

Divisions affected: *Wroxton & Hook Norton*

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

**14 NOVEMBER 2024**

### **CLAYDON – PROPOSED 20MPH SPEED LIMITS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

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

#### **Executive Summary**

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

#### **Financial Implications**

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

#### **Legal Implications**

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

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

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

## Sustainability Implications

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

## Formal Consultation

6. Formal consultation was carried out between 19 September and 11 October 2024. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, local District Cllrs, Claydon with Clattercote Parish Council, and the local County Councillor representing the Wroxton & Hook Norton division.

## Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company submitted a non-objection, confirming that they had no scheduled bus services that currently operate in the village. However, they did highlight the presence of a limited local service run by another operator (part local authority funded), and the potential cumulative impact of the extensive rollout of 20mph on the operability of rural bus services.
9. Cherwell District Council (via the Development Management Team) had no specific observations to make.

## Other Responses:

10. 60 further responses were received via the online survey during the course of the formal consultation, comprising of: 17 objections (28%), two partially supporting (3%), 40 in support (67%), and one non-objection.
11. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	17 (28%)
Yes - cycle more	7 (12%)
No	35 (58%)
Other	1 (2%)
<b>Total</b>	<b>60</b>

12. 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**

9. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Claydon.

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

14. The 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.

**Paul Fermer**  
**Director of Environment and Highways**

Annexes  
Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers:  
Anthony Kirkwood (Team Leader - Vision Zero)  
Matt Archer (Portfolio Manager – Programme Delivery)

November 2024



Claydon 20mph Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	08.01.24	First draft	C.W		

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Project title: Claydon 20mph Scheme

Drawing title:  
Claydon 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB
	Date drawn: 08.01.24	Date checked: 18.01.24	Date approved: 18.01.24

Oxfordshire Project No. & File Ref

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.</p>
<p>(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)</p>	<p><b>No objection</b> – We can confirm that there are no scheduled bus services that we currently operate on the village. We thus raise no objection.</p> <p>As an informative, a very limited service is provided by other operators, and the service here has always been financially supported by either or both Oxfordshire and Warwickshire County Councils. Therefore it is relevant again to highlight the cumulative impact of the extensive rollout of 20mph on the operability of rural bus services. This impact, in practical terms, might be considered to be that much more corrosive on the most marginal of rural services, passing through multiple small villages which is certainly the case here.</p>
<p>(3) Cherwell District Council, (Development Management Team)</p>	<p><b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
<p>(4) Local resident, (Claydon, Bignolds)</p>	<p><b>Object</b> – I am objecting to the proposed 20mph restriction being imposed on the village for the following reasons. Cyclists travel at more than 20mph therefore presenting a risk of accidents with cyclists overtaking cars and other motorised vehicles.</p> <p>There are no sufficient pathways to segregate pedestrians from cyclists presenting further risk to pedestrians.</p>

	<p>Imposing a 20mph limit has not worked in Wales and therefore would not help promote cycling or use of other forms of transport in Claydon. Furthermore, imposing a 20mph would not change people's driving habits and could not be enforced therefore a waste of money.</p> <p>Travel change: <b>No</b></p>
<p>(5) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Object</b> – I am opposed to the proposed 20mph limit for following reasons:- The current 30mph speed limit is sufficient if enforced, however, it is not enforced. 30mph is a maximum speed not a minimum and drivers are currently required to drive to the conditions of the road. For example, entering and leaving Claydon along the Mollington Road where the road narrows requires speeds of less than 20mph. Careful drives currently heed this while thoughtless ones do not.</p> <p>Careless drivers who currently drive through the village at over 30mph will not be deterred by lower speed limits because they do not risk being caught, however, those currently driving diligently within the 30mph limit will be criminalised by the introduction of a 20mph limit. This is fundamentally unfair.</p> <p>What records for accidents in Claydon have been considered and what specific risk assessments for Claydon have been carried prior to the proposal being put forward? Without these reference points, no proposals for changes to speed limits can reasonably be made.</p> <p>If safety were the main concern, there would be enforcement of existing speed limits. This is very much needed. Further, dedicated cycle routes to the main towns would help to encourage cycling. Finally, a pavement between Dog Lane and Clattercote House in Claydon would also greatly improve safety for those walking in the village.</p> <p>The council has stated it wishes to increase active travel – walking and cycling – and this is indeed a good idea, however, the impression given by OCC is that this should be achieved by making car use inconvenient rather than making good provision for cyclists and walkers, as one finds for example in Germany or The Netherlands. The proposed speed reduction therefore appears to be ideologically driven by these other considerations instead of safety-driven.</p> <p>Travel change: <b>No</b></p>
<p>(6) Local resident, (Claydon, Crossing Lane)</p>	<p><b>Object</b> – I wish to raise an objection to the proposal for the introduction of a 20 mph speed limit in Claydon.</p>

