

Division(s) affected: *Charlbury & Wychwood*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 APRIL 2025

CHURCHILL – PROPOSED 40MPH SPEED LIMITS & TRAFFIC CALMING MEASURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the 40mph speed limits ‘buffers’ on the approaches to the village, including the: i) B4450 Chipping Norton Road, ii) B4450 Junction Road, iii) Churchill Road, and iv) Sarsden Road, as advertised.
- b) Approve the Traffic calming features at the following 20mph/40mph terminal location points: i) B4450 Chipping Norton Road, ii) B4450 Junction Road, and iii) Churchill Road, as advertised.

Executive summary

1. This report presents responses received to a statutory consultation on proposals to introduce new 40mph speed limit ‘buffers’ on the four main approaches to Churchill village (on the B4450 Chipping Norton Road, B4450 Junction Road, Churchill Road, and Sarsden Road) – with each limit extending for approximately 400 metres outwards from the 20mph terminal point, as shown in **Annex 1**.
2. Accompanying the proposed lower limits will be traffic calming features at three of the speed limit transition points (on the B4450 Chipping Norton Road, B4450 Junction Road, and Churchill Road), with traffic exiting the village given priority at each point, with traffic wishing to enter the village required to give-way, as shown in **Annex 2**.

Sustainability Implications

3. The proposals aim to reduce speeds approaching the village-wide 20mph speed limit, and will help encourage safer speeds through the village.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the Parish Council

Legal Implications

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

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Equalities and Inclusion Implications

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

Formal Consultation

8. Formal consultation was carried out between 13 February and 14 March 2025. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, local District Cllr's, Churchill & Sarsden Parish Council, and the local County Councillor representing the Charlbury & Wychwood division.
9. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary
10. 47 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	Partially support	Support	No objection/ opinion	Total
40mph speed limit	5 (11%)	1	41 (87%)	-	47
Traffic calming features	4 (9%)	1	39 (83%)	2	47

11. Additionally, a further three emails were received directly, with Thames Valley Police not objecting (welcoming the measures to hopefully achieved greater compliance with the 20mph speed limit), Oxford Bus Company objected to the traffic calming measures due to their potential to obstruct the operation of registered public bus services, and 'Oxfordshire Liveable Streets' offered their support.
12. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

13. Having taken into consideration the concerns raised by Oxford Bus Company, the final designs have been formulated to accord with their wishes, and as a result the following additional text has been received from Oxford Bus Company...

"Based on this response and your confirmations I can withdraw our stated objections, and I am happy for officers to report this to the Cabinet in due course."

14. Objection o1 – despite registering objections to the current proposal – does appear to suggest support for other measures within the village. Other measures had been considered, but following local consultation by the Parish Council, the current proposals were felt to be more appropriate at this time.
15. Objection o5 may have misconstrued the intention of the speed limit proposal, as the proposal is for a speed limit buffer on the periphery of the village, with the centre remaining at 20mph.
16. Objection o6 raised concerns about the potential level of traffic delays, however Officers are not anticipating that the proposed calming features would have a significant impact on current journey times.
17. The Parish Council are encouraged by the level of support shown for the proposals.

Paul Fermer
Director of Environment and Highways

Annexes Annexes 1-2: Consultation Plans
 Annex 3: Consultation responses

Contact Officers: James Wright (Senior Officer – Traffic & Road Safety)
 Lee Turner (Team Leader – Traffic & Road Safety)

April 2025


Drawing No.

