeding those on the A415.</p> <p>The limits will not be enforced and do not address the roads which most commonly show issues especially speeding, most notably A415. In the event that the limit is changed there will be little tangible impact to the community for this reason.</p> <p>The money that would be spent on this scheme is far better spent controlling the speed of traffic on the main routes and/or improving surrounding links to reduce the use of the A415 and others making a substantial improvement to both road safety, through a reduction in volume, as well as reduced noise and pollution for those on the main roads. However I am sceptical that, as has been the case in the majority of these surveys, any volume of objections or concerns will result in anything other than the implementation regardless.</p> <p>Travel change: <b>No</b></p>

(5) Local Resident (Standlake, High Street)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>People do not follow the 30hr limit currently - people become annoyed at such slow speeds and will overtake. 30 mph is fine for these areas</p> <p>Travel change: <b>No</b></p>
(6) Local Resident (Standlake, High Street)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>30mph is fine. Repair potholes instead.</p> <p>Travel change: <b>No</b></p>
(7) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Vehicles consistently ignore the 30mph speed limit so I find it amusing that people think anyone is actually going to follow a 20mph limit. Witney and other villages have adopted this new limit, and I have seen almost zero evidence of any change in drivers behaviour. Please spend our taxes on something more worthwhile that makes a real difference and isn't simply someone's personal 'cause' to boost the achievements section of their CV.</p> <p>Travel change: <b>No</b></p>
(8) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>It is too slow for most cars to be efficient. A limit of 25 mph would then keep most people under 30 mph which is the real target</p>

	<p>Rather than changing the speed limit to 20mph all efforts should be to keep those roads that remain 30 mph to the motorists at that speed Spend the money on 30 mph roads with more warning signs and systems like average speed limit through villages like Standlake</p> <p>Travel change: <b>No</b></p>
(9) Local Resident (Standlake, The Downs)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Waste of valuable council funds. Those who are currently exceeding the 30MPH limit will not adhere to the 20 limit. There is no history of incidents or accidents that this measure will address</p> <p>Travel change: <b>No</b></p>
(10) Local Resident (Standlake, The Downs)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Is there evidence of speed related incidents (RTAs) in the proposed areas? I do not believe that lowering the limit in the proposed areas will reduce speeding in the proposed areas, assuming that is the goal, but will likely frustrate drivers who will be more likely to subsequently speed upon rejoining the 30mph limits, particularly on long straights of The Downs. Traffic calming at the entrances of 30mph limits would be far more effective.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident (Standlake)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>I support the reduced speed limit by the primary school but OPPOSE further restrictions on other roads in the village. Is there any proven safety benefit? How much would it cost? How would it be enforced? How much extra air pollution would be created? I believe that drivers who ignore the current speed limit would also ignore a reduced speed limit.</p>

	<p>I feel that there are other more important safety issues in the village such as bad parking and overgrown vegetation that reduces visibility and sight lines</p> <p>Travel change: <b>No</b></p>
(12) Local Resident (Standlake)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Drivers should always procede at asafe speed and distance! 30 does NOT mean drive that speed regardless of conditions.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident (Standlake, Heyford Close)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>The reason the 20mph speed limit is coming in so people will cycle etc, there's no where for people too cycle unless there going toward bampton, Witney, northmoor or southmoor but no one's going to commute that distance on a bike, maybe for recreation and where people do go to cycle are safe lanes which has no vehicle access, I feel like since the crash in Marcham a few villages have dropped there speed limit which is stupid, I understand the accident happened and sadly people died but they were on drugs and driving like idiots. having a reduced speed limit isn't going to stop it, I suggest sorting the roads in the village first so it's safe for people to walk and cycle and then look at doing a speed limit but it won't make an effect on people's speed!</p> <p>Travel change: <b>No</b></p>
(14) Local Resident (Standlake, Manor Crescent)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>20mph is unnecessarily slow, there is little traffic in these areas.</p> <p>Travel change: <b>No</b></p>



(15) Member of public (Witney, Oxford Hill)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Pleasure to drive through and visit Standlake on a regular basis to not only enjoy the local nature and area. But also to get away from the 20 zones implemented from my local town of Witney. Improves mental wellbeing, visit the local community services and helps retain sanity and escape from the depressing 20 zones littered around that are not fit for purpose and being reminded every 5 yards like Russian Zs in a Russian street (not that anybody cares about putting a stop to it). This is a waste to Council tax payers money that only want to see the roads surfaced and prioritise potholes. It is unacceptable that road surfacing has not been prioritised, leaving this wonderful County a depressing place to live ruined by activists that refuse to accept 30s plenty and allow personal responsibility. All inspired by Covid Lockdowns as per usual. There has not been any accidents or incidents in the Village and has been no increase a risk so don't understand the rationale behind attacking yet another peaceful Village/Town.</p> <p>No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk (nobody cares). There is no good valid reason to change this in such a small community that is fine with the way 30mph is and don't need. Unfortunately though this objection will be ignored like many others. There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda. Signs will be ignored by a significant majority driving through the village and is a main road that has 0 risk to the public. Standlake has been a pleasure to drive through at 27mph reasonably and there is no reason to change the speed limit. I will miss the escape of these stupid signs when it is implemented everywhere and regretably we will see the destruction of our economy when tourists and individuals don't want to visit at all as they are put off with the speed limit restriction and on top of that will go somewhere else where a Town, City or Village does not have signage propaganda about. A real waste of my time here writing this why bother a consultation when it is ignored all the time?</p> <p>Travel change: <b>No</b></p>
(16) Local Resident (Standlake, Church End)	Standlake - <b>Object</b>