	<p>The proposal does not meet the majority of criteria laid out in the OCC guidance. Firstly, the proposal does not have the support of the current parish council as evidence by the last parish council meeting minutes of the 2nd September 2024. Secondly, I can find no evidence of road traffic incidents published by OCC or by the UK Government suggesting that Claydon represents an area of very low risk.</p> <p>Thirdly, the proposal does not meet many of the criteria laid out in the guidance. Such as, the village does not have a school, shops or business frontages. It is not on a designated cycling route. Is not in an area where greater active travel could be promoted. It does not have higher than expected traffic for the type of road.</p> <p>Claydon is a small rural village. There are two main roads into the village from Cropredy and the A423. The other roads out of the village cross county boundaries and are single track. This means there is minimal through traffic so the introduction of a 20 mph speed limit will have minimal impact on traffic volumes. Therefore, the majority of traffic is from village residents who understand and are fully aware of the road network in the village, and are respectful of other residents and their needs. The village is so small that the proposal will not encourage any use of alternative transport (cycling or walking). The two main roads to the village have natural traffic calming. Namely either being narrow as the Mollington Road enters the village or a right-angle bend on the Cropredy Road. Pedestrians do not use the narrow section as there is nowhere to walk to and the right-angle bend has a pavement.</p> <p>The placement of multiple signs within the village will detract from the aesthetics of the village.</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Claydon, Fenny Compton Road)	<p><b>Object</b> – The change in speed limit will not slow down traffic, the villagers drive safely but it's delivery vans and HS2 workers who speed through and already ignore it being a 30mph, so changing to 20 will have no impact except to put ugly signs throughout our pretty village</p> <p>Travel change: <b>No</b></p>
(8) Local resident, (Claydon, Fenny Compton Road)	<p><b>Object</b> – Do to the poor nature of the road surface and parked cars on the road combined with natural pinch points the village only appearances the occasional inconsiderate driver using excessive speed. My objection is centered around the negative impact to the village as a product of erecting unsightly 20mph signage. The minority of individuals who already ignore the 30mph are equally likely to ignore a 20mph sign but now everyone has to live with all the new unsightly signage.</p>



	Travel change: <b>No</b>
(9) Local resident, (Claydon, Main Street)	<b>Object</b> – Very small village, not necessary. Pollution levels will go up because of slow speed. Existing broad verges means pedestrians don't walk in road.  Travel change: <b>No</b>
(10) Local resident, (Claydon, Main Street)	<b>Object</b> – I think money would be much better spent on visibility measures for drivers when pulling out of Fenny road onto Boddiington Road and also a better pathway from the park up into the village. There are cars parked along the main road so that is a form of traffic calming anyway and a path to keep pedestrians off the road. Money could be better spent elsewhere.  Travel change: <b>No</b>
(11) Local resident, (Claydon, Main Street)	<b>Object</b> – I object to the proposal for 20 mph speed restriction as I consider 20 mph to be too restrictive and unrealistic. The village roads have good lines of vision and the vast majority of road users keep within 30 mph limit, which I consider reasonable and acceptable. It is extremely difficult to drive uphill at a 20 mph speed and I consider roads are for vehicles / transport whilst pavements are for people.  Travel change: <b>No</b>
(12) Local resident, (Claydon, Main Street)	<b>Object</b> – Small village with Winding road; Small lengths of road within village; Very few pedestrians evident daily;  20mph limit causes greater pollution than 30mph . 30 mph limit was imposed after rigorous speed tests in urban areas  Travel change: <b>No</b>