Revision

Red line = indicative length of 400m speed limit buffer zone

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 OXFORDSHIRE
COUNTY COUNCIL

Project title

CHURCHILL

Drawing title

Traffic calming
draft proposals

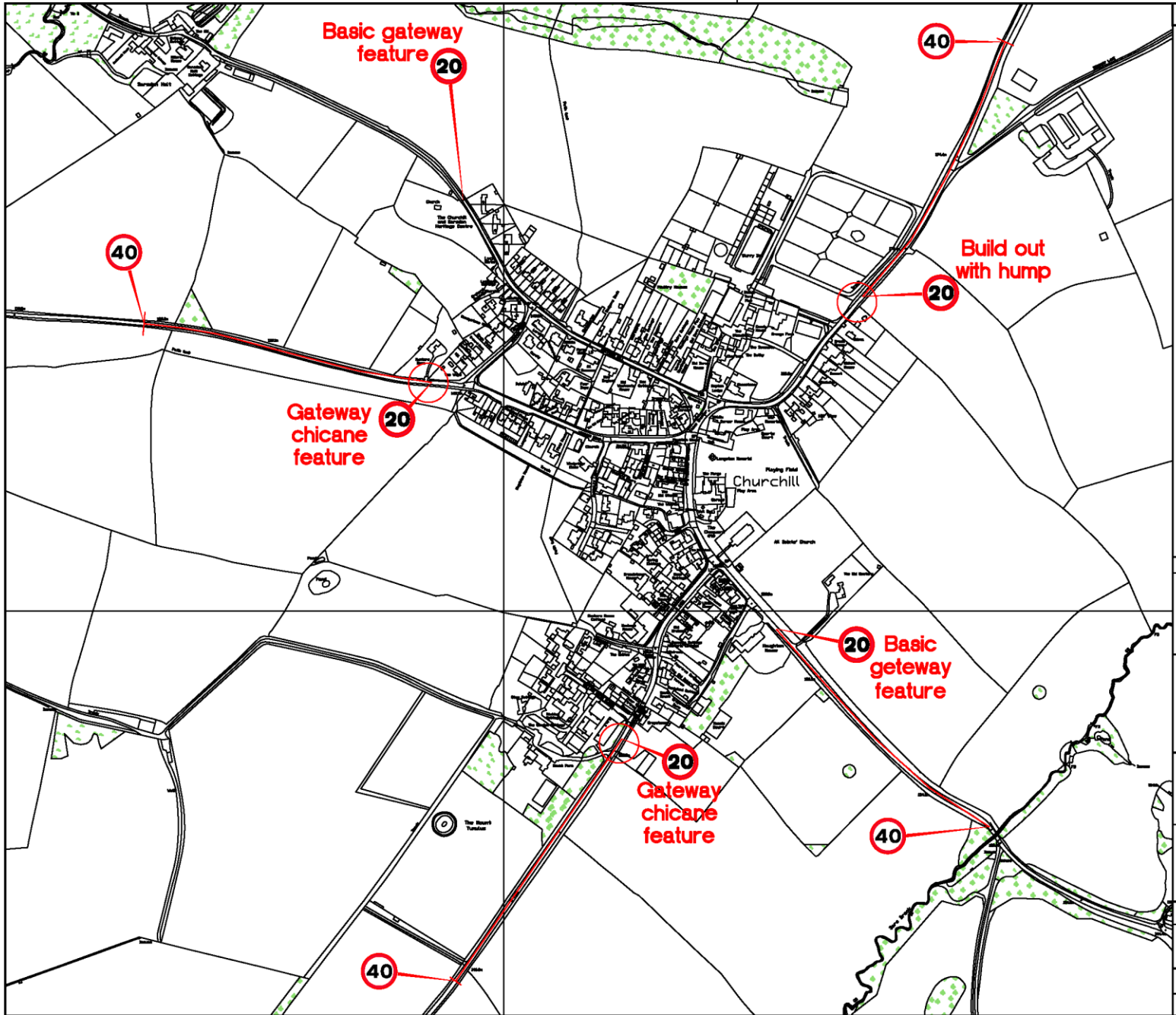
Drawing Status

Scale @ A3	Drawn by JEW	Checked by	Approved by
	Date drawn Nov 2024	Date checked	Date approved