	<p>Brighthampton - <b>No opinion</b></p> <p>Roads already safe and it's v annoying</p> <p>Travel change: <b>No</b></p>
(17) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Object</b></p> <p>Brighthampton - <b>No opinion</b></p> <p>I believe the real issue is people not sticking to 30mph, rather than 30mph being too fast. I am not a resident of Brighthampton so don't believe it's my place to object or approve to their proposed zone.</p> <p>Travel change: <b>No</b></p>
(18) Local Resident (Standlake, Heyford Close)	<p>Standlake - <b>Support</b></p> <p>Brighthampton - <b>Object</b></p> <p>Brighthampton is a main road, would cause more congestion and pollution. All other roads, and estates should be 20mph due to kids playing especially in Heyford close, Windrush way, The Glebe, Woodlands, and Manor crescent. Seems ridiculous not to include these in the 20mph proposal.</p> <p>Travel change: <b>No</b></p>
(19) Local Resident (Standlake)	<p>Standlake - <b>Concerns</b></p> <p>Brighthampton - <b>Concerns</b></p> <p>I would rather not have a stupid 20 mph speed limit as I think 30 is a safer speed and putting a silly 20 is a waste of time and money and no one will obey it.</p> <p>Travel change: <b>No</b></p>

(20) Local Resident (Standlake, Abingdon Road)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Concerns</b></p> <p>While I support the move to 20 mph, the proposal doesn't go far enough. The residents of Abingdon road and the Downs road should also benefit from the 20 mph speed limit. These are the busiest and most dangerous roads in the village. The houses on the Brighthampton side of the a415 have their garden wall knocked down by speeding motorists on an almost annual basis. Many children live on these roads and walk or cycle to school. They should be protected just as much as those children closer to the school who will benefit from the new 20mph zone. How can the current proposal be deemed fair to them? I suggest those people who believe these roads don't require 20 mph signs should cycle down them one morning rush hour. They wouldn't want their kids doing it.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(21) Local Resident (Standlake, Church Mill Close)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>The 20mph is due to finish just after the church. Having lived along The Downs area for 20 years this makes absolutely no sense. Drivers start to speed up past the church as it is a long straight road. Drivers also do not slow down upon entering the village from the Witney end either. The majority of vehicles do not travel at 30 mph. I am sure our local speedwaych group can provide figures of their findings. High Street is pretty impossible to speed over 30 due to the amount of parked vehicles and traffic. I can honestly say I have never seen a speeding car along that part of the road.</p> <p>It just doesn't make sense to have missed one of the main hotspots for speeding. Are our children and animals not as important as others ?</p> <p>Travel change: <b>No</b></p>
(22) Local Resident (Standlake, The Downs)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p>

	<p>Our address is The Downs Standlake so as the proposed 20mph speed limit doesn't cover The Downs do we not live in the village of Standlake any more? We can assure you that the 30mph speed limit on The Downs is broken everyday of the week even by the buses. In our opinion a chicane is needed as well as the 20mph speed limit on The Downs as well. Or please inform us the name of the new village we live in.</p> <p>Travel change: <b>No</b></p>
(23) Local Resident (Standlake, Windrush Way)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>Splitting the village in two, you either make it all 20mph or none of it. why are families that live in heyford close, windrush way, the downs, less worthy than those in the rest of the village. there's already a social divide and this will make it worse. The paths of the high street are away from the road already and so safer for children to walk to school, the path on the downs is right next to the road, often overgrown and pushing children into the road, the road is also pretty straight which encourages people to speed up.. Why are our children from the downs area less important than those of the high street?? The families of the furlong don't even have the privilege of a path for the first part of their journey. Why are the estates at this end of the village any different from those at the other end of the village? there's badly parked cars everywhere due to lack of space and children playing on bikes, even if the downs itself is not reduced, why are the estates not being reduced? I dont see that its right to miss out my end of the village.</p> <p>People who already break the 30mph speed limit will continue to break the 20mph speed limit anyway. Money would be better spent on traffic calming measures that force traffic to slow down.</p> <p>Travel change: <b>Other</b> Well it would if the 20mph was implemented on the downs. the main road that my children travel on to get to school but is being ignored.</p>
(24) Local Resident (Standlake, Church End)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>Generally in support - village roads with pedestrians and cyclists, including many young children, are safer with lower speed limits. I am concerned about leaving Heyford Close and the Glebe out of the proposals. These areas have high numbers of children and a play area and should be prioritised for safe traffic considerations.</p>

	Travel change: <b>No</b>
(25) As a business (Standlake, Windrush Way)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>Splitting the village by only proposing to give 20mph to one part of the village. You may as well put the village gates at the church as your ignoring the downs and the roads off of the downs. It should be all or nothing, not splitting the village further.</p> <p>Travel change: <b>Other</b> No difference because my children are in the proposed area to not change. As a childminder, we do not walk the downs, it's not safe, we drive to school.</p>
(26) Member of public (Witney, Harvest Grove)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>Any observer will see that few people keep to 30mph on the stretch of the A4095 through Standlake. Reducing it to 20 needs to be accompanied by some form of enforcement.</p> <p>I would prefer to see more pedestrian crossings, such as humped zebra crossings, as that will make it more convenient for pedestrians.</p> <p>Travel change: <b>No</b></p>
(27) Local Resident (Standlake, A415 Abingdon Road)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>I find it extraordinary that the proposals do not address the major safety problem in Standlake - that of constant excessive speed on the A415 - which is a residential road, with a school at the junction with Shifford Lane, bus stops, narrow footpath on one side only. I accept that it is a busy road, but there is no control over speeding. The infrequent visits from the camera van are useless as, when it does appear, it has no effect on the long stretch from Golden Balls</p>

	<p>corner to the village exit towards Newbridge. Whilst I support the 20mph throughout the village, I find it unacceptable that the proposals do nothing for the safety of the residents on the A415. We do not even have a safe crossing point. OCC are clearly putting the interests of commuting vehicles before that of the safety of residents.</p> <p>Travel change: <b>No</b></p>
(28) Local Resident (Standlake, Heyford Close)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>I support the 20mph but feel it should be extended to include all of the Downs Road and side streets (Heyford Close &amp; Windrush Way)</p> <p>Travel change: <b>No</b></p>
(29) Local Resident (Standlake, The Downs)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>I am extremely unhappy that no change in speed limit is proposed for the Downs - despite the fact that there is a 20 mile an hour limit being proposed for the rest of Standlake - as there is no logical reason why this would be excluded. This is heavily used by pedestrians, cyclists as well as school children walking to school at the end of the road. The cars at the moment go at a great speed down this road and if the speed limit for the rest of the village were to be reduced to 20 mph would amongst other things result in motorists going even faster down this stretch of road - causing even more casualties that are happening at the moment with domestic pets, wildlife and eventually a human being - no doubt.</p> <p>Travel change: <b>No</b></p>
(30) Local Resident (Standlake, Abingdon)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>30 mph needed along The Furlong and 20 mph along the Downs and Heyford Close</p>