<p>(13) Local resident, (Claydon, Mollington Road)</p>	<p><b>Object</b> – Because I don't think there's any evidence to say that reducing the speed limits has any effect on drivers. I don't think HS2 traffic and delivery vans will change their behaviour. I think there are better ways of slowing traffic.</p> <p>Travel change: <b>No</b></p>
<p>(14) Local resident, (Claydon, Mollington Road)</p>	<p><b>Object</b> – I think it's more important to push the boundaries of the 30 mph limit to ensure the routes to the playground are fully covered, and 30 is sufficient when it's observed</p> <p>Travel change: <b>No</b></p>
<p>(15) Local resident, (Claydon, Walnut Gardens)</p>	<p><b>Object</b> – 30 mph is adequate for this village. Drivers that currently exceed the speed limit will continue to do so with the 20 mph limit.</p> <p>Travel change: <b>No</b></p>
<p>(16) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Object</b> – Complete waste of money, The people that may speed through the village will take no notice at all over a 20 miles an hour sign most people residence of this village drive carefully and Respect of the road users, in my opinion all these new traffic signs are a complete waste of money and will end up in landfill eventually.</p> <p>Travel change: <b>No</b></p>
<p>(17) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Object</b> – I am objecting to the proposal because imposing a 20mph on residents will not produce the results it aims to meet. Furthermore, the cost of replacing signage could be better spent on marking of the village road junctions.</p> <p>Travel change: <b>No</b></p>
<p>(18) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Object</b> – The 20 mph will not be adhered to and no one to enforce any offence</p> <p>Travel change: <b>No</b></p>

(19) Local Cllr, (Claydon, Crossing Lane)	<b>Object</b> – We are a small village where the majority of those who live in the village drive at a safe speed for the roads. Travel change: <b>No</b>
(20) Local resident, (Claydon, Fenny Compton Road)	<b>Object</b> – Proper speed bumps are the proper solution. Travel change: <b>No</b>
(21) Local resident, (Claydon, Boddington Road)	<b>Partially support</b> – I'd like to see additional traffic calming measures to compel traffic to slow down at entrances/exits to the village and improvements to junctions such as Fenny Compton Road and Crossing Lane Travel change: <b>No</b>
(22) Local resident, (Claydon, Main Street Claydon)	<b>Partially support</b> – I suspect it is a good idea as we do sometimes have speeding through the village. Many of us walk locally and without street lighting in the area the likelihood of accidents is increased if someone is driving fast. Travel change: <b>No</b>
(23) Local resident, (Claydon, Big Olds Close)	<b>Support</b> – There are limited footpaths and banked verges in Claydon so we have to walk on the road in places. Vehicles often speed through the village so this can be quite worrying, particularly near the bend near Bignolds Close Travel change: <b>Yes - cycle more</b>

<p>(24) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – The speed at which people drive the village is ridiculous, often far exceeding the 30mph limit already in lace. At 20 mph there is a hope that people will come through slower than they do now. There are lots of road uses walking with prams, wheelbarrows, dogs and sometimes riding bikes and horses who will all benefit from the slower limit.</p> <p>Travel change: <b>No</b></p>
<p>(25) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – Several ares of the village are without footpaths and one section has so many trip hazards that residents walk in the road. It is also necessary to push wheelchairs in the road.</p> <p>Travel change: <b>No</b></p>
<p>(26) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – People drive too fast through the village and especially on the single track roads where there are no pavements for pedestrians.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(27) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – As a villager who has mobility issues I for one would appreciate the 20mph speed limit.</p> <p>Claydon is a lovely village but has very few usable pavements. I therefore have to use my mobility scooter on the roads. This, at times, makes me very anxious, what with the heavy farm traffic, large vehicles and selfish speeding drivers. Disabled pensioners and mothers with young children using pushchairs have very few options to get out of the way of the traffic. The new speed restriction would really help, at least to get to safety. I know that reducing the speed limit to 20mph would help with my concerns using the roads and not make me feel unable to leave the house.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(28) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – Having moved to Claydon in July this year I have noticed the lack of pavements in the village. In fact you cannot walk around the village without having to walk on the road. This can be quite dangerous in certain areas. Changing the speed limit for the vehicles to 20 mph would certainly make it safer for people to walk around the village.</p>