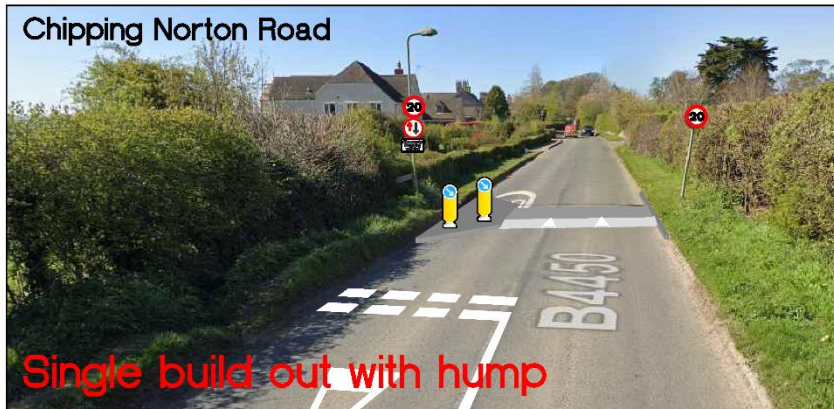
Oxfordshire Project No. & File Ref

Drawing No.

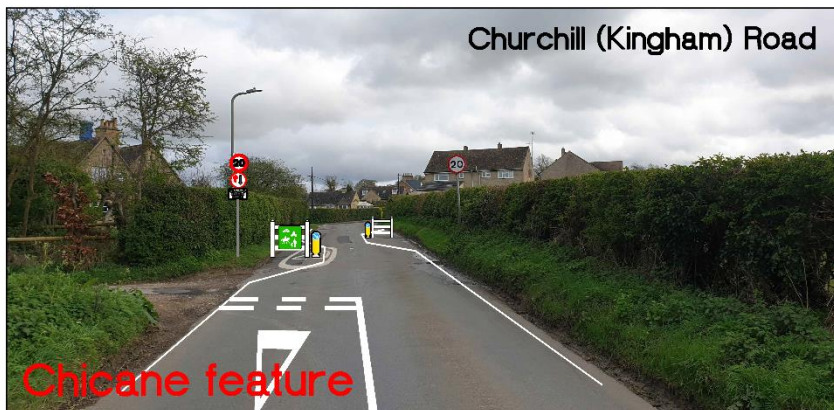
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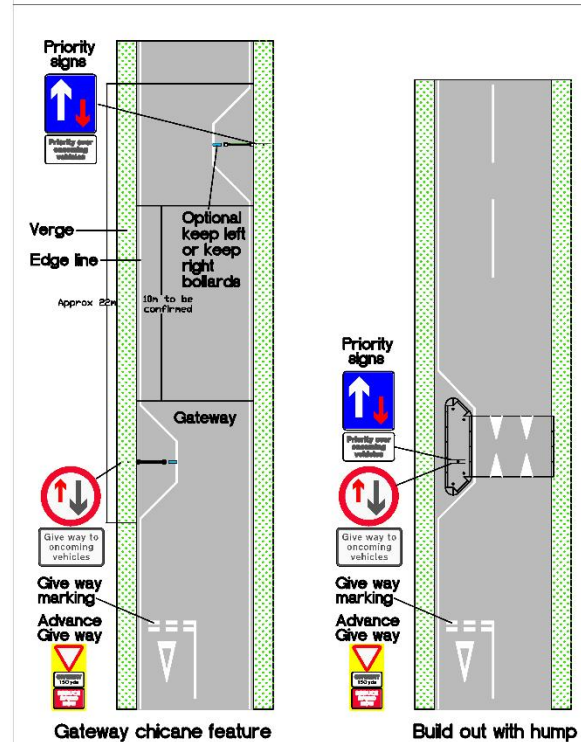
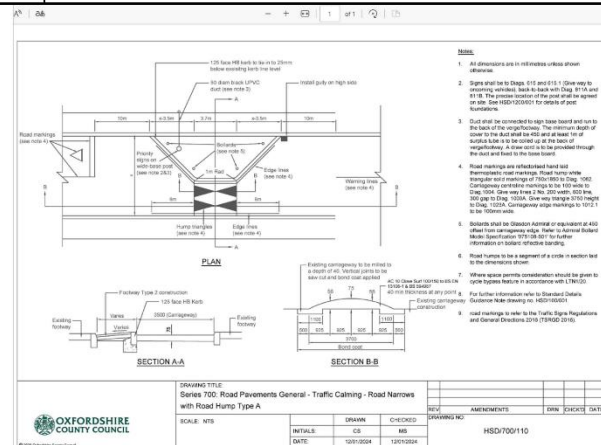
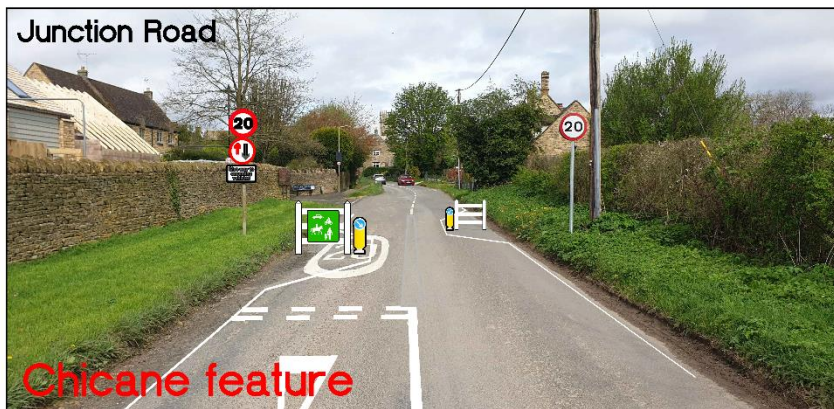
Chipping Norton Road



