

Divisions affected: Woodstock

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
17 NOVEMBER 2022**

BLADON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

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

Consultation

6. Formal consultation was carried out between 29 September and 28 October 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West

Oxfordshire District Council, the local District Cllrs, Bladon parish council, and the local County Councillor representing the Woodstock division.

7. 62 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit	28 (45%)	1 (2%)	33 (53%)	-	62

8. 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	9 (15%)
Yes - cycle more	11 (18%)
No	38 (61%)
Other	4 (6%)

9. Additionally, five emails were received from: Thames Valley Police, West Oxfordshire District Council, Stagecoach Bus Company, the Local County Cllr representing the Woodstock division, and one member of the public.

Statutory Consultee Responses:

10. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20 mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The local member has registered his support, and the bus operator and District Council have raised no objections.

Other Responses:

11. 60 responses were received from members of the public with 31 supporting, 1 expressing concerns and 28 objecting; 3 objectors live in Bladon, 3 live some distance away and 21 live on potential commuting routes through the village. Most objections were generic, and officers consider them irrelevant to this consultation (see para 14). 1 objector cited increased emissions and 3 mentioned worse congestion.
12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.



Sheet A

Sheet B

Drawing No.		Revision			
Notes:					
		Proposed new 20mph			
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
OXFORDSHIRE COUNTY COUNCIL <small>Bill Cotton Director of Community Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 0845 310 1111</small>					
Project title					
Bladon 20mph Limit					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<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>Before this limit is progressed there is an issue : The proposed TRO states 20mph is from a point 26 metres northeast of its junction with Home Farm Close, the fixed camera is approx.68 metres northeast of junction with Home Farm Close.</p> <p>If this is correct, I suggest housing will need to be removed as change of speed limit, 30mph to 20mph, will be in middle of the secondary check marks. This would be confusing for drivers and likely draw complaints.</p> <p>I have spoken to the Project Team regarding this as I understand the Parish are eager to retain the Safety Camera.</p>
<p>(2) Stagecoach Bus Company, (Head of Strategic development & the Built Environment)</p>	<p>No objection – We have evaluated the proposed implementation of a 20mph limit along the A4095 through Bladon.</p> <p>Stagecoach operates the 233 service every 30 minutes through the village in each direction. The service has always been tightly timed. This substantially increases the sensitivity to significant speed limit reductions along extensive lengths of the route.</p> <p>The proposals affect the core of the village, where we recognise that a number of factors impinge that make the stretch more hazardous to vulnerable road users. Footways are much narrower, forward visibility reduces in some places, and there is a generally more intimate built form. In practice our buses, and general traffic, is operating more slowly through this area in any case especially at busier times. This also gives us grounds to concur that the measures will be largely self-enforcing.</p>

	<p>Thus the proposals appear to us to be proportionate and justifiable. Accordingly Stagecoach presents no objection to the proposals.</p> <p>However, we need to highlight to the 20 mph team that the approach taken elsewhere on the 233 route needs to take an especially careful evidence-based approach, including in Long Hanborough and North Leigh. Given the 20 mph commitments in Witney there is little or no increase in scheduled running time that could be accommodated without adding substantial operating resource, or, alternatively, truncating/straightening the service elsewhere - probably west of Witney Town Centre.</p>
(3) County Cllr, (Woodstock division)	Support
(4) County Cllr, (Witney North & East division)	<p>Support - This particularly difficult stretch would benefit from speed reductions. I also note the existing higher limits beyond the village, which I also support.</p> <p>Travel change: Yes - cycle more</p>
(5) West Oxfordshire District Council	No objection – provided any signage and associated works are kept to a minimum
(6) Local Cllr, (Bladon Parish Council)	<p>Support - After extensive consultation with the parish (meetings, polls, leaflets) Bladon PC applied for 20mph. I support implementation in the proposed area.</p> <p>Travel change: No</p>
(7) Member of public, (Long Hanborough, Main Road)	<p>Object - Because the nature of the road already provides that cars travel slowly in the most dangerous sections. All that will happen is that people will speed more due to frustration in the other sections.</p> <p>Travel change: No</p>
(8) Member of public, (Oxford, Banbury Road)	