	<p>I am sure those with young children and the elderly would greatly appreciate the lower speed limit. So would the people I have seen pushing wheelbarrows, pulling hand carts or walking their dogs. 20mph really does make sense.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(29) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – Cars drive too fast through the village already and in some places there are no pavements. There are also narrow blind bends with no pavements that I need to walk on to get to the allotments.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(30) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – I strongly support this proposal. Anything that could reduce the possibility of a 60 mph collision in the village is to be welcomed. The roads in the area were designed for horse drawn transport and not for the current large highly powered vehicles. There are also blind junctions and driveways. The number of vehicle in the village and coming to it has increased in recent years.</p> <p>There are very few pavements in Claydon and some of those are dangerous to walk on or have vehicles parked on them. The village has horse riders and cyclist using the roads as well as pedestrians, some of whom use mobility aids. There are also many dog walkers that use the streets. Children walk through the village to use the playground at one end. A mini-roundabout should be created at the junction of Main Street with Mollington Road to encourage vehicles turning right into Mollington Road not to cut the corner and the speed limit should be extended along Boddington Road so that vehicles are travelling more slowly before passing the houses. Introducing the speed limit past the playing field entrance is also a welcome addition.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(31) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – I support this as it will get drivers to lower there speeds through the village.</p> <p>Travel change: <b>No</b></p>
<p>(32) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – I was on the Parish Council a couple of years ago when it voted unanimously to adopt the 20mph limit. As part of the discussion I used the Claydon Facebook page to ask opinions , about 200 people saw this , about 30 commented.</p>

	<p>No-one opposed the new limit. Residents were concerned by the lack of pavements, lack of street lights , heavy weight vehicles passing through the village and parked cars. The only worrying thing that it was felt could be impacted on cheaply was excessive speed . The 5 councillors all voted to adopt the limit. As the Chairman is the same, it is surprising that the vote reversed. I understand that fear of urbanisation is the reason for resisting. Since one of the Councillors has 8 vehicles permanently parked in their front garden, the fear of urbanisation seems a perverse objection. Walking through the village, especially with a pram or wheelchair, is dangerous and the lower limit is essential for villagers safety.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(33) Local resident, (Claydon, Bignolds Close)</p>	<p><b>Support</b> – I am supporting the proposals wholeheartedly. There are no pavements on roads coming into the village and only two stretches through the village. There has been an increase in traffic using the village as a cut through and the speed of vehicles doing this and from within the village particularly going around bends and swinging into and out of one road into another is frightening. Also those speeding into the village on the Mollington road where it narrows. In the middle of the village the roads are narrow and there are a number of parked cars. This all puts other motorists, in danger and people walking within the village and to the playground with children and dogs. Walkers include a number of elderly people, as well as children getting off school buses and walking home. From my home in Bignolds Close, I have to walk-in the road to go either way, often on dark evenings.</p> <p>Occasionally, I have motioned with my hand for a car to slow down as it comes flying past me. The lack of street lights and pavements are a feature of this very rural village, part of its character but it is not peaceful but rather can be very dangerous. The main objection which seems to be the actual signage which would be ‘urbanising the village seems in opposition to increasing safety. It is the speed of vehicles which is a sign of urbanisation and spoiling the quiet and safe nature of the village. The other opposition seems to be that drivers take no notice of signs. I know from a nearby village Fenby Compton that this does not have to be the case. However, if it caused drivers to drop their speed by just 5mph, it would make our village safer. The chance of survival is greater, than 30mph or the higher speeds seen in our village. The fact that we have not had a fatal accident should not be a reason to not want to improve safety for our residents.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(34) Local resident, (Claydon, Boddington Road)</p>	<p><b>Support</b> – There are no footpaths in most of the village and pedestrians must walk in the road. This is particularly important considering the older population. There is a constant danger now by vehicles exceeding the 30mph limit particularly after 16.30 on Fridays.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(35) Local resident, (Claydon, Boddington Road)	<p><b>Support</b> – Speeding is an issue in the village not helped by HS2 works and road closures causing a rat run. A lower speed limit i hope will educate drivers to be more cautious and slow down</p> <p>Travel change: <b>Yes - cycle more</b></p>
(36) Local resident, (Claydon, Boddington Road)	<p><b>Support</b> – Cars regularly speed through the village and it will get worse when the wormleighton rd is shut due to HS2 work a rat run will be through Claydon.</p> <p>Travel change: Walk far less due to danger.</p>
(37) Local resident, (Claydon, Boddington Road)	<p><b>Support</b> – There definitely needs to be a speed reduction for boddington road and main street. The speeds along there are excessive and there are young children living in the houses.</p> <p>Travel change: <b>No</b></p>
(38) Local resident, (Claydon, Fenny Compton Road)	<p><b>Support</b> – Because people speed so much down and through Claydon. When I'm working on my car out the front and the kids are running around the drive and cycle up and down the road there is a sharp corner on the edge of the road where people zoom around so fast. I was recently an accident where somebody was going too fast and nearly hit somebody face on. I need to swerve and punk to her tyre on a stone.</p> <p>Also people go from boddington Road all the way through the village and out the other side around 50 mile an hour which is just dangerous.</p> <p>Travel change: <b>No</b></p>