Churchill (Kingham) Road



Junction Road



Schematic layouts

Drawing No.		Revision	
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Rev.	Date	Purpose of revision	Drawn / Checked / Approved
Project title			
CHURCHILL			
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Traffic calming draft proposals			
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	JEW		
	Date drawn	Date checked	Date approved
	Jan 2025		
Oxfordshire Project No. & File Ref			
Drawing No.			Revision

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle the Police have no objection and welcome the introduction of these measures to hopefully achieved greater compliance with the village speed limits.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Object – Bus services in Churchill are provided principally by community transport operators on a limited basis sing minibuses. However, Pulhams Coaches operate school services through the village one of which is registered as a public bus on school days only. The issue here is the new traffic calming features rather than the speed limit which see no material change and are considered to be uncontentious.</p> <p>The hump design involves approach and departure gradients that are at the legal steepest. We are also concerned that in practice a 75mm maximum crest height over the existing carriageway is hard to precisely achieve. Accurate construction of the feature will be of the essence. We do not consider these designs represent very good practice where bus services are concerned, but we concede that they are legal and if accurately constructed, will be passable without risk of damage to vehicles of undue risk or discomfort to passengers.</p> <p>The school service C uses coaches seating 70 and these are generally 12.8m long. This uses Kingham Road and Junction Road. On occasions vehicles that are slightly larger are used including 100-seat double decks. These are tri-axle. The offset chicane involves a 10m gap between build-outs. It is far from clear if these can be appropriately negotiated without causing damage to the proposed features over time, or damage to vehicles. The feature proposed for Junction Road would be traversed by the C in both directions. This looks even tighter and while I have no dimensioned or tracked plans I would say that from visual inspection of the rendering, this will not be passable. Service C is a key link to secondary education at Cotswold School in Bourton from Kingham Churchill and other villages in West Oxfordshire. Action taken to effectively block the operation of the college bus service would in effect have significant implications for choice of schools in these settlements.</p> <p>We also operate a B service from Cotswold School via Kingham and the Village to Chipping Norton and Hook Norton. This uses Kingham Road, and the B4450 towards Chipping Norton. It is more likely to use the tri-axle double decks.</p>