	<p>Object - 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>
(9) Member of public, Prefer not to say)	<p>Object - Not necessary</p> <p>Travel change: No</p>
(10) Member of public, (Bladon, Grove Road)	<p>Object - I live in Bladon and think this will cause huge problems for local residents. The change is unnecessary. Traffic is already substantial on the main road and I cannot see this helping the problem. Traffic does not need slowing down. If any changes should be made, it should be for an adequate cycling lane and more pedestrian crossings. There is not enough happening on the roads to maintain people's attention at 20mph and I can only see it being more dangerous and frustrating. The placing of this speed limit is inappropriate and seems to be not thought through.</p> <p>I have just gone ahead to see this is linked to encouraging more active transport. This speed change is not the solution. Provision for cycling and scooting is inadequate. Accidents will still happen at 20mph without sufficient space to overtake or for cyclists and drivers to coexist.</p> <p>Travel change: No</p>
(11) Member of public, (Witney, Crundel Rise)	<p>Object - I use the main road daily and see no need for a 20mph zone there. It's difficult to get past bicycles anyway and 20 mph will prevent this entirely</p> <p>Travel change: No</p>
(12) Member of public, (North Leigh, Ladywell Close)	<p>Object - There have been very little if any fatal or bad collisions in Bladon that have been down to the speed limit. 30 is the perfect amount through that village and any longer would cause mass build up which we already struggle with enough in the area with the limit changes as you go through the villages. The speed camera prevents people from speeding as well as common sense.</p>

	Travel change: No
(13) Member of public, (Long Hanborough, Witney Road)	Object - Would slow me down greatly for my commute Travel change: No
(14) Member of public, (Freeland, Oakland Close)	Object - Not necessary, and a waste of money. I have walked down this road plenty of times, and with the speed camera, drivers speeds are really not a problem Travel change: No
(15) Member of public, (New Yatt, New Yatt Lane)	Object - Where are the statistics, numbers of accidents, figures to support a change of speed? This is such a waste of funds that could surely be better spent in the county. I have seen NO supporting documents to justify this change let alone the cost of this suggestion. This is an A road - 20 mph is madness. Travel change: No
(16) Member of public, (Freeland, Wroslyn Road)	Object - Totally unnecessary, Road is plagued with slow moving traffic already. There is a crossing place, cycle lane and 30mph is perfectly acceptable Travel change: No
(17) Member of public, (Woodstock, Manor Road)	Object - 20mph zones cause dangerous driving More traffic queues and puts people off using the roads that are 20MPH Travel change: No

<p>(18) Member of public, (North Leigh, Church) Road</p>	<p>Object - Truly pointless and ridiculous waste of time and money. No one polices the 30mph, so why do they think making it a 20mph zone will make any difference? Speeders will speed no matter what. Speed cameras and mobile units is the only thing to slow them down. Get the police doing the job we pay our council tax for them to do if it's such a big issue. Innocent and speed abiding drivers will suffer yet again.</p> <p>Travel change: Other No because I have no other option than to go through that village on my daily commute</p>
<p>(19) Member of public, (Bladon, Grove Road)</p>	<p>Object - The A4095 is a trunk road that runs over a considerable distance - none of it should be made 20. It is nevertheless reasonable to make the side roads 20. It would also make sense to introduce pedestrian crossings at each end of the village</p> <p>Travel change: Other It will mean I avoid the area driving further adding to greenhouse gasses</p>
<p>(20) Member of public, (Long Hanborough, Bolsover)</p>	<p>Object - The traffic is already very slow and reducing it further will cause the air quality to be even poorer</p> <p>Travel change: No</p>
<p>(21) Member of public, (Witney, Colwell Drive)</p>	<p>Object - I object, whilst 20mph speed limits can make places safer, in the context of Bladon it will make no difference and be a massive waste of the tax payers money, further to this, it will increase congestion and lead to more near misses if not accidents coming from Hanborough side, as 50mph down to 20 is a very steep drop, not only is that unsafe in its self, but before Bladon the road is full of twists and turns so from the time you see the speed limit sign to the time you go past is very short. In conclusion making Bladon a 20mph speed limit will increase the likelihood of accidents and lead to more congestion at the tax payers expense.</p> <p>Travel change: No</p>