	Travel change: <b>No</b>
(31) Local Resident (Standlake, Church Mill Close)	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>It is essential that 20mph starts at the entrance to Standlake at the top of the road/hill. It is a straight road and people drive well over 40mph and can then speed up! This area of the village has one of the highest proportion of children and elderly, the most vulnerable. It is an accident waiting to happen. There is no pavement beyond Heyford Close and people from Hardwick caravan campsite walk on the road.</p> <p>Travel change: <b>No</b></p>
(32) Local Resident (Brighthampton, Aston Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I have concerns that the proposed 20mph speed limit on the B4449 Aston Road stops too early and should carry on to the lane leading to the Three T's. Both the lane on the righthand side (A9 on sheet A) and the three T's lane are used by many walkers and the link between them on the A4449 is currently a 60 mph limit and there is no footpath. The grass verge is high and difficult for walkers to use which means they have to walk along the road with the fast moving traffic.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(33) Local Resident (Brighthampton, Aston Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>As the coordinator for the local speedwatch group I have seen first hand how much the existing speedliits are abused. The number of people walking in the area has increased considerably and with very limited footpaths on the A and B roads that run through the villages their safety is a concern.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(34) Local Resident (Brighthampton, Aston Road )	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I and my family have lived in Brighthampton on the B4449 since 2003. Because of my increasing concerns over the speed of traffic on this and other surrounding 30mph roads, I have become an active member of the Standlake &amp; Brighthampton Speedwatch group which attempts to educate, drivers to comply with the existing limit. But every day we record multiple cars and vans that are exceeding the 30mph limit - often in those sections that have limited or no pavement for pedestrians and/or restricted visibility when trying to exit driveways safely. I fully support the introduction of the 20mph limit along with any other initiative that will make our local roads safer for all its users and pedestrians.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(35) Local Resident (Brighthampton, Witney Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Firstly, there doesn't seem to be a proposal for the 20mph limit on The Downs, which is wrong, the limit should be extended to the whole area to protect all residents.</p> <p>But we do all know the real issue with speeding traffic through Standlake and Brighthampton is on the A415. So there is no proposal to extend the 20mph limit to this area - so what is the proposal? To completely ignore it until there is a fatality? It cannot be allowed to continue as it is, that is just completely unacceptable. I understand that there are concerns that a 20mph limit through Witney Road and Abingdon Road might cause more aggression - but it might actually reduce the speed to 30 mph. This has happened in Witney where there is a 20mph limit in industrial areas. It hasn't stopped the speeding, but people are now driving at 30mph, in stead of 40mph. That possibly could be the case on the A415 - it would at least have some effect. If there is no proposal to reduce the speed limit on the A415, then what is the proposal - everyone agrees it is the most problematic road in Standlake for speeding, so if there is no reduction, and no alternative it will be ignored and the problem will remain - surely that is just not acceptable.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(36) Local Resident (Brighthampton, A415)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p>



	<p>Whilst agreeing with the 20 mph speed limit suggested, the worst accident black spot at the junction of the A415 and the B4449 has not been addressed. Luckily no pedestrian or animal has been injured or killed yet, but the law of averages says that they will eventually meet as it has footpaths all around it, and it is constantly used by people exercising and walking dogs.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(37) Local Resident (Brighthampton, Aston Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Slowing traffic will reduce risk of accident when entering/exiting driveway. Taking daily exercise will be less stressful if vehicles are forced to slow down by law. Traffic calming on entrance to Brighthampton from Aston, would help slow vehicles as done in Bampton and other villages.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(38) Local Resident (Brighthampton, Malthouse Lane)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>The roads leading in and out of Standlake and Brighthampton are fast roads, so we get a high proportion of cars speeding in the village. The pavements are narrow, and it's very dangerous for pedestrians. However, there would need to be some traffic calming in place to enforce the new, lower limit e.g. on Aston Road, where cars are leaving a national speed limit road to enter Brighthampton. Please could we have a single file traffic calming measure installed (like you have going into Bampton) to slow traffic coming in from that end? 9 out of 10 cars enter and leave Brighthampton too fast. Thanks.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(39) Local Resident (Standlake)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p>

	<p>The High Street, Church End and Rack End are used by families and children, going to the post office, school, church, village hall and playground with many parked cars. A 20 MPH would make them safer</p> <p>Travel change: <b>No</b></p>
(40) Local Resident (Standlake, Abingdon Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Car speed along Abingdon road and other areas of the village is too great and, with narrow sidewalks , very dangerous for pedestrians. It feels like only a matter of time before there is a serious accident if something is not done.</p> <p>Travel change: <b>No</b></p>
(41) Local Resident (Standlake, Abingdon Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I live on Abingdon Road, I'm very concerned about the speed of cars, especially at night.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(42) Local Resident (Standlake, Abingdon Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Increased safety when walking near these roads. A415 should be 20mph, footpath is closet to the road and the most dangerous for walkers</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(43) Local Resident (Standlake, Abingdon Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p>

	<p>As an ex parish councillor I am pleased to see this proposal put forward. For the two years as a Parish Councillor speeding through our village was one of the most raised topics and this is a positive action to further reduce speeding to make the village safer/the educe the risk of an accident.</p> <p>Travel change: <b>No</b></p>
<p>(44) Local Resident (Standlake, Chape Lane)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>10 mph slower could easily save someone's life</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(45) Local Resident (Standlake, High Street)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>It's a narrow section of road and a reduction would be sensible</p> <p>Travel change: <b>No</b></p>
<p>(464) Local Resident (Standlake, High Street)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Welcome slower vehicles</p> <p>Travel change: <b>No</b></p>
<p>(47) Local Resident (Standlake, Rack end)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p>