	<p>In short, large vehicles daily use all three main entrances to the village, two of which represent classified B-roads. We assume that HGVs or larger agricultural machinery, also use these routes occasionally for agricultural access. In the absence of definitive drawings for the features, as opposed to concept schematics and indicative renderings, we are unable to satisfy ourselves that the proposals will not obstruct the operation of registered public bus services.</p> <p>Accordingly, we must lodge a formal objection.</p> <p>We invite early dialogue to establish the facts of the matter in more depth. We may be able to withdraw this objection when we have further information.</p> <p><i>(Update):</i> Notwithstanding that a pragmatic approach can be used at the point of implementation, and that the published material is clearly indicative, ideally having some tracked drawings of precise proposals is important to definitively remove our objections. We look forward to these and being able to respond positively.</p> <p>As a further note : 3.6m clear width is fine where the track is straight but with tail swing it may need something nearer 4m. I would advise that you run with the latter assumption. I doubt that would greatly erode the effectiveness of the features.</p>
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – The proposed measures should effectively slow traffic entering the village.</p> <p>Relatively low levels of motor traffic and good forward visibility suggest that cycle bypasses are not necessary. But it would be good to see those considered in future schemes like this, as in some locations they may be appropriate.</p> <p>The open fields around the village do little to prevent noise carrying, and noise levels with 50mph or 60mph traffic may be reaching levels that harm health, especially at night. Reducing speeds on the approaches will reduce noise levels, by perhaps 3 decibels for a 10mph speed reduction and 6 decibels for a 20mph speed, which will reduce these harms.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Churchill, Church Road)	<p>40mph speed limit – Object Traffic calming – Object</p> <p>We are writing to comment on the proposal to increase traffic calming measures around the periphery of the village of Churchill, Chipping Norton, Oxfordshire.</p> <p>It is an obvious statement, but Churchill is a country village situated on a hill. Vehicles entering Churchill from Chipping Norton are on a down slope, steep enough to gather speed for most vehicles, or at least not sufficiently slowing as they enter Churchill. There is a need to slow these vehicles before the War Memorial bend. The remaining approaches to Churchill are on an upslope and Junction Road often has kerb parked vehicles, which act as a chicane and should make vehicles slow down.</p> <p>We have read the 'statement of reasons', and the reason for the need to control the speed through Churchill is not clear. It is presumed however, that the safety of village pedestrians is the reason for traffic calming and not only 'the safe movement of motor vehicles', as stated in the document. On the approaches to Churchill, protecting pedestrians should be the council's priority, providing a well maintained and well lit, pedestrian pavement in front of existing housing.</p> <p>The recently implemented 20mph speed restriction through Churchill, is presumably less effective at controlling the speed in the village than originally conceived. This should show that on their own speed limits are ineffective. We note that speed monitoring has been carried out on the Chipping Norton Road approach, outside a family house of the Parish Council Chairman. We would like to see the results of the speed monitoring undertaken in other parts of Churchill to support this proposal.</p> <p>As a Church Road, resident, it is evident that vehicles are exceeding the speed limit on Church Road and the road bends either end, potentially providing a danger to crossing pedestrians. The speed and noise generated by delivery vans, lorries and farm vehicles should also be a principal consideration in the safety of pedestrians using Church Road. The main road crossing points in the village are located near the Church, the village Hall, the village green or the Chequers restaurant/pub. All these village amenities are close to poorly sighted bends and are more deserving of some form of crossing assistance.</p>

	<p>It is the case that none of the current proposals on the periphery of Churchill, will significantly slow traffic on the bends within Churchill or on Church Road. There exist, physical measures that would slow traffic; changes in road level using humps, cushions, raised pavement or narrow gates etc. that would make drivers think before driving at speeds exceeding the speed limit. In a quiet rural village with (most of the time) a relatively low traffic flow, road humps will be objected to due to the noise side effects.</p> <p>It is my opinion that the traffic calming measures proposed, are inappropriate, for the next step in this rural village. Advance warning of the 20mph zone with signs or road markings/rumble strips on the approaches to the zone and bends in the road along with pedestrian hazard signs are the logical next steps. Advance hazard signs to be considered would include, road narrowing, double bends of the road, elderly and children crossing etc.</p>
(o2) Local resident, (Churchill, Hastings Hill)	<p>40mph speed limit – Object Traffic calming – Object</p> <p>All the entrances to the village have good sight of the 20 mph signs. The people who speed will take no notice of 40 mph, so not necessary.</p>
(o3) Local resident, (Churchill, B4450)	<p>40mph speed limit – Object Traffic calming – Object</p> <p>Waste of council taxpayer money. Please fix potholes for road safety rather than f***** around with ridiculous speed limit changes that make life more difficult for motorists</p>
(o4) Local resident, (Churchill, Church Road)	<p>40mph speed limit – Object Traffic calming – No objection</p> <p>It's difficult to cross roads safely now. There are lots of elderly and dog walkers who need time to cross. Electric cars are scary too as they are not easily ascertained.</p>