<p>(22) Member of public, (Witney, Northfield Farm Lane)</p>	<p>Object - I believe our council taxes can be spent on better things.</p> <p>Travel change: No</p>
<p>(23) Member of public, (Long Hanborough, Marlborough Crescent)</p>	<p>Object - There is no justification for it and it will be ignored by the majority of people anyway, causing road rage issues. Cyclists won't have to stick to it and there will be no enforcement. There is no safety case for it to be reduced to a 20mph zone other than a war against the motorist, and is just a waste of money. If speeding is a problem, put in physical traffic calming measures such as speed bumps.</p> <p>Travel change: No</p>
<p>(24) Member of public, (Long Hanborough, Regent Drive)</p>	<p>Object - 30mph is reasonable, particularly as there are traffic lights and choke points and a speed camera. We dont need additional methods such a reduced speed, this will only add to traffic and make school run commutes more difficult and it won't improve safety</p> <p>Travel change: No</p>
<p>(25) Member of public, (Long Hanborough, Church Road)</p>	<p>Object - 20mph is to slow I will mors tail back</p> <p>Travel change: No</p>
<p>(26) Member of public, (Long Hanborough, Hurdeswell)</p>	<p>Object - Total waste of money. There are so many more things our community needs to be spending money on than a pointless speed limit change. There are not enough accidents or incidents on that road to cause the change - ridiculous waste of money!</p> <p>Travel change: No</p>
<p>(27) Member of public, (Hanborough, Hurdeswell)</p>	<p>Object - The A4095 along the busy route between Witney and Woodstock should not have enforced bottle necks. 20 mph zones should only be at segments where there is a clear safety risk such as lack of pavement.</p>

	Travel change: No
(28) Member of public, (Long Hanborough, Regal Lane)	Object - Traffic calming measure should be installed. Not a speed limit restriction. Those that offend will take no notice. Travel change: No
(29) Member of public, (Millwood End)	Object - It's not wanted and not necessary. Travel change: No
(30) Member of public, (Long Hanborough , Evenlode Drive)	Object - I think 20 mile limits work best on twisty rounds. Agree with the part of blazon which is already 20 but would not like it extended Travel change: No
(31) Member of public, (Long Hanborough, Main Road)	Object - Modern cars have excellent brakes. A 20 mph limit is good outside schools but ONLY at arrival and departure times or at KNOWN accident black spots. Travel change: No
(32) Member of public, (Hanborough, Regent Drive)	Object - This is the worst idea I've seen in a long time. There are already relevant traffic controlling measures in place, and 20mph is way too slow. Travel change: No
(33) Member of public, (Carterton, Birchwood)	Object - I do not see the changes necessary after driving through Bladon for years and not noticing a dangerous impact of it being a 30mph limit. 20mph would be more likely to cause problems than solve anything. I dont feel there

	<p>is a problem to be solved though with most people adhering to the speed limit. There is a speed camera there as a measure to determine depending and I think this has an impact.</p> <p>Travel change: No</p>
(34) Member of public, (Bladon, Grove Road)	<p>Object - I believe there are positive steps that could be taken for improving traffic in Bladon, but a 20mph limit will have very little of no effect. Will be unnecessary expense and provide more confusing clutter for the road user.</p> <p>Travel change: No</p>
(35) Email response, (unknown)	<p>Object – To be very clear I have absolutely no intention of ever complying with your pathetic 20mph speed limit in Bladon.</p> <p>I will continue to go 30mph under all circumstances, increase tailgating and hold my horn down if held up and overtake if necessary.</p> <p>I will never comply with any new 20mph zone under any circumstances.</p> <p>So far i have ignored all 20 zones and continued to go 30mph. (Witney, Chipping Norton, Middle Barton, Charlbury, Burford). I also flatly refuse to comply with the 30mph on the a361 in Shipton u Wychwood and continue to go 40)</p> <p>This will be repeated and deliberate refusal to comply under all circumstances</p>
(36) Member of public, (Bladon, Park Close)	<p>Concerns - I believe a 20mph limit between Manor Road and the White House pub is a great idea. This is an accident blackspot, and clear warnings should be in place. The speed camera helps to remind drivers to slow down, and another traffic camera at the Bladon Chains end of the village would be helpful, as would a pedestrian crossing. A blanket 20mph throughout the village is unnecessary, as side roads are very narrow and unlikely to suffer from high speeds of vehicles. A blanket limit would incur unnecessary expense with repeater signage erected where they are not needed.</p> <p>Travel change: No</p>