	<p>The fast cars travelling through the village, often disrupt the tranquility. A great many young children live in the village, and particularly on the Abingdon Road it is simply not safe for children. There are often cars parked on the roads, and pets can often run out. Personally, I know of one dog which was killed on the Abingdon Road, but I'm sure there are more. If a 20 zone is to be put in, which I fully support, it is imperative that the road is redesign slightly, including potentially trees, or other infrastructure, such as speed bumps to make the road feel intuitively like a 20 zone rather than a 30 zone which has a 20 limit.</p> <p>Travel change: <b>No</b></p>
(48) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>There are so many cars and motorbikes speeding through our lovely village, I would be very pleased to see a 20mph as long as it is well enforced and suitable signage.</p> <p>Travel change: <b>No</b></p>
(49) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I feel that the current limits are too fast for the area. There are not wide pavements and they are not on both sides causing people to cross the road, sometimes close to blind corners.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(50) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>There are many children, elderly residents and dogs in the village so I support the 20mph limit as a means to slow traffic down. However, this will not be policed so it will only work in addition to physical traffic calming measures.</p>

	Travel change: <b>Yes - cycle more</b>
(51) Local Resident (Standlake, The Downs)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I live on the Downs and people do not even adhere to the 30 mph speed limit. Children and parents walk and cycle to school and cross at the church. Reducing the speed limit to 20mph, should make the road safer for all users.</p> <p>Travel change: <b>No</b></p>
(52) Local Resident (Standlake, Abingdon Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I am in support of the 20mph speed limit proposal, however I would like to challenge why only part of the village is included? I am a resident on the Abingdon road and my children walk to get the bus to school along the Abingdon road. It's terrifying how quickly the traffic passes through there. The A4095 on the Woodstock road in Witney is an A road and that is a 20mph so why can't the same be done to the Abingdon road?</p> <p>Travel change: <b>No</b></p>
(53) Local Resident (Standlake, Abingdon Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I live on the Abingdon Road where cars fly past. Our cat was killed on this road. I have young children &amp; just crossing the road can feel quite dangerous due to the high speed some drivers feel it's ok to drive on this road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(54) Local Resident (Standlake, Abingdon Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p>

	<p>Fearful of how traffic drive through Standlake</p> <p>Travel change: <b>No</b></p>
(55) Local Resident (Standlake, Heyford Close)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Needs to be speeding measures, especially on the estates where children play.</p> <p>Travel change: <b>No</b></p>
(56) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Improve safety for residents. Make it safer for children to walk to school. Make the village a more pleasant place to live. The 20mph speed limit should be accompanied by speed bumps, chicanes, painted roads, etc.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(57) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Residents and visitors are encouraged to walk rather than use cars. At present this can be dangerous, as there are not always pavements or they are narrow, leading in some places to having to cross roads. Anything which slows traffic will be safer and will encourage walking. Even if vehicles do not adhere to a 20mph limit, I believe that the presence of such a limit will lead to lower speeds than is currently the case.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(58) Local Resident (Standlake, Rack End )	<p>Standlake - <b>Support</b></p>

	<p>Brighthampton - <b>Support</b></p> <p>I've submitted a previous response but omitted to say that Standlake's 20mph limit should include the section of Downs Rd that's within the current 30mph limit and include all side roads (Heyford Close, Windrush Way, the Glebe etc).</p> <p>The 30mph limit on the Downs Rd should be extended to beyond The Furlong, with the construction of a footway leading to the village.</p> <p>At present, pedestrians from The Furlong and Hardwick Park are forced to walk in the road in a 60mph zone! This is not safe and could lead to a serious accident.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(59) Local Resident (Standlake, The Downs )	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I wish to indicate that I object to northern downs remaining at 30mph as the downs is the area of worst offence in regards speeding. The inner village isn't the worst effected area. It should be a blanket 20mph and not a point of encourager speed increase at the downs. We live on the downs and cars pass at well over 70mph</p> <p>Travel change: <b>No</b></p>
(60) Local Resident (Brighthampton, Lancott Lane)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>We live off the Abingdon road (Lancott Lane) in Brighthampton.</p> <p>The Abingdon road has many properties along with Lancott lane that has limited visibility when joining it.</p> <p>There daily occasions when pulling out onto a clear road traffic has come out of nowhere due to the speed.</p> <p>In addition the foot path is very narrow with lots of large vehicles &amp; heavy traffic travelling very close to pedestrians on the path.</p> <p>Notwithstanding regular vehicles travelling in excess of 30mph.</p> <p>Reducing the speed limit to 20 would at least reduce the likelihood of incidents.</p> <p>To have a 20mph limit on Station lane in Witney and not in Standlake is bizarre.</p>

	Travel change: <b>Yes - cycle more</b>
(61) Local Resident (Brighthampton, Witney Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I generally feel that 30 mph is adequate through the village, but the 30mph signs do need to moved at the ends of the village. Motorists see the 50mph going out and speed up way before the sign, when coming into the village motorists only slow down after going passed the 30 mph signs, not before them. The straight road (Witney Road) also lends itself to overtaking which happens regularly often resulting in near accidents. Could the road have double white lines to discourage overtaking?</p> <p>Travel change: <b>No</b></p>



Divisions affected: *Wroxton & Hook Norton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in South Newington as shown in **Annex 1**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 20 July and 11 August 2023. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, South Newington and Milcombe Parish Councils, and the

local County Councillors representing the Wroxton & Hook Norton, and the Bloxham & Easington divisions.