<p>(o5) Member of public, (Sarsden)</p>	<p>40mph speed limit – Object Traffic calming – Support</p> <p>40mph through a small village with narrow roads, the majority of which are winding, therefore obscuring vision, is far too high. A great deal of children live in the village plus travel On the school bus from the monument. Trying to cross a road with this speed limit will be incredibly dangerous.</p>
<p>(o6) Local resident, (Churchill, Junction Road)</p>	<p>40mph speed limit – Partially support Traffic calming – Object</p> <p>With the amount of increase in people parking on the road - sometimes around blind corners for the pub for eg. This would lead to big hold ups of traffic within churchill</p>
<p>(o7) Local resident, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – No objection</p> <p>Bluntly, cars enter the village too fast from all directions. Some slow down to 20mph but others don't. There are a number of families with young children in the village and it feels like a matter of time until something nasty happens. Vehicles entering the village particularly from Kingham (on the Kingham Road) and from Chipping Norton are a concern. Further, the road through the village has a number of corners and it's not easy for drivers to see and react to people - especially when they're driving at excessive speeds.</p>
<p>(o8) Local resident, (Churchill, Church Road)</p>	<p>40mph speed limit – Support Traffic calming – Partially support</p> <p>Overall we support these measures to reduce the speed of traffic through Churchill. Living on the exit of the double bend, we witness daily speeding past our house and corner-cutting into Kingham Road. Leaving the village hall car park is especially risky as cars come round the blind bend at speed.</p>

	<p>Our only concern is the proposed speed hump on Chipping Norton Road. We have a low-suspension car so we know how damaging these can be even at walking speed. Added to which, speed humps are known to increase pollution and are susceptible to degradation and pot-holes. We suggest a double chicane would be a better option.</p>
<p>(o9) Local resident, (Churchill, Hastings Hill)</p>	<p>40mph speed limit – Support Traffic calming – Partially support</p> <p>I'm not in favour of speed bumps as they tend to cause vibration in nearby property and are regularly damaged and/or cause more potholes. I would prefer the chicane approach on the Chipping Norton Road.</p>
<p>(o10) As part of a group/organisation, (Oxfordshire Cycling Network)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>20mph schemes have been shown to be successful in reducing road casualties, and this reduction is highly correlated to a reduction to speed in areas where motor traffic is close to pedestrians and cyclists. 20mph also reduces air pollution and noise.</p> <p>Thus, measures to improve driver compliance with the regulations are valuable to reducing harm to people. And the police note in their consultation responses that they cannot enforce all the speed limits, all the time. In addition, the buffer zones will reduce noise pollution in the village.</p> <p>So we support the combination of buffer zones and traffic calming that is proposed for Churchill, as a way to reduce motor harms.</p> <p>It will be useful to monitor the impact of the change - before and after.</p>
<p>(o11) Local resident, (Churchill, Junction Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>I think the current move from 20 - 50 does not work, people accelerate hard as they come out of village, and on entry they find it difficult to slow down</p>

<p>(o12) Local resident, (Churchill, B4450)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>People drive far too fast in and around churchill. It's dangerous. Traffic calming measures are a must, especially with the increased number of young children that now live in he village.</p>
<p>(o13) Local resident, (Churchill, B4450)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Safety of the village and the surrounding area.</p>
<p>(o14) Local resident, (Churchill, Chipping Norton Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>I live at the edge of village on Road into churchill from chipping Norton. It is incredibly difficult to pull out of my drive as people approach the village at high speeds .</p>
<p>(o15) Local resident, (Churchill, Chipping Norton Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>I live just before the bend coming into Churchill from Chipping Norton. Observing the speeds of cars whilst trying to leave my driveway is quite frightening. Anything up to 60mph! Leaving the village is the same, cars accelerate around that bend and are doing 50+mph by the time they reach my driveway. Anything to stop this would be more than welcome as the road is quite narrow there and it is dangerous for pedestrians when cars go past both ways at speed, especially if you have a dog!</p>
<p>(o16) Local resident, (Churchill, Chipping Norton Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p>