<p>(37) Member of public, (Wolvercote, Home Close)</p>	<p>Support - I support because I cycle on the road through Bladon, and a lower speed limit will make it safer. Travel change: Yes - cycle more</p>
<p>(38) Member of public, (Bladon, Park Street)</p>	<p>Support - Traffic speeds through village Travel change: No</p>
<p>(39) Member of public, (Bladon, Heath Lane)</p>	<p>Support - Cars often drive too fast through the village and there are some very narrow turns. Travel change: Yes – walk/wheel more</p>
<p>(40) Member of public, (Bladon, Heath Lane)</p>	<p>Support - The road through Bladon has become increasingly busy and there are lots of pedestrians and cyclists coming through the village as well as children in and around the school area at the key morning and evening times. I think as a whole the village will benefit from cars slowing down. My preference would have been for the whole length of Bladon to be included which is a shame that it's just the areas outlined as cars come off the Woodstock roundabout very quickly. Travel change: No</p>
<p>(41) Member of public, (Bladon, Church Mews)</p>	<p>Support - The roads in Bladon are not suited to driving any faster than 20mph. There are frequent accidents because of cars and trucks going faster than is safe. Travel change: No</p>
<p>(42) Member of public, (Bladon, Church Mews)</p>	<p>Support - Safety and noise Travel change: Yes - cycle more</p>

<p>(43) Member of public, (Bladon, Grove)</p>	<p>Support - Traffic is very heavy in Bladon and our children are constantly at risk. The noise/disturbance is also very high spoiling the life of our beautiful village. The whole village should have 20mph, from the roundabout to the exit towards Hanborough</p> <p>Travel change: No</p>
<p>(44) Member of public, (Bladon, Grove Road)</p>	<p>Support - Supporting, but would prefer the 20mph speed limit to be extended to cover Grove Rd up to the end of the residential area.</p> <p>There are many families with young children living on Grove Rd and many HGV travelling close to the kerbside frequently making a 30mph speed limit inappropriate for this end of the village too. Please can the 20mph limit be continued throughout Bladon?</p> <p>Travel change: Other</p> <p>More active travel for my family of 4. 2 children will be more safely able to cycle, walk & scoot more but only if the 20mph limit is extended to include Grove Rd towards Woodstock where we live (no 63) and where the pavement is too narrow to make this safe given the HGVs that frequently travel on this road too.</p>
<p>(45) Member of public, (Bladon, Cassington Road)</p>	<p>Support - Make roads safer for people and animals</p> <p>Travel change: Yes - cycle more</p>
<p>(46) Member of public, (Bladon, Manor Road)</p>	<p>Support - We live on Manor Road by the main road through the village. Even though we are still in the 30mph zone, the 30mph sign on entering the village from Long Hanborough is almost constantly lit throughout the day and particularly in the evening. The main from between lamb lane turning at the end of the village exiting to Long Hanborough has constant stream of vehicles accelerating above 30 (often already at 40/50 mph) before they reach the exit. A 20mph speed limit will stop the number of accidents and Lamb lane and also slow down the traffic going past Manor Road which is a dangerous exit for cars/bikes/pedestrians when most vehicles are going over the 30mph speed limit. I would go as far to say that the speed limit between Long Hanborough and Bladon needs to be reduced to 40mph considering the number of accidents and bends in road.</p> <p>Travel change: Yes – walk/wheel more</p>