<p>(39) Local resident, (Claydon, Fenny Compton Road)</p>	<p><b>Support</b> – I support the 20 mph speed limit , as a resident with two children living next to the road running in and out of the village the traffic often races through the village which well exceeds 30mph , this makes it dangerous for the elderly as well as children .</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(40) Local resident, (Claydon, Fenny Compton Road)</p>	<p><b>Support</b> – I live on fenny Compton Road, claydon and the people that drive down our road in both directions are always speeding. We are on a blind corner and then accident the other day was caused by somebody coming at around that corner too fast mounted the curb and blew their tire out. I couldn't see how that it was even possible when you're going 30 mile an hour. I feel 20 miles an hour is completely appropriate and I even think speed bumps at the beginning of the boddington road And fenny Compton Road would really help people to realize they are entering a little village with kids running around and people walking dogs. We don't even have path down our road so the need for speed limit is more important than any normal Road. If there's ever an accident on the southam Road they come around this way to miss the accident and the speed they do is really fast. I'm not sure why it's even an issue that we can't have 20 mile an hour. The people rejecting obviously like to be speeding at all times and are always in a hurry but life's not about that it's about safety and being careful and being aware of what your surroundings are.</p> <p>Travel change: <b>No</b></p>
<p>(41) Local resident, (Claydon, Main Street)</p>	<p><b>Support</b> – As a villager living on Main street (the busiest road in the village) I am constantly worried by the speed of some of the traffic travelling through the village. The carriageway is not very wide outside our house, even less so with cars parked on the road side. It is not safe for vehicles to drive down the road at the speed that many of them do. If they kept to 30 mph it would be a good start!.</p> <p>The village has a good mix of residents, with young families with babies all the way through to the elderly and some not too nimble on their feet. There also many dog owners and walkers who come through the village. There is a footpath on the Main street, but it stops a before the blind corners at Cropredy end of the village, and there is none down Fenny Compton road, the junction to that road from Main street is blind and has no footway. Vehicles take this junction from Main street at inappropriate speed, with no idea as to what or who is just around the blind bend. There seems to be a fair amount of HS2 traffic using the village as a through route, I have written to the site manager airing my concerns, but he says that without registration numbers there is very little he can do. By the time I get my phone out to record these vehicles they are out of sight.</p>



	<p>This village needs a 20 mph speed limit THAT CAN BE ENFORCED.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(42) Local resident, (Claydon, Main Street)	<p><b>Support</b> – Claydon is a narrow village with less than ideal sight-lines due to hedges, walls and parked vehicles. There is also an absence of footpaths so people walking are made vulnerable and this is exacerbated in low light conditions (night, rain, mist).</p> <p>Travel change: <b>No</b></p>
(43) Local resident, (Claydon, Main Street)	<p><b>Support</b> – To combat the excessive speed of motorists through the village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(44) Local resident, (Claydon, Main Street)	<p><b>Support</b> – Traffic travels far too fast through Main St in the village and down Boddington Road having no regard for residents leaving their driveways or dog walkers, horse riders and cyclists. The fact there is no street lighting in the village exacerbates the problem during the Winter months.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(45) Local resident, (Claydon, Main Street)	<p><b>Support</b> – I believe that reducing to 20 mph will help to bring the overall average speed down.</p> <p>Travel change: <b>No</b></p>
(46) Local resident, (Claydon, Main Street)	<p><b>Support</b> – Main Street in the village is largely straight -running through much of the village &amp; bordered at either end by roads where national speed limit applies. Given the village rural location much of the traffic passing through includes large farm machinery, large related agricultural Lorries &amp; a constant stream of delivery vehicles travelling across the area. I regularly witness these and other vehicles travelling significantly in excess of the current 30mph limit &amp; given the size of the larger vehicles consider this dangerous to all residents young &amp; old, cyclists, pedestrians, animals &amp; other road others.</p>