	<p>Fantastic news, I live on Chipping Norton Rd and this will make a huge difference. Its good to see a hump on the outgoing lane which will restrict some of the local supercars accelerating around the war memorial at crazy speeds.It will also help in getting in/out of my driveway. The proposal has my full support</p> <p>The proposal</p>
<p>(o17) Local resident, (Churchill, Chipping Norton Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Living in Churchill on the Chipping Norton Road approach in to the village, the level of speeding is out of control and measures need to be taken, so I am fully in support of all traffic calming measures. Vehicles fly in to the village at speeds up to 60MPH, regularly. With small children and with such a narrow pavement walking in to the village always fills us with danger when people are travelling at such speed and at such close proximity.</p>
<p>(o18) Local resident, (Churchill, Chipping Norton road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Traffic too fast. 30mph would be better than a 40 mph. Or warning count down signs please</p>
<p>(o19) Local resident, (Churchill, Chipping Norton Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Long overdue. Chipping Norton road has cars accelerating as soon as they've gone past the memorial, driving past properties at great speed. It will also make cars enerting the village drive at 20mph.</p>
<p>(o20) Local resident, (Churchill, Hastings Hill)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>As a resident on Hastings Hill it has become increasingly difficult to turn into Hastings Hill from the Chipping Norton Road as traffic tends to speed around the corner. I therefore welcome these traffic calming measures, thank you.</p>

<p>(o21) Local resident, (Churchill, Hastings Hill)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>People come into the village very fast, and even if they are approaching the villages 20mph, they are normally going too fast to be able to achieve the 20mph. They end up driving through the village over the speed limit. The village can be used as a rat run to other villages and there are a lot of children and elderly people living on the main roads of Churchill. We need a slower approach to the village. Thanks</p>
<p>(o22) Local resident, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>I think these measures would be helpful in slowing drivers down. Some drivers enter and come through the village at high speeds with little consideration for other road users. We have a lot of young families and older people in the village and crossing the road can be particularly difficult. I have also seen a lot of disappointing and daft behaviour including drivers overtaking in inappropriate places to save a few seconds. I am strongly in favour of the measures.</p>
<p>(o23) Local resident, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Traffic calming measures in Churchill are essential to improve road safety, reduce speeding, and create a more pedestrian-friendly environment. With narrow village roads and increasing traffic, these measures help protect residents, particularly children, the elderly, and cyclists. Slower speeds also contribute to lower noise pollution and a safer, more pleasant community. Implementing traffic calming solutions, such as speed bumps, better signage, and road narrowing, will enhance the quality of life for all who live in and visit Churchill.</p>
<p>(o24) Local resident, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Traffic drives through Churchill, particularly exiting the village down Kingham Road, at speeds far exceeding 20mph - often closer to 40mph. This is extremely dangerous on a road with residential houses on both sides and with a</p>

	<p>pavement on just one side of the road. Anything that can be done to slow drivers down as they travel through the village has my support.</p>
<p>(o25) Local resident, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>The speed of the traffic coming into and through our village is horrendous. There is very little consideration of the speed limit. Men, women, lorries, taxis the lot, have total disregard to the limit.</p>
<p>(o26) Local resident, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>It is a harsh difference to go from a 50 & 60 mph speed limit down to 20 and results in most people still going over the 20mph village limit. A further reduction will improve this issue.</p>
<p>(o27) Local resident, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Local resident residing at top of Kingham Road, tired of people speeding into the village and down Kingham Road. Dangerous for children & pets especially.</p>
<p>(o28) Local Cllr, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>I support these proposals as they will improve compliance with the 20mph speed limit, enhancing safety for residents, pedestrians, and cyclists. The 40mph buffer zones will encourage a more gradual reduction in speed, reducing the risk of sudden braking and non-compliance. The traffic calming measures will further reinforce safer driving behaviour, making Churchill a safer and more pleasant place to live and visit. These measures strike a good balance between road safety and effective traffic flow, and I fully endorse their implementation.</p>