### **Statutory Consultee Responses:**

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

### **Other Responses:**

8. Three email and 11 online responses were received, with nine local residents in support and two expressing identical concerns that there should be a longer 20mph limit proposed on the A361. Two local residents objected citing the proposals as totally unnecessary and the funds far better spend on road maintenance. A Witney resident also believed the proposals to be unnecessary and also undemocratic.
9. Four of those that responded online stated that they would consider changing their mode of travel in the area by walking more if the 20mph speed limit proposals were implemented.
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
13. The extent of the proposals on the A361 cover the built-up section of the community with a relatively open environment beyond this. The A361 is a major route and we do need to be mindful of the need not to impede progress unduly where it is safe to do so.

Bill Cotton  
Corporate Director, Environment and Place

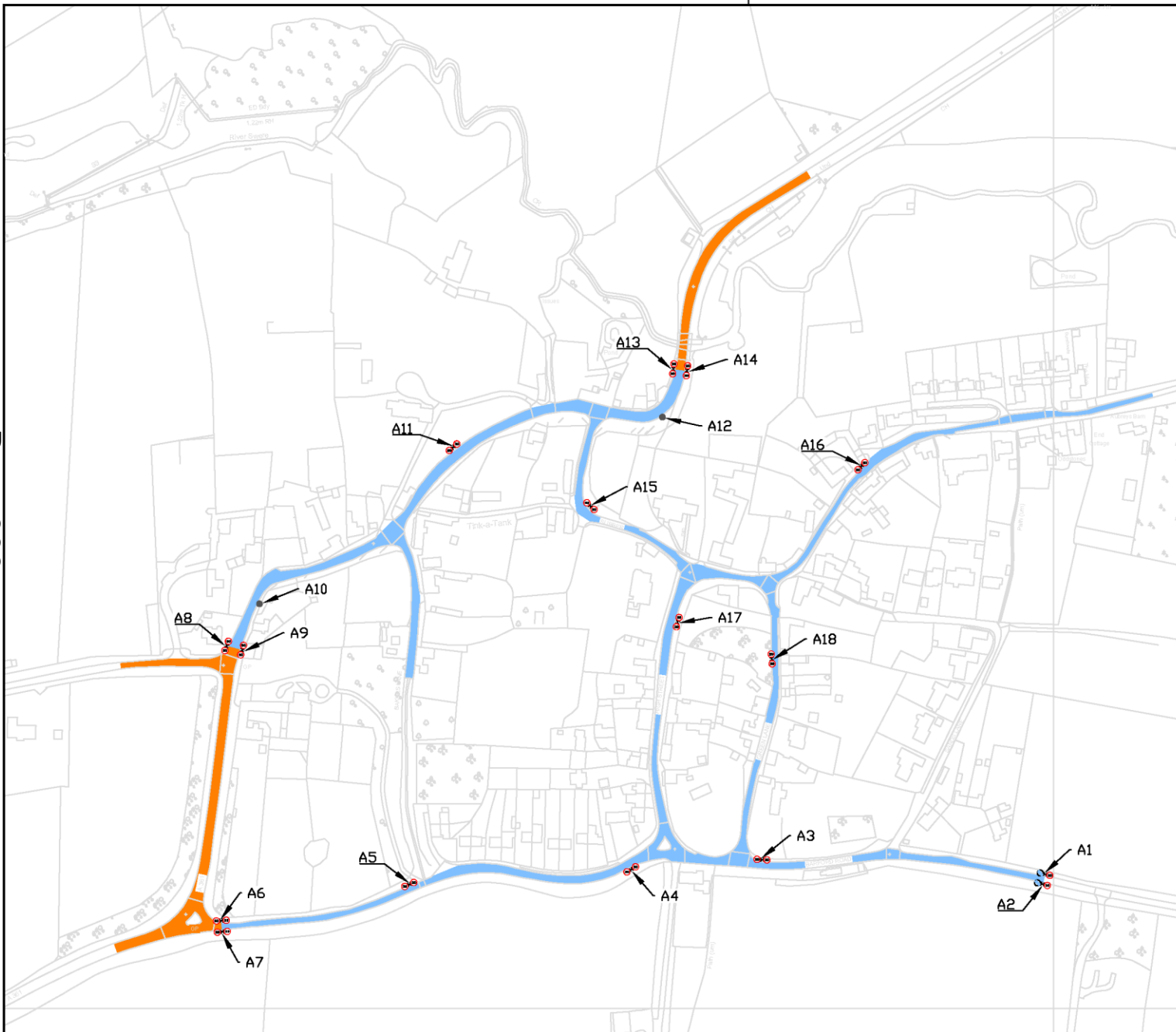
Annexes

Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers:

Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

September 2023



Drawing No.

Notes:

- Proposed 20mph limit
- Existing 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Bill Cotton  
Director of  
Community Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

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South Newington 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 28/06/23	Date checked 29/06/23	Date approved 29/06/23

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Revision

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local Resident, (South Newington)	<p><b>Object</b> - There is no need to lower the speed limit as the current one has no effect for some drivers. The funds for this proposed project should be put in to repairing the unsafe state of the country roads where drivers swerve to miss potholes!</p>
(3) Local Resident, (South Newington, Sands Lane)	<p><b>Object</b> - No idea what problem is being fixed by a 20mph limit? Is it environmental, in which case it makes no difference at all. Is it safety, in which case let's see the evidence. The money could be much better spent on repairing the roads. The proposal is utterly ridiculous</p>
(4) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> - Zero reason looking at the data that this is necessary and given nobody has even been asked at the ballot box about this. This does not need being implemented into this village at all.</p>
(5) Local Resident, (South Newington, A361)	<p><b>Concerns</b> - The response given to SNPC, that the southern end 30mph limit on the A361 should remain, is inaccurate in describing the road as “an open straight road to a good standard and with only one isolated access”. The stretch of road in question, between the planned southern end of the 20mph limit and the existing southern end of the 30mph limit is approximately 200 metres long and features, from north to south:</p> <ul style="list-style-type: none"> <li>• a T-junction on the right (with Wigginton Road)</li> <li>• Pedestrian access on the left to South Newington House</li> </ul>

- Vehicular and pedestrian access on the left to The Old Farm
- A footpath joining it on the left
- A tight (and blind) right-hand bend at the southern end, combined with the junction with the Barford Road.