	<p>The danger is only exacerbated by the lack of pavements in the village meaning pedestrians are often walking in the road whilst travelling around the village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(47) Local resident, (Claydon, Main Street)</p>	<p><b>Support</b> – slower speeds are required in the village - but its not down to more signs, there needs to be more obvious identifiers to remind you of what speed you are doing. (like in Wroxton)</p> <p>Road painting in conjunction with village boundary fences at start/ed of village.</p> <p>Travel change: <b>No</b></p>
<p>(48) Local resident, (Claydon, Main Street)</p>	<p><b>Support</b> – I live on Main Street in Claydon and regularly see drivers speeding past. We have very large farm vehicles regularly using the road and a 20mph limit would greatly increase safety for drivers and pedestrians.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(49) Local resident, (Claydon, Main Street)</p>	<p><b>Support</b> – I live on Main Street and daily see the speeds that cars go through the village, often far exceeding 30mph. This is a rural area with slow farm vehicles, horse riders, cyclists, families with children, elderly residents, and dog walkers. Much of the village does not have pathways, making speeding even more dangerous for residents. There have been too many close calls in recent months, and we should be doing everything possible to make the village safe.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(50) Local resident, (Claydon, Main Street)</p>	<p><b>Support</b> – I am a resident on Main Street Claydon and the traffic mostly exceeds 30 mph which makes it very Dangerous when getting in and out of my car or crossing the road.</p> <p>The junction at Fenny Compton road is lethal , it's a blind corner and anyone walking along there takes there life in there own hands.Traffic entering this road from Main Street often fly around this corner , with it being a blind corner it's an accident waiting to happen. I Highly recommend the speed limit be reduced like all the other villages surrounding us. Why has Claydon taken so long to do this?</p>

	Travel change: <b>Yes – walk/wheel more</b>
(51) Local resident, (Claydon, Manor Park)	<b>Support</b> – Support the 20 mph for Claydon as we are a small village and people use as a cut through, and often speed very fast with no care and attention - Cutting the speed limit will hopefully make people more aware  Travel change: <b>No</b>
(52) Local resident, (Claydon, Manor Park)	<b>Support</b> – Far too many cars and vans in particular are speeding above the current 30mph hopefully a 20mph limit will attest to remedying the problem.  Travel change: <b>Yes – walk/wheel more</b>
(53) Local resident, (Claydon, Manor Park)	<b>Support</b> – Safety concerns with traffic driving too fast through village.  Travel change: <b>Yes – walk/wheel more</b>
(54) Local resident, (Claydon, Manor Park)	<b>Support</b> – Speeding in the village is a massive problem on all the roads in the village, even residential cul-de-sacs. Only a universal speed limit for the entire village can hope to prevent this. There has been talk of 'chicane gates' on the entrance road but even the natural chicane on the Mollington Road entry to the village does nothing to deter speeding drivers so it's unlikely that gates will do anything other than add an urbanisation eyesore to this small village.  Travel change: <b>No</b>
(55) Local resident, (Claydon, Manor Park)	<b>Support</b> – Narrow roads in rural village. Vehicles frequently exceed 30mph and so a reduction to 20 should reduce this. Number of blind bends and places where people have no alternative to walking in the road. Roads used by cyclists and horse riders, with large, slow moving farm machinery moving along the roads.  Travel change: <b>No</b>