(47) Member of public, (Bladon, Manor Road)	<p>Support - This main road is very dangerous</p> <p>Travel change: Other I motorcycle and near the White House narrows have been forced into the gutter by oncoming lorries on numerous occasions.</p>
(48) Member of public, (Bladon, Park Street)	<p>Support - I own a house on the main road in Bladon, I personally find the main road quite dangerous when its busy.</p> <p>Travel change: Yes - cycle more</p>
(49) Member of public, (Bladon, The Green)	<p>Support - safety</p> <p>Travel change: No</p>
(50) Member of public, (Bladon, Park Street Bladon)	<p>Support - Safety, health, air quality will benefit. Two head on collisions in Park Street already this year. Active travel impossible at present. 12000-16000 vehicles a day along Park Street, 5-7%hgv. Children will be able to walk to school.</p> <p>Travel change: Yes – walk/wheel more</p>
(51) Member of public, (Bladon, Park Street)	<p>Support - I live on Park Street Bladon and can't walk out of my own front door without being frightened by the speed of the traffic racing past within inches of me</p> <p>Travel change: Yes – walk/wheel more</p>
(52) Member of public, (London, Hurren Close)	<p>Support - I grew up in Bladon and my parents still live there, the traffic gets worse every year and people speed through making the pavement dangerous and dominating the village.</p>

	Travel change: Yes – walk/wheel more
(53) Member of public, (Bladon, Park End)	<p>Support - I live in Bladon and we no longer feel safe walking our children alone the main road of our village after being close to two accidents (17th September 2020, 22nd September 2022) where cars mounted pavements. Whether these accidents were caused by speed is irrelevant- 'accidents happen' after all. The issue for me is the damage and risk caused when those inevitable accidents happen is the issue. Cars mounting pavements is for me an entirely unacceptable risk and it's sad to see my children scared to walk through their village</p> <p>Travel change: Yes - cycle more</p>
(54) Member of public, (Bladon, Home Farm Close)	<p>Support - Far too many HGV's and 8-wheeler 'muck-away' trucks pass through Bladon at inappropriate speeds and without due regard for the narrowing section at Park Street. Walking along the pavement from Home Farm Close to the Park Lane is unpleasant and potentially dangerous. Speeds must be reduced in Bladon before there is a fatal accident.</p> <p>Travel change: Yes – walk/wheel more</p>
(55) Member of public, (Long Hanborough, Regal lane)	<p>Support - Traffic noise and safety</p> <p>Travel change: No</p>
(56) Member of public, (Long Hanborough, Renown Court)	<p>Support - The narrowest part of the A44 in Bladon, where it goes uphill and then downhill around bends, also has narrow pavements. HGV traffic in particular, of which there is unfortunately a lot, seems dangerous at 30 mph.</p> <p>Travel change: No</p>
(57) Member of public, (Bladon, Manor Road)	<p>Support - Better for safety of residents and pets, noise pollution and particulate pollution</p> <p>Travel change: No</p>

(58) Member of public, (Bladon, Heath Lane)	<p>Support - Heath Lane is somewhat prone to reckless driving by people coming down the hill</p> <p>Travel change: No</p>
(59) Member of public, (Bladon, Heath Lane)	<p>Support - I think the main road 30mph through Bladon is fine but large vehicles like lorries often aren't travelling at 30mph and are instead driving much faster. The roads off the main road in bladon, in particular heath lane should be 20mph. They are narrow, residential and often have parked cars and some people speed far too fast down them. Given there is not a proper pavement in parts, this is a significant concern for small children walking to school, dog walkers etc</p> <p>Travel change: Yes – walk/wheel more</p>
(60) Member of public, (Bladon, Manor Rd)	<p>Support - Firstly safety - pedestrians and cyclists are much safer when traffic is going slower; people have to cross the A4095 (currently only one crossing in the village) and this is much safe when traffic is slower; school children regularly have to cross the road; there is a narrow bend which already has an advisory 20mph limit on it and is dangerous. The needs of pedestrians and cyclists should come first.</p> <p>Secondly, there are too many vehicles on the A4095 and maybe an enforced 20mph limit will stop some drivers using it as a rat run.</p> <p>Travel change: Yes - cycle more</p>
(61) Member of public, (Bladon, Park Street)	<p>Support - I live in the proposed 20 mph zone as the point at which Park Street is narrowest. The speed of vehicles which pass my house is regularly over 30 mph as they move West towards Long Hanborough and begin to accelerate out of the village. I hope to 20 mph zone will help with both noise pollution and with safety. Crossing the road to the Bladon Methodist Church and even standing on the pavement outside my house on Park Street are fraught with risk. In particular large lorries travelling at 30 mph + are a genuine risk.</p> <p>Travel change: Yes - cycle more</p>