The road has no pavements or street lighting. Both sides are wooded and deer often cross – I have seen a number struck on the road. The verges are of variable width and are not maintained by the Local Authority to a standard suitable for pedestrians and non-motorised traffic.

Because of the footpath and the proximity to the lightly-used Wigginton Road, the northern half of this stretch (between the footpath and the Wigginton Road) sees considerable pedestrian traffic – hikers, dog walkers, local use, etc. Depending on the condition of the verges, and because walking the route requires crossing the A361, it is common to see pedestrians picking their way along the edge of the carriageway and crossing quickly between gaps in the traffic. This can be risky because of the blind bends at either end, and a 20mph limit would greatly enhance the ability of pedestrians to safely cross when they can see the entire stretch is clear. The existing 30mph limit is widely disregarded particularly in the southbound direction (uphill) and particularly by motorcycles. A 20mph limit may be equally disregarded, but would probably reduce average speeds by 10mph or so.

Local equestrian facilities mean that there is much horse traffic along the whole stretch, with horse riders passing from the Barford Road to the Wigginton Road and back again. The facilities are located on the Wigginton Road and use the A361 in this way to access the bridleways that leave South Newington in other directions. Again it is common to see horse riders picking their way along the road and making use of the verges where possible, and because of the volume/type of traffic on the A361 respect for their presence is generally poor with insufficient space given and insufficient speed reductions. A 20mph limit would make a big difference to these road users, even if not fully respected.

Retaining the 30mph stretch here also means more road signage, which is unsightly (the sign at A6 will be inside the conservation area) and it will be too close to bends/junctions to be sensible. The planned signage at A8 and A9 – firstly there quite probably isn't even room here to put the signs in, and the sign at A9 will almost certainly force pedestrians (there is pedestrian traffic right round the tight bend at A10, despite the Local Authority not maintaining the pavement after the bend) into the road, and secondly drivers are negotiating some very tight bends and should be concentrating on the road rather than having to take note of signs. It just isn't a good place to change the limit – there's too much else going on.

The northern stretch of the A361 has a number of the same issues. There is much pedestrian traffic along the edge of the carriageway and on the verge, connecting with the footpath leading to Milcombe near the Thames Water facility on

	<p>the outside of the bend. This bend is also blind and makes crossing the road (as a pedestrian must do to access the footpath from the village) a risky endeavour. Because of the downhill gradient into the village, road traffic tends to enter the village retaining excess speed even after entering the present 30mph limit.</p> <p>At both ends of the village, traffic leaving on the A361 tends to accelerate prematurely and apply significant power because of the uphill gradients. This leads to excessive noise throughout the village (but particularly for houses on the A361) and is especially noticeable on fine weather days when motorcyclists are out in significant numbers. Extending the planned 20mph limit to match the present 30mph limit would lead to a significant reduction in noise pollution.</p> <p>The very tight bend just north of the A10 position causes particular problems. It is worth noting that the map seems inaccurate, as it does not convey just how sharp and narrow this blind bend is. It is common for HGVs going north to carry speed down the hill towards that bend and sound their horn repeatedly as they approach it, essentially telling southbound traffic which is out of sight and approaching the bend from the other direction "I am coming through here without slowing and will be occupying both sides of the road, you had better get out of my way". Relatively minor collisions are common, as southbound traffic presses itself into the wall or reverses into the vehicle behind to avoid an oncoming HGV. These collisions go unreported as the HGVs don't stop. Several times a day there is a 'coming together' at the bend where someone has to do some reversing so that a large vehicle can get round, and when this happens the northbound traffic queues all the way up the hill to the junction with the Barford Road. This means that the end of that queue is blind to approaching traffic, and having the 20mph limit where the existing 30mph limit is would reduce the risk of collisions here.</p>
(6) Local Resident, (South Newington, A361)	<p><b>Concerns</b> - Whilst I support the 20mph limit, the current boundaries for in which do not keep to current village limits are impractical and dangerous for the reasons set out below. The response to SNPC, that the southern end 30mph limit on the A361 should remain, is inaccurate in describing the road as "an open straight road to a good standard and with only one isolated access". The stretch of road in question, between the planned southern end of the 20mph limit and the existing southern end of the 30mph limit is approximately 200 metres long and features, from north to south:</p> <ul style="list-style-type: none"> <li>• a T-junction on the right (with Wigginton Road)</li> <li>• Pedestrian access on the left to South Newington House</li> <li>• Vehicular and pedestrian access on the left to The Old Farm</li> <li>• A footpath joining it on the left</li> <li>• A tight (and blind) right-hand bend at the southern end, combined with the junction with the Barford Road.</li> </ul> <p>The road has no pavements or street lighting. Both sides are wooded and deer often cross – I have seen a number</p>



struck on the road. The verges are of variable width and are not maintained by the Local Authority to a standard suitable for pedestrians and non-motorised traffic. There is considerable pedestrian traffic – hikers, dog walkers, local use, etc. Depending on the condition of the verges, and because walking the route requires crossing the A361, it is common to see pedestrians picking their way along the edge of the carriageway and crossing quickly between gaps in the traffic. This can be risky because of the blind bends at either end, and a 20mph limit would greatly enhance the ability of pedestrians to safely cross when they can see the entire stretch is clear.

Local equestrian facilities mean that there is much horse traffic along the whole stretch, with horse riders passing from the Barford Road to the Wigginton Road and back again. The facilities are located on the Wigginton Road and use the A361 in this way to access the bridleways that leave South Newington in other directions. Again it is common to see horse riders picking their way along the road and making use of the verges where possible, and because of the volume/type of traffic on the A361 respect for their presence is generally poor with insufficient space given and insufficient speed reductions. A 20mph limit would make a big difference to these road users, even if not fully respected.