(o29) Local resident, (Churchill, Kingham Road)	40mph speed limit – Support Traffic calming – Support I have a young family in the village, And the speeds at which motorists fly up the kingdom Road concerns me.
(o30) Local resident, (Churchill, Kingham Road)	40mph speed limit – Support Traffic calming – Support The school run of cars from Chipping Norton to Kingham Primary and back is horrendous. So many speeding parents with no regard for local residents
(o31) Local resident, (Churchill, Sidings Road)	40mph speed limit – Support Traffic calming – Support It will make the village safer for children.
(o32) Local resident, (Churchill, William Smith Close)	40mph speed limit – Support Traffic calming – Support These seem positive proposals towards much needed traffic calming.
(o33) Local resident, (Churchill, William Smith Close)	40mph speed limit – Support Traffic calming – Support To get people to slow down & obey speed limits.
(o34) Local resident, (Churchill, Chipping Norton Road)	40mph speed limit – Support Traffic calming – Support

	<p>These improvements will help Churchill remain a safer, more welcoming place for all residents and road users. I strongly support this initiative. I live in the first house as you enter the village from Chipping Norton, and when I walk my three small children to the playground or into the village, I feel incredibly vulnerable due to the speed at which vehicles pass us. It is truly terrifying, and something urgently needs to be done.</p>
<p>(o35) Local resident, (Churchill, Chipping Norton Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>We live on the approach to Churchill from the chipping Norton Road. Unfortunately our pets have been run over causing us to stop keeping pets. We have children and are so worried about the speeding on the road and the dangers that it has.</p>
<p>(o36) Local resident, (Churchill, Hastings Hill)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Safety of children and pets</p>
<p>(o37) Local resident, (Churchill, Hastings Hill)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Churxhill is a busy through village. A lot of properties don't have off street parking so cars are parked in the road particularly outside the pub. It therefore makes crossing road difficult. People speeding through the village is even more hazardous because of this. It is also a concern with children and elderly people trying to cross the road.</p>
<p>(o38) Local resident, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>I support the traffic calming as the cars in the village do not adhere to the 20mph speed restriction!</p>

<p>(o39) Local resident, (Churchill, Kingham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Significant traffic increases using Churchill as a cut through and speeding has been a serious concern for years. Additional speed restrictions on all arteries leading into Churchill is 100% supported.</p>
<p>(o40) Local resident, (Churchill, Sarsden Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>People fly through the village very quickly and there are a lot of children and animals in the village</p>
<p>(o41) Local resident, (Churchill, Sarsgrove Woods)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>This is a family village with children, dog walkers and horses. The approach needs to be slowed, personally I think it should be less than 40mph</p>
<p>(o42) Local resident, (Churchill, Sidings Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>I support this to increase safety on the roads in the village</p>
<p>(o43) Local resident, (Churchill, William Smith Close)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>We live in William Smith Close, the last cul de sac in the village as you go towards Kingham station. The traffic largely ignores the change to 20mph as it approaches Churchill, often Lorries and tractors. Very concerning and it feels like an accident waiting to happen, so I'm delighted to hear about the proposed calming measures, and hope they do indeed become reality. Thank you</p>

<p>(o44) Local resident, (Churchill, William Smith Close)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>Need speeding to stop</p>
<p>(o45) Local resident, (Churchill, Chipping Norton Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>I strongly support these proposals. I live on Chipping Norton Road but find it difficult to walk along the narrow footpath into the Village due to the excessive speed of the traffic - in both directions.</p>
<p>(o46) Local resident, (Churchill, Chipping Norton Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>It feels dangerous to walk along Chipping Norton Road. The pavement is narrow and the traffic exceeds the speed limit and is passing close to your elbow. This is very intimidating. Many vehicles do not appear to slow down until they are forced to do so - to travel round the bend in the road at the war memorial.</p> <p>The 50mph speed limit signpost situated at the junction of Besbury Lane and Chipping Norton Road unfortunately serves to reinforce the high speed of vehicles as they approach the village.</p>
<p>(o47) Local resident, (Sarsden, Lyneham Road)</p>	<p>40mph speed limit – Support Traffic calming – Support</p> <p>It is really worrying the speed that vehicles come through the village at. Very few vehicles travel at the required speed and the roads are so busy</p>