(62) Member of public, (Bladon, Church Street)	<p>Support - The proposed area has very narrow, curvy roads with very narrow pavements and many pedestrians, including schoolchildren. It is an A road with a lot of lorry and farm machinery traffic, as well as visitors to Blenheim Palace who are not regular users of the road. Many of the cars travel far too fast. There have been two head-on collisions within the past six months and I am prepared to support anything we can do to help prevent further incidents.</p> <p>Travel change: Yes - cycle more</p>
(63) Member of public, (Bladon, Manor Road)	<p>Support - Safety of pedestrians and cyclists where the road is narrow and twisting through the village from the pedestrian crossing to the junction of the A4095 with Manor Road. West-bound vehicles begin to accelerate when they pass the junction with Lamb Lane and ignore the 30 mph repeater sign which is often hidden by vegetation. Pedestrians/cyclists exiting Manor Rd have to cross the A4095 to reach the west-bound pavement/cycle path to the station and Hanborough, and the east-bound bus stop.</p> <p>Lower vehicle speeds would reduce pollution, noise and vibration to the many buildings (including the primary school) close to the road through most of this section. The number of HGVs on the A4095, which in places cannot pass without mounting the pavement on this section of the road, has increased markedly in recent years and seems likely to increase further with the developments proposed for the area.</p> <p>Travel change: Yes – walk/wheel more</p>
(64) Member of public, (Bladon, Grove Road)	<p>Support - anything that slows the traffic on the A4095 is good, but I think the 20mph zone should be extended further towards the Woodstock roundabout.</p> <p>Travel change: No</p>
(65) Member of public, (Bladon, Park Street)	<p>Support - The main road running through Bladon (A4095) has become progressively busier and more dangerous over the past 10 years, and there have now been 3 collisions within the last 2-3 years, 2 of them in the past 12 months. It is only a matter of time until a pedestrian, cyclist, or car passenger is seriously injured. I therefore greatly welcome these</p>

	<p>proposals. However I would also like to see the 50mph limit at Main Road reduced to 30mph between there and Long Hanborough to keep a consistent speed limit in drivers' minds along the whole stretch from the far side of Hanborough right through to Bladon's new 20mph stretch. Switching from a 50mph limit to a 20mph coming from Hanborough will be difficult without additional speed calming measures eg speed bumps, and coming from the other direction (ie from the roundabout and towards Hanborough) problems arise due to drivers seeing the 50mph sign as they round the bend and speeding up to hit 50mph as soon as they get there. This makes exiting Manor Road, and crossing the road there, very dangerous. If one is walking or cycling to eg the station from Bladon, to reach the recently widened footpath on the far side of the road one has to cross the main road there, access via the pavement from Bladon on that side of Park Street being dangerous as it is extremely narrow.</p> <p>However, the proposed 20mph limit is very welcome.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(66) Member of public, (Bladon, Church Street)</p>	<p>Support - Safety reasons. I live in Bladon and have witnessed a number of car accidents/near misses on two of the corners where the road is narrow due to the high volume of traffic including lorries. More concerningly in the last fortnight I have seen three cars drive through a red light on the pedestrian crossing to the school - I think the risk of this happening and children being injured would be reduced if there was a lower speed limit.</p> <p>Travel change: Yes - cycle more</p>
<p>(67) Member of public, (Bladon, Heath Lane)</p>	<p>Support - My children cycle to school along these roads - there are no alternatives. They should be able to do so safely.</p> <p>Travel change: Yes - cycle more</p>