Retaining the 30mph stretch in places means more road signage, which is unsightly inside and adjacent to the conservation area and it will be too close to bends/junctions / driveways to be sensible and not limit visibility splays. In particular those suggested to be placed on the barford road at the junction just before the A361 will be particularly dangerous where the road is only just wide enough for two cars, not for heavy goods vehicles which are common along here and have to pull onto the verge. Likewise the lack of visibility here will be further compromised by signs, which would not be required if the 30mph zone is extended to village limits as at present.

The northern stretch of the A361 has pedestrian traffic along the edge of the carriageway and on the verge, connecting with the footpath leading to Milcombe near the Thames Water facility on the outside of the bend because of the downhill gradient into the village, road traffic tends to enter the village retaining excess speed even after entering the present 30mph limit. Again a 20mph to the village limit would really benefit road, cycle and dog walkers here for safety.

The very tight bend just north of the A10 position causes particular problems, goods vehicles going north carry speed down the hill often braking at the last minute or forcing oncoming cars to reverse at speed as they go around the bend without care to oncoming traffic. This can cause traffic backing up the main road here, whether as result of an accident or because traffic has to wait as one vehicle rounds the corner in any case. Having a 20mph limit where the existing 30mph limit is would reduce the risk of collisions here as traffic would not start speeding down the hill. I am concerned that moving from a 20mph to 30mph just as the bend finishes and before the hill will actually increase traffic speeds above the current levels as road users will assume the restricted zone has finished. Likewise it will cause excess

	acceleration and more noise and emissions pollution known to come from acceleration. This is a particular problem with motorbikes and would be exacerbated by the proposals if the zone is not extended to the village limit.
(7) Member of public, (Chipping Norton, Russell Way)	<b>Support</b> - I have driven between Chipping Norton and Banbury almost every day over a 6 week period, visiting my wife in hospital. The second bend into South Newington from the Chippy side is a real stinker and a 40ft container lorry will span this. I have had quite a few worrying encounters there. One evening, returning home, I saw the loom of lights on this bend against the wall and stopped well short. A container lorry came round the bend and jammed itself against the wall. I had to reverse some way before the lorry could free itself. Without those lights, I could have been trapped. There have been many less worrying incidents on the other bends. I have noted that HGVs seem to manage to get through South Newington significantly faster than I do for my lead on them has usually significantly decreased.
(8) Local Resident, (South Newington, Barford Road)	<b>Support</b> - The stats show that pedestrians are more likely to be killed if in a collision with a car driving at 30 mph rather than 20 mph. In South Newington, vehicles using the 2 main roads designated to potentially have 20mph speed limits often exceed the 30 mph speed limit as it is. To cross the A361 on foot can feel as though you are taking your life in your hands! Barford Road is regularly used by HGVs that travel at or above the speed limit - residents often comment that walking and cycling along this narrow road has become increasingly dangerous. I fully support the 20 mph zone, and wish it could extend further along Barford Road to the benefit of those walking and cycling, some of whom are older/disabled. As I live on Barford road, the speed of traffic, especially HGVs, has both a noise impact and at times can affect the house itself - e.g windows rattling
(9) Local Resident, (South Newington, Green Lane)	<b>Support</b> - Already vehicles exceed the 30 mile speed limit within the village, particularly the delivery vehicles so maybe with 20 limit things might improve
(10) Local Resident, (South Newington, The Town)	<b>Support</b> - There are a considerable number of HGV's on the A361 going through the village who need to take up the whole road going round the two very tight bends and a 20mph limit would make this more safe.
(11) Local Resident, (South Newington, High Street)	<b>Support</b> - To make the road safer, and stop speeding

(12) Local Resident, (South Newington, The Old Farm Yard)	<p><b>Support</b> - Slowing down the traffic in the village will have a positive impact on the local residence, the roads can be narrow in places and sharp turns has seen many accidents in the two years I have lived in the village. Reduction of emissions and air quality will also be a benefit to us. I would also like to note that the location of the 20mph sign at A15 should be reconsidered as that corner is a blind corner, single track and I feel it could obstruct the view of an already difficult bend in the road. Would it also be possible to have a vehicle speed indicator with smiley activated message (SAM) these have been seen in neighbouring villages seem very effective.</p>
(13) Local Resident, (South Newington)	<p><b>Support</b> – As a resident of South Newington I would like to thank you for your proposals based on the note received from the Parish Council.I wish to indicate the following:</p> <p>I am in favour of the 20mile limit; I would like to propose that consideration be given to cautioning traffic near the children’s playground on High Street; Slowing traffic down near the Turn-off to Barford Road heading to Chippy Norton ( Hawthorn Hill), as an accident is imminent; Slowing down cars near the Duck on the Pond due to cars turning and travelling towards Bloxom ( Hawthorn Hill) another dangerous spot as oncoming cars and cars exiting South Newington on Slibber Road are unable to see each other quickly enough.</p>
(14) Local Resident, (South Newington)	<p><b>Support</b> – I am writing to express my full support for the proposal to convert the speed limit in South Newington (including on the portion of the A361 running through the town) to 20 miles per hour. As a resident of this area, I strongly believe that this change will improve the safety of our roads and reduce the risk of accidents. The current 30mph speed limit is ineffective and motorists are frequently driving well in excess of the limit when transiting through our town.</p> <p>In addition to this, I would also like to suggest that further safety improvements be made to the three sharp blind curves on the portion of the A361 passing through South Newington. This could be achieved by adding speed bumps every 300 meters or so prior to and following each blind curve on the road. This would help to ensure that drivers are more cautious when driving through South Newington, particularly as there are many local residents and other pedestrians who cross the A361 regularly. This will additionally make it safer for vehicles to turn out of roads and driveways onto the A361 within South Newington.</p>

	<p>I believe that making these changes to our roads is essential to ensure the safety of all road users, including drivers, cyclists, and pedestrians. By slowing down traffic and making the area more pedestrian-friendly, we can make our community a safer and more pleasant place to live.</p> <p>Thank you for taking the time to consider my views on this important issue. I trust that you will give this matter the attention it deserves and take the necessary steps to improve road safety in our local area.</p>
(15) Local Resident, (South Newington)	<b>Support</b> – I am all in favour of 20 mph through the village

Divisions affected: *Shrivenham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Woolstone as shown in **Annex 1**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 22 June and 14 July 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Woolstone parish meeting, Uffington Parish Council, and the local County Councillor representing the Shrivenham division.