<p>(56) Local resident, (Claydon, Manor Park)</p>	<p><b>Support</b> – I strongly support the proposed 20mph speed limit in Claydon. In fact, I don't understand why we wouldn't have it, given that other neighbouring villages (e.g. Cropredy, Great Bourton) already have it. Those villages are on the same route in and out of Claydon to the Southam Road, which is a dangerous "rat run" route. The number of drivers who speed through our village is scary. With so few decent paths in Claydon to keep pedestrians out of the roads, it is vital to keep the speed limit to a minimum. We have delivery drivers and HS2 workers, among others, careening through the village on a regular basis and we must jump out of the way to avoid being hit.</p> <p>Many of our villagers are elderly and have mobility restrictions, so must use a mobility scooter, wheelchair, walker or walking sticks. It is difficult for them to quickly get out of the way of fast-moving vehicles. Some villagers are deaf and find it especially difficult to hear electric cars approaching. Many of the older generation are not used to listening out for electric vehicles and are often taken by surprise. We have many dog owners here too and we must often walk in the roads due to insufficient paths, as do parents and grandparents with babies and toddlers. Some of the drop kerbs are on the main roads and are not easy to navigate, making it even more treacherous to cross the road. Other regular road users include cyclists, horse riders and farm vehicles, which obviously take up a lot of the road. These people are part of our community and should be able to use the roads in safety.</p> <p>Two of the entrances/exits to the village are next to our Playing Field with a Playground for children – Claydon Road and Appletree Road. On another is our bus shelter – Mollington Road. At a main junction, is our Church and Church Rooms, where we hold our community events and activities, the paths for which lead directly on to the roads – Main Street, Church Road, Mollington Road. There is no off-road parking for our Church and Church Rooms, the only parking available being on Main Street, so people must cross the road to access these buildings. Main Street itself is the worst road for speeding and is made even more hazardous due to cars parked along it (legally and out of necessity), turning it into a single lane of traffic.</p> <p>The speeding traffic is constantly putting our residents and visitors at risk. Many don't feel safe walking around the village, which is spoiling our community spirit and having a detrimental effect on people's wellbeing and mental health. Our roads are difficult and I suggest the 20mph speed limit is not enough and we should consider additional measures as well. The very least we can do is establish a 20mph limit in the village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(57) Local resident, (Claydon)</p>	<p><b>Support</b> – With the omission of footpaths through the majority of the village there is no alternative to having to walk in the road. Obviously pedestrian dog walking , babies in prams and pushchairs, dog walkers All have to be in the road for many parts of the village, Especially the most dangerous!!</p> <p>The village has blind bends, bottlenecks and many poor road junctions which would probably no longer ever be given planning consent if they were being applied for today.</p> <p>The village is already a cut through for other villages to use as a short cut for Banbury. without speed restriction matching the rest of our neighbouring villages it becomes an incentive to attract and encourage more traffic particularly via upper boddington and byfield.</p> <p>I have lived in this village since I was 10 , (im now in my sixties) I was hit by a car that was speeding along main street as I tried to exist one of the poor Junctions I mention above.</p> <p>This village needs a 20mph speed restriction for all the reasons I have given, least of all I have raised Children here and now I have grandchildren living in the village, their safety is paramount. The number of vehicles is not going to decrease the odds on a serious accident only keep increasing with the ever increasing numbers .. Therefore the speed must be reduced inline with the national trend.</p> <p>absolutely mad to even consider not reducing the speed limit. I served on the Parish council when there was no speed limit in this village. I have always campaigned for greater safety. This village is always last to adopt new , safer incentives.</p> <p>Travel change: <b>No</b></p>
<p>(58) Local resident, (Claydon, Boddington Road)</p>	<p><b>Support</b> – We live on Boddington road with our 3 young children and 3 animals (2dogs and 1 cat). People seem to think they are nearly out of the 30mph zone so they tend to speed up. It is quite scary how fast they go.</p> <p>Travel change: <b>No</b></p>

<p>(59) Local resident, (Claydon, Fenny Compton Road)</p>	<p><b>Support</b> – I like to ride my bike around the village with my friends and some people are really scary and fast.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(60) Local resident, (Claydon, Main Street)</p>	<p><b>Support</b> – I live on Main Street which is the main link road for local villages and many vehicles On a regular basis speed past my house, I have dogs and young children to consider and have to park my car on the main road so personally I would feel safer if all passing vehicles went slower !</p> <p>Travel change: <b>No</b></p>
<p>(61) Local resident, (Claydon, Manor Park)</p>	<p><b>Support</b> – Narrow road entrance to the village on Mollington Road. Lack of footpaths throughout the whole village some of the areas are particularly hazardous because of blind spots on the road.</p> <p>Travel change: <b>No</b></p>
<p>(62) As part of a group/organisation, (Oxfordshire Cycling Network)</p>	<p><b>Support</b> – We support this speed limit reduction based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire’s policy of 20mph limits with community support and schemes designed to be where the people are.</p> <p>Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(63) Local resident, (Claydon, Main Street)</p>	<p><b>No objection</b> – Most of the speeding vehicles tend to be delivery drivers, who are paid by number of parcels they delivery. They often have scant regard for the environment they are driving in (town\illage etc.).</p>

I don't believe a 20mph sign on its own would work, but if it was backed up with 'camera' warnings and those 'radar' signs which inform you of your speed - smiley\ non-smiley face sort of thing. This combination seems to have more of an effect, as people are made more aware of what they are doing, as opposed to monitoring their own speedometers....

Travel change: **Yes – walk/wheel more**