### **Statutory Consultee Responses:**

7. Two statutory consultees responded. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. The Local Member voiced their support for the proposals

### **Other Responses:**

8. Three online responses were received. A local resident and a local councillor expressed support, whilst an Oxford resident objected on the grounds the proposals were unnecessary.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

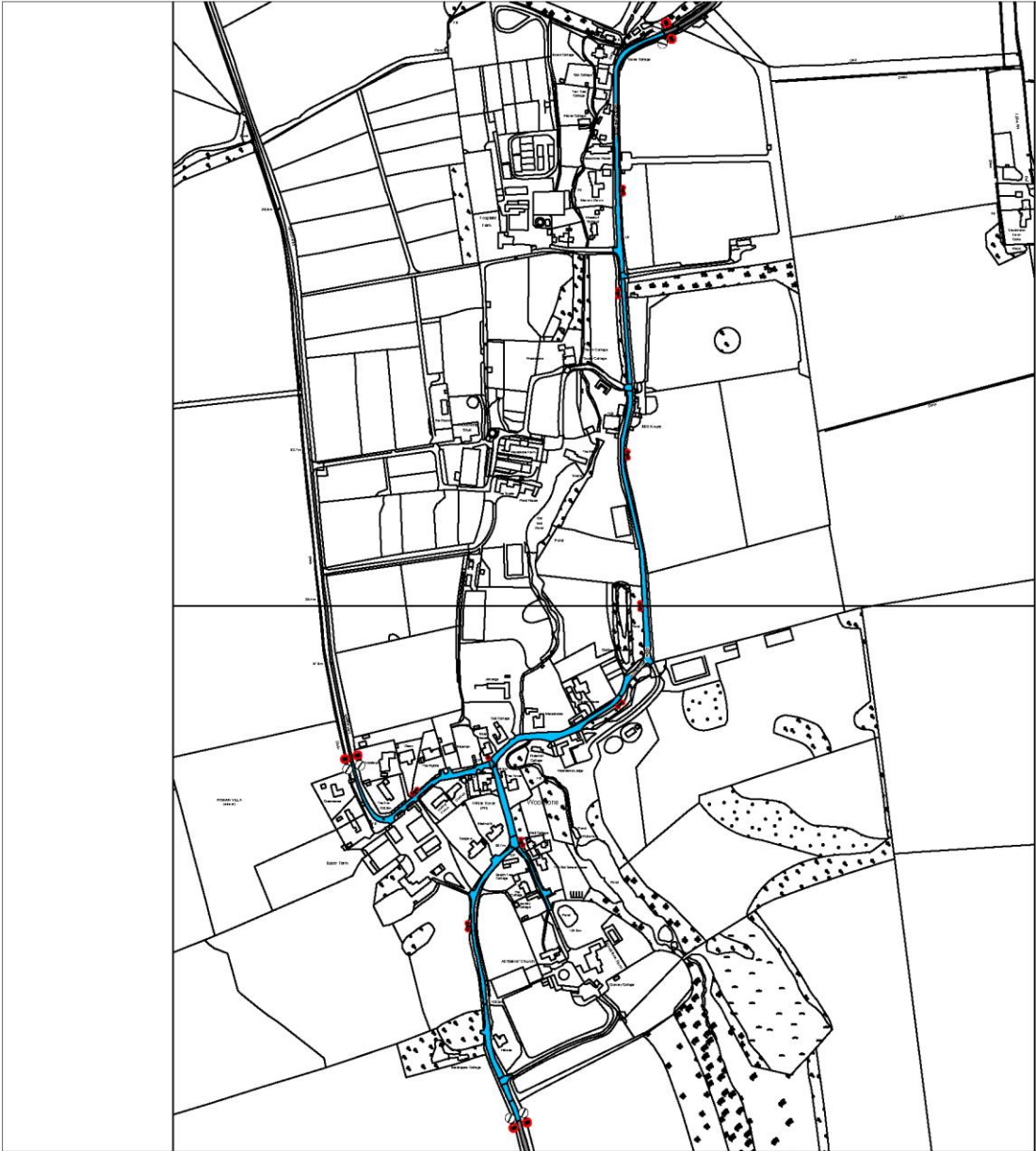
10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

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



Woolstone Overview

Revision 1.0

Legend

Proposed 20	
Existing 20	
Private Rd not P.H	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	18.05.23	Final Draft	C.R		

OXFORDSHIRE

COUNTY COUNCIL

Owen Jenkins

Director for

Infrastructure Delivery

Communities

Oxfordshire County Council

County Hall

New Road

Oxford

OX1 1ND

Tel: 0845 310 1111

Project title: Woolstone 20mph Scheme

Drawing title: Woolstone 20mph Scheme Overview

Drawing Status

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

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local County Cllr, (Shrivenham division)	<b>Support</b> – I support the proposal to introduce 20 in place of 30mph in Woolstone, where I know the residents are agreed that 20mph would serve them well.
(3) Local resident, (Oxford, St Thomas)	<b>Object</b> – Not required.
(4) Local Cllr, (Uffington, Craven Common)	<b>Support</b> – Woolstone is a small rural village with a single narrow road running through it. The road has 2 long straight stretches and a winding sect through the centre of the village. The long straights encourage speeding and the winding stretch has poor visibility. Both these areas would benefit from stricter limits especially as the whole stretch of road is frequently used by walers and horse riders.
(5) Local resident, (Woolstone, Marsh Way)	<b>Support</b> – I support these proposals as Woolstone is a quiet village and we want to keep it that way.. Reducing the speed limit will make the roads safer to the many walkers who use the roads where there are numerous blind corners either for themselves or with dogs and horses. Noise will be reduced and pollution also. There are no footpaths in the village so residents are obliged to to use the roads to walk on